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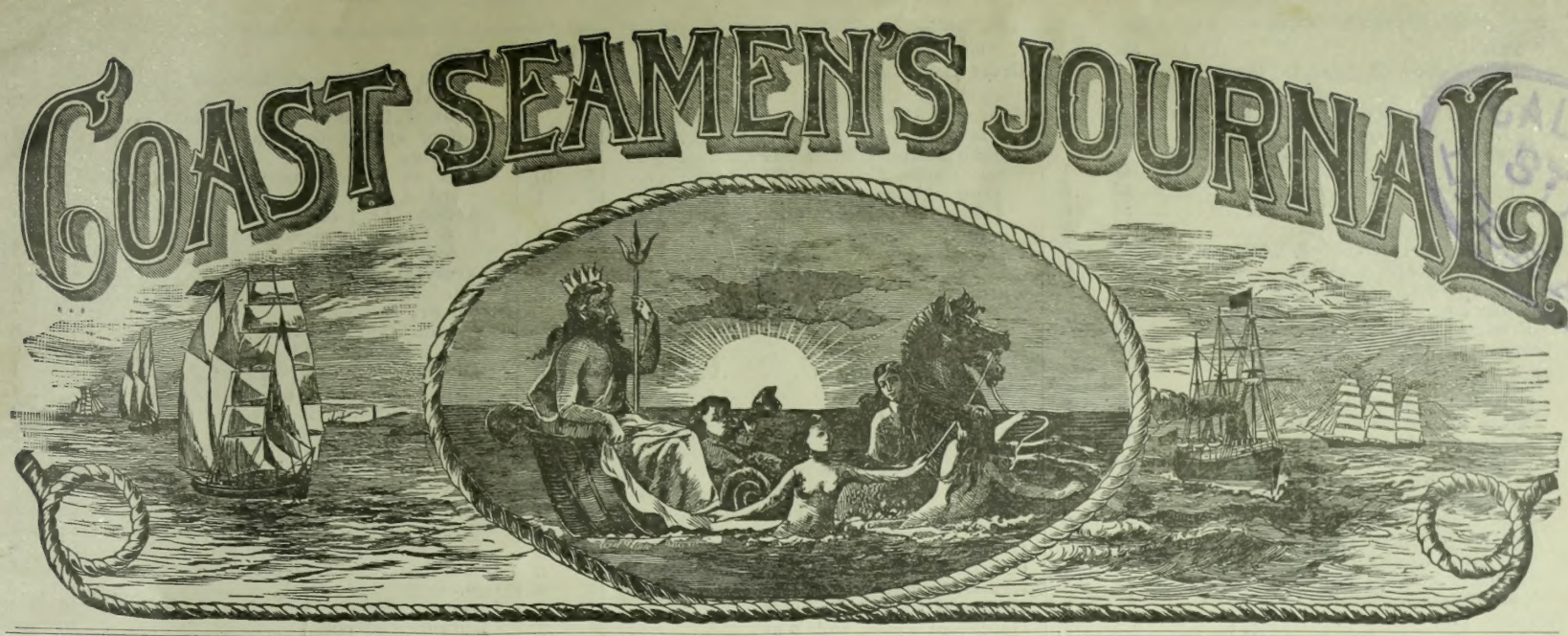
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FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

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ORGANIZED LABOR IN CANADA.

The second annual report on Labor Organization in Canada, covering the calendar year 1912, and containing 160 pages, has just been issued by the Department of Labor. The report follows closely on the lines of its predecessor, with some additional features, giving a general review of the activities of the trade-union movement in Canada during 1912.

From the introductory pages it is noted that trade-union membership, in common with other activities of industrial life in Canada, increased considerably during the year 1912. At the end of 1911 the membership was reported at 133,132; at the close of 1912 it stood at 160,120. This membership, it may be noted, is contained in 1,883 local trade union organizations. The local bodies are affiliated to larger central organizations, save in twenty-eight instances where the unions are local and independent.

After referring to the natural tendency to internationalism in trade unionism, the report shows that there are in all 148 international trade union organizations operating in North America, 99 of which have under their jurisdiction one or more local branches in Canada. Some attention is given to new movements in labor organization, known respectively as Industrial Unionism and Syndicalism. The first-named, which has been endorsed by the Trades and Labor Congress of Canada, looks to the closer federation or actual consolidation of all craft unions. Syndicalism, represented by the Industrial Workers of the World, and which has already figured in extensive industrial struggles in Canada, is opposed to old-line trade unionism, and is described as "frankly revolutionary" in character, a statement which seems to be fully borne out by the preamble of the I. W. W. constitution. In addition to the statistics given, the report contains a complete list of all known international central bodies, together with the name and address of the secretary; also federations of local unions, district councils, trades and labor councils, and local unions, with the names and addresses of the presidents and secretaries for the year 1913.

Trade Union Membership in 1912.

The tables submitted in the report show that there are 136,389 wage-earners in Canada who are members of international organizations. These are contained in 1,638 local branches. This is an increase of 107 locals and 16,974 members over the figures reported for 1911. Of Canadian central organizations there are 217 local branches with a total reported membership of 15,616, a slight increase for the year. In addition there are 28 independent bodies, of which 16 report a membership of 8,115, thus bringing the total membership reported in the 1,883 local branches and independent trade-union organizations of all types in Canada at the close of the year to 160,120. The total membership reported for 1911 was 133,132, contained in 1,741 local and independent bodies.

An analysis of the relative strength of organized labor and the number of wage earners in Canada, which is placed at 1,300,000, reveals the fact that a large number of unskilled laborers, approximately 88 per cent. of the whole, remain untouched by organizations. It is, however, pointed out that the total of 160,120 union members in Canada "will be, no doubt, found to include the large majority of effective members of skilled crafts of the Dominion."

Extent of Organization in Provinces.

The report shows that there are in all 1,883 local unions in Canada. Of these, 1,638 are International locals. 680 of which are in the Province of Ontario, 230 in British Columbia, 194 in Quebec, 144 in Alberta, 130 in Manitoba, 106 in Saskatchewan, 72 in each Nova Scotia and New Brunswick, and 3 in Prince Edward Island. There are 217 trade union locals of a non-international character, chartered by Canadian central bodies, divided among the various provinces as follows: Ontario, 67; Nova Scotia, 64; Quebec, 32; British Columbia, 17; New Brunswick, 11; Manitoba, 9; Saskatchewan and Alberta, 7 each, and Prince Edward Island, 3. Of the remaining 28 unaffiliated or independent bodies, Quebec has 15; Ontario, 5; British Columbia and Prince Edward Island, 3 each; Alberta and Nova Scotia, 1 each.

Membership in Canadian Cities.

The report gives the name of every locality in Canada in which one or more union branches exist, together with the number of unions reporting membership and the number of members reported as belonging to the locals. Of the 1,883 locals recorded, 1,051 furnished definite information as to officers and membership, the membership thus reported being 121,737. About 500 locals supplied the names of their officers; the remainder forwarded no information. The following table in the report gives the names of 22 cities which include 979 of the 1,883 local unions in the Dominion, the list not extending to cities having 20 locals or fewer:

	Number of Unions in Locality.	Number of Unions reporting membership.	Number of members reported.
Toronto	120	78	16,415
Montreal	107	59	15,562
Winnipeg	82	50	7,518
Vancouver	80	39	8,011
Hamilton	50	33	3,166
Ottawa	50	32	2,765
Victoria	46	30	3,287
Calgary	42	24	3,281
Quebec	41	20	4,419
Edmonton	40	24	2,729
London	38	27	2,350
Fort William	32	16	983
St. John, N.B.	28	18	2,687
St. Thomas	28	15	1,324
Saskatoon	28	14	991
Lethbridge	27	14	1,096
Halifax	25	11	1,387
Port Arthur	25	12	633
Brandon	24	17	1,118
Nelson	23	16	1,028
Moose Jaw	22	15	1,429
Windsor	21	14	880
Total	979	578	83,059

The cities included in the above list furnished also more than one-half of the locals which reported their membership, and contain over 51 per cent. of the entire trade-union membership in the Dominion.

Trade Unions of the World.

An interesting statement contained in the report shows the relative standing in trade unionism of the chief industrial nations, with figures indicating the percentage of trade-union membership to population in the case of each country as follows:

Country.	Union membership.	Population.	Per Cent. of Union Membership to total Population
Great Britain	3,010,347	45,365,599	6.066
France	1,029,238	39,601,509	2.025
Belgium	92,735	7,516,730	1.012
The Netherlands	153,689	5,945,155	2.025
Denmark	128,224	2.757,076	2.025
Sweden	116,500	5,521,943	4.046
Norway	53,830	2,391,782	2.021
Finland	19,640	3,120,264	2.022
Germany	3,061,002	64,903,423	4.047
Austria	496,263	28,321,088	1.017
Bosnia-Herzegovina	5,587	1,898,044	.002
Croatia-Slavonia	8,504	2,416,300	.003
Hungary	95,180	20,840,678	.004
Servia	8,337	2,911,701	.002
Roumania	6,000	6,966,000	.0008
Switzerland	78,119	3,741,971	.02
Italy	709,943	34,687,000	.02
Spain	80,000	19,588,688	.004
United States	2,282,361	91,972,266	2.481
Canada	160,120	7,204,527	2.02

According to the foregoing table, Germany leads all countries in actual membership in trade unionism, Great Britain being second and the United States third. Great Britain is, however, easily the most highly unionized country in the list. The figures for Canada are small beside those for the great industrial countries, and allowing for difference of population the Canadian figures remain relatively small. Belgium and Holland are two industrial countries with a population fairly comparable in number with that of Canada. Belgium with a slightly larger population has a third less of organized union membership; Holland with a million fewer people has almost an equal union membership with Canada. The Australasian Dominions are not mentioned in the report of the International Secretariat of national trade-union centers, and complete information is not available to the compilers of this report. It is believed, however, that the percentages of unionized labor are very much larger in those Dominion than elsewhere in the world.

Beneficiary Systems of Unionism.

A chapter of the report is devoted to a discussion of the beneficiary systems of trades unionism. Not all the unions have reported on this subject, but the information collected shows the wide and important influence which organized labor of North America plays in this department of industrial life. The beneficiary expenditures of sixty-eight of the international central trade union organizations operating in

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FALLACIES OF I. W. W.

What a God-send it would be to the working-class if every last workingman were organized and firmly united with every other worker in one big union! That has been the dream of ages. The Knights of Labor was an effort to realize that dream and some day we hope and believe this dream will come true. Every member of organized labor who grasps the breadth of the labor movement hopes that this day may come soon, but those who have any great amount of knowledge about history and the growth and development of organized labor and who understand the state of mind existing among the majority of the workers who actually inhabit this world to-day realize that this desired goal can not be reached in a hurry.

Every now and then enthusiasts undertake to lead the working-class out of the wilderness by a short-cut route. During recent years we have had the I. W. W. boasting about their one big union and the wonders which it would perform. Unfortunately for the I. W. W. enthusiasts their union never has been very big and their repeated failures during the present year to make good in their various attempts to start something for whose success they could claim credit is reacting and they must now shoulder the blame for the failures. Just now the I. W. W. is rent with dissensions. These have been brewing for months and now they have reached such an acute point as to find expression in their various papers.

The one big union of the I. W. W. is in an exceedingly critical condition. Long before it has reached any size to speak of it seems to be going to pieces just as the I. W. W. of eight years ago split into fragments that have never succeeded in getting together since.

In this connection the question naturally arises: How would it be possible for these boisterous enthusiasts to hold one big union together if they can not hold a little one together. The I. W. W. has had eight years in which to grow and although its present papers fail to publish any report of finances, membership or anything else that would indicate its present actual size it is certain that the I. W. W. to-day is smaller than it was during 1905 when it was formed. It is easy to talk about one big union, but when it comes to actually realizing this desired goal it will take a whole lot more than noise to bring it about. It will take far more persistent and patient effort, far more intelligence and education, far more discipline and organization than the average I. W. W. enthusiast ever dreamed of. His one big union grew rapidly in his mind, but the methods used to bring it about are causing its disruption.

"The more haste the less speed," is a saying that is generally filled with truth when applied to the man who is in a stew of a hurry. The same can be said to the impatient ones in the labor movement who want to move faster than the general movement will move. It applies with exceptional force to the enthusiasts of the I. W. W. of to-day. They have talked fervently of their one big union and before they are eight years old they have repeatedly been rent into factions. Their organization seems to be in a bad way and it remains to be seen what will happen next.

In the meantime the American Federation of Labor has increased its membership more than 300,000 during the last twelve months.—Eureka Labor News.

BY THE WAY.

Political vs. Direct Action.

Brother, what do you expect to accomplish with your "direct-action-and-to-hell-with-politics" tactics? Don't you know that the other side can give you cards and spades, and still beat you at the game of "direct action," hands down? Why shouldn't they? They are in more or less direct control of the government, the navy, the army, the militia, the police, the courts, the press, the pulpit, etc. Above all, they are in full control of the natural resources of the country, and most of the public utilities. That gives them the sinews of war, which is everything in warfare. Truly a formidable array of forces to buck up against with such puny batteries of "direct action" as you could bring to bear on them!

No, friend; "direct action" is not likely to get you anything much besides a broken head or a term in jail. The devil must be beaten with his own weapons. And, as you know, the devil of capitalism is particularly strong on "law and order," "constitutional methods," and that sort of thing. That's it—"the constitution," "law and order," etc.—those are the weapons we must use if we would down him. Let's get together, a majority of us, and vote him out of existence so completely that he'll never be able to come back. So long as we do it in accordance with "constitutional methods," and are punctilious sticklers for "law and order," he can have no possible kick coming. Serving a man with a dose of his own medicine estops him forthwith from arguing against the proceeding. Yes, brother; political action has "direct action" beaten forty-'leven different ways from the jack as a weapon against capitalism.

Just do a little figuring, and the thing will be plain to you. Suppose, for instance, that a majority of the workers were both ready and willing to go in for "direct action," what could they do if a substantial minority elected to remain at work for the masters? On the other hand, a bare plurality of the voters can capture the whole machinery of the government in nation, State, county or city. A bare majority of them could, if they so chose, totally remodel our whole industrial and economic structure. And nary a capitalistic exponent of "law and order" could say them nay on "constitutional grounds." Now, what do you know about that, Brother Direct-Actionist?

Turn and turn about is fair play. John D. Rockefeller's pile was built for him by underpaid and long-houred labor. Now the old gentleman has become so fidgety and restless that he can't quit work even on Labor Day. Poor man! It must be fierce this thing of having to live up to a solemn reputation of being "a rosebush in the Lord's garden."

What shall it profit a man to be a "sovereign citizen" of a great republic if the subjects of a measly monarchy can go him one better on the score of sovereignty? Here, for instance, are the people of Norway, more power to 'em, who have gone and deprived their king of the veto power. What d'you know about that, eh? After this his gracious majesty will be "requested" to sign all bills passed by the Storthing. If he refuses to sign a bill it will become law anyway. Which makes the king just an anointed rubber stamp. All the same it's going some in the line of progressivism. Maybe along in 1950 or thereabouts we'll catch up with the Norwegians and do our own vetoing as well as law-making.

Machine-Made Idleness.

Under the heading "How Machines Multiply Labor Production" the August issue of Popular Mechanics prints the following:

> Aided by machinery, it appears, according to statistics gathered by the Bureau of Labor, that 4,500,000 men turn out a product which would require proximately 40,000,000 if produced by hand. The advantage derived from machinery in the United States is about twice as great as that in Europe, so that the actual population of the United States is equal in productive power to 180,000,000 Europeans.

These figures preach an eloquent sermon. They tell as plainly as figures can that we of today are face to face with an economic situation which was never before known in the world's history. The situation in brief is this: Skilled labor is rapidly dwindling toward the vanishing point. Unskilled labor is increasing beyond all bonds within which it can be profitably employed under existing industrial conditions. Result, unemployment on a staggering scale.

Yes, indeed; what shall it profit a nation to enjoy an "advantage derived from machinery . . . about twice as great as that in Europe" if the net result is simply a corresponding increase of involuntary idleness and poverty? What's the answer do you suppose? Well, to my way of thinking it is this: Let's socialize our industries. Then "the advantage derived from machinery" employed in the industries would redound to the benefit of all, in exact proportion to the quota of labor contributed to the general fund by each. That would automatically end the profit system by making the only incentive to production that of use. And with the ending of the profit system would come quite naturally the ending of its logical concomitant, involuntary poverty. For as long as there remained one man in the community with legitimate wants to be ministered to, production would, perforce, be carried on to that extent. In short, the production of wealth would then have the same relation to society as the windmill pump has to its annexed water tank. As you know, when the tank is full the pump automatically stops, but starts up again as soon as there is the least shortage of water.

And so with socialized industries. The production of wealth would continually be kept at the top level. Only when the wants of everyone had been satisfied would there be anything like a general cessation of work. Which would be more like a general holiday than anything else; for it surely would be no hardship to be out of work when you lacked for nothing.

Enthusiasm and sincerity is a hard team to beat even when enlisted in a fool cause.

'Tis strange such diff'rence there should be 'twixt "honest graft" and larceny!

EL TUERTO

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

One Thousand Longshoremen Strike.

One thousand longshoremen employed at the Hamburg-American line piers struck, and, as a result, work is at a standstill on the company's piers in Hoboken, where the President Grant, the President Lincoln, and the Kaiserin Auguste Victoria are moored. A committee of the strikers called upon Captain Hans Jarka, the Hamburg-American line's sperintendent of piers, and he did his best to prevail upon the men to go back to work pending a settlement of their demands. This the committee refused to agree to, and at a meeting held recently the strikers voted to stay out until the company met their terms. The trouble started when the Hamburg-American line appointed Captain Jarka superintendent of its piers. Before his advent the "brass check system" prevailed, and this was satisfactory to the longshoremen, as it insured them steady work. Under the brass system every longshoreman had a check, and the men were divided into classes of 100 each. The men longest in the company's employ, whose numbers ran from 1 to 100, were the first engaged. Then, if more men were needed, those longshoremen whose numbers ran from 100 to 200 were called on. This system of seniority applied throughout the list of 1,000 employes. But the men assert that Captain Jarka brought with him from Brooklyn his old stevedore, William Schmidt, and made him head stevedore on the Hamburg-American piers. Schmidt did away with the check system, and when he wanted longshoremen he sent out into the street and picked up the men he wanted, instead of sending for the old longshoremen by classes. The strikers demand a return to the check system.

Ed. Note: According to late advices the longshoremen have returned to work with demands practically granted.

Constabulary's Brutality.

Serious rioting was the outcome of an attempt to break up a strike of iron molders in the several plants at Erie, Pa., which has been dragging along since December last. Non-union men were brought in, and this inflamed the strikers and their sympathizers. The sheriff and the police had not exhausted all of their means before they appealed to Governor Tener to send the State constabulary, and a protest was made to him by the labor leaders against such action, and, according to the understanding reached, promises were made through the Governor's representative that the constabulary would not be sent to Erie until an investigation had been made, or that conditions become so serious that such action would be necessary. Despite the promise of the Governor, two troops of the State constabulary were dispatched immediately to the city. Not long after they had taken charge of the situation one of their number struck a striker over the head with the butt of his rifle, injuring him quite seriously. Previous to the assault no effort had been made to arrest the alleged offender, nor had any resistance been made on the part of any of the strikers to the orders issued by the members of the troopers. Following this action, the strikers became very much excited, and the result was a clash between the two, in which the troopers rode roughly over the men with their horses. As a result of this action, one State trooper was wounded and three strikers and sympathizers are now in the hospital and a score of others were more or less injured. The streets of the city were crowded at the time the disturbance occurred, and it is fortunate that nothing more serious resulted, as the citizens generally are very much incensed at the manner in which the constabulary was hurried to the scene. There was serious talk of calling a general strike to assist the molders, announcement to that effect appearing in the local papers. The matter, however, was seriously debated at a special meeting of the Central Labor Union and the leaders of the strike. A decision was finally reached at the urgent request of the representatives of the molders that the interests of that organization would be best served by not calling a general strike, and it was finally determined not to do so. The situation is still critical and probably will remain so as long as the constabulary is on the scene, as their presence in various places of the State where difficulties have existed heretofore has promoted trouble by their extremely arbitrary and ill-considered action. The men are more determined than ever to continue the struggle until successful results are obtained.

Molders Progress.

The report of the officers of the International Molders' Union shows the following progress in many sections of the United States:

Continued success was experienced during the month of June in securing substantial advances in wages and other improved conditions for our members through the peaceful methods of conferences with the foundrymen. The members of No. 459, Waterloo, Iowa, have secured a $3.50 minimum for a nine-hour day and a basic wage rate of $4.50 for piece workers. Two of the foundries under the jurisdiction of No. 102, Waltham, Mass., have granted a $3.25 minimum flat for a nine-hour day; this rate to be raised to $3.35 January 1, 1914. The previous minimum was $3.00. The members of No. 305, Plainfield, N. J., have established a minimum of $3.50 for a nine-hour day, or its equivalent. In the shops operating under an 8½-hour day the rate will be $3.50 at these hours on September 16, this year. An agreement establishing a flat minimum of $3.60 for a nine-hour day has been reached with the foundrymen of Omaha, Hastings, Lincoln, and Fremont, Neb., and Council Bluffs, Iowa, the agreement being signed with the Nebraska Foundrymen's Association. This is an advance of 35 cents per day to coremakers and 30 cents to molders. A minimum of $3.15 for coremakers and $3.50 for molders for a nine-hour day has been established in Minneapolis, Minn. This is an advance of 25 cents per day on the minimum. Two shops, employing approxi-

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MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

Atlantic District.

Eastern and Gulf Sailors' Association, 1½A Lewis St., Boston, Mass.

Marine Cooks and Stewards' Association of Atlantic, 42 South St., New York.

Harbor Boatmen's Union, 214 West St., New York, N. Y.

Lake District.

Lake Seamen's Union, 570 West Lake St., Chicago, Ill.

Marine Firemen, Oilers and Watertenders of Great Lakes, 71 Main St., Buffalo, N. Y.

Marine Cooks and Stewards' Union of Great Lakes, 55 Main St., Buffalo, N. Y.

Pacific District.

Sailors' Union of the Pacific, 84 Embarcadero, San Francisco, Cal.

Marine Firemen, Oilers and Watertenders of the Pacific, 91 Steuart St., San Francisco, Cal.

Marine Cooks and Stewards' Association of the Pacific, 42 Market St., San Francisco, Cal.

Alaska Fishermen's Union, 93 Steuart St., San Francisco, Cal.

United Fishermen of Pacific, Box 42, Seattle, Wash.

Bay and River Steamboatmen's Union, 10 Embarcadero, San Francisco, Cal.

AUSTRALASIA.

Federated Seamen's Union of Australasia:
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Road, London, E., England.

Hull Seamen's and Firemen's Union, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeland Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersoliet 8.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin P. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts Maritimes de France, Paris, 33, rue Grange aux-Belles.

Fédération Syndicale des Agents du Service Général à Bond. 3 Quay Videcog, Havre.

NORWAY.

Norsk Matros, og Fyrboder Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Kobenhavn, Toldbodgade 15, Denmark.

Sofyrbodernes Forbund, Kobenhavn, St. Annapalads 22, Denmark.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza L. Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Federacion Nacional de Obereros de Mar de Buques y puerto, Barcelona Mayor, 44, 2, 1 (Barceloneta), Spain.

URUGUAY.

Sociedad de Resistencia de Foguistas, Montevideo, Calle 25 de Agosto No. 219, Uruguay.

ARGENTINA.

Federacion Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

World's Workers.

A meeting of 1200 members of the federated trade unions at Pretoria carried a motion requesting the Imperial Government to recall Viscount Gladstone over his action in connection with the strike.

The Governor of Galicia, a crown land of Austria-Hungary, has determined to stop the emigration of adults from his country to the United States and Canada. He ordered the police to arrest all male persons between the ages of 18 and 36, and liable for military service, who attempt to leave the country, and to send them to their homes.

For some years the co-operative societies in British India have so rapidly developed that the government found it necessary to establish a special registry office in every province for co-operative societies. The Governors and Ministers have taken part in many of the conferences which have recently taken place for the furthering of the co-operative movement.

An agreement has been reached by the employers' association and the brass workers and metal mechanics at Birmingham, Eng., by which wages have been increased by rates ranging from 9d. (18 cents) to 2s. 6d. (61 cents). The wages are for a week of 54 hours and affect some 4,000 men. They do not apply to the brass casters, whose wages were increased some eighteen months ago.

Sympathizing with 11,000 painters who struck as a protest against the employment of non-union men, the electricians of the British Admiralty at London walked out on August 30. More than 700 electricians in the general postoffice there resolved to strike until the non-union painters are discharged. The strike will cut off power and lights, tying up the mail hoists and pneumatic tubes.

Another 400 employes of the printing bureau at Ottawa, Canada, have been given a substantial increase in wages, dating from June 1 of this year. The 400 includes stereotypers, compositors, bookbinders, pressmen, and press feeders, and the increase, dating from June 1, will be paid to the men as soon as the accounting clerks of the bureau get the amounts made up. Compositors, bookbinders, and stereotypers will now draw $20 per week, pressmen, $21, and feeders, $15. This is an increase ranging from 50 cents to $1 per week.

Co-operation will be the basis of the ideal State of the future, according to Earl Grey, who addressed the recent Congress of the International Co-operative Alliance at Glasgow. In an enthusiastic inaugural address to the 600 delegates present, who represented 20,000,000 members of co-operative societies in America and Europe, Lord Grey painted a picture of the future co-operative international commonwealth, which, he said, would one day be co-equal and co-extensive with the whole of the civilized world. It meant, he said, the elimination of the parasitic middleman and consequently a reduction in the cost of living. Co-operation, he said, showed how the warring forces of labor and capital could be reconciled, and would put an end to the present industrial organization, which was responsible for much of the existing selfishness, suspicion, hatred, and consequent inefficiency, with their resultant sequels—poverty and discontent.

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INFORMATION WANTED.

This is to certify that on the 27th day of February, 1911, one Mathias Lagman, then nineteen years of age, was a seaman on board the S. S. "Paloma," Cuban flag; that when said vessel was lying at anchor in the Port of Cabarian, P. R., at about 8 o'clock in the evening, Lagman, who had been working with other men at painting, was walking between decks in the dark, when he fell through hatch No. 4, which had been left uncovered. He was picked up in the hold and it was found that he was paralyzed from the waist down. This young man was subsequently taken to Russia, where his mother, who is very poor, is taking care of him.

It is believed that the owners were negligent in failing to have the hatch covered, and in failing to have or furnish proper lighting for the 'tween decks at the point where Lagman fell. If these facts can be proven, some relief might be obtained for this unfortunate boy.

The following are the men who signed on the articles with Lagman, and who had been working with said Lagman:

C. Jones, C. J. Johnson, F. Johan, M. Lanhard, E. Randal, W. Paulson.

Any seaman who will locate these men or send their addresses to the Legal Aid Society, No. 1 Broadway, New York City, will be doing a great favor to said sailor, and to S. B. Axtell, attorney-in-charge.

For similar reasons we desire to communicate with the following men who were members of the crew of the "Lyman M. Law" in October, 1911, when Edward S. Tennberg was severely injured on the trip between Boston and Norfolk:

Adolph Dittmer, John Olson, Harold Herman, Charles Newberg, James J. Kelly.

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INFORMATION WANTED.

Charles Edward Latham, native of Auckland, N. Z., age 23, last heard of at Callao, September, 1911, is inquired for by his brother. Address, Henry Thomas (No. 550), Sailors' Union of the Pacific, San Francisco, Cal.

Adolf Theining, a native of Vannersborg, Sweden, is inquired for by his mother. Address, Coast Seamen's Journal.

NOTICE.

Any sailor or fireman having baggage stored with John Krehmke, 407 Drumm St., will please call on Mrs. John Krehmke, 1209 Central Ave., Alameda. Baggage to be kept 60 days from to-day, then sold to defray expenses.

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San Pedro Letter List.

Anderson, Edw. -1739	Kroman, M.
Anderson, Marius	Kallas, M.
Andersen, Morris	Lang, C.
Anderson, Gust	Lindberg, Billy
Anderson, W. -1630	Lewis, George
Andersen, A. -1645	Leideker, C.
Allen, August	Lauritson, George
Andersen, A. P.	Lindeberg, Ernest
Annell, Albert	Lemke, Richard
Anderson, Ernst	Lewet, Frenchie
Anderson, David	Linderman, Gust
Anderson, Hemmind	Lindgren, Gust
Anderson, Lewis	Lister, W.
Anderson, Patrick	Livingston, F.
Andersen, P.	Loining, Herman
Anderson, Sam	Lutzen, W.
Anderson, Soren	Mayer, W.
Bringsund, Harald	Makinen, Oskar
Bolsrin, Jacob	Moutta, John
Bergh, Borge	Moulas, Nick
Bengtsson, C. -1924	Merleult, Gaston
Benson, Helge	Mickelsson, A. -1105
Berhus, Emil	Miller, John
Buchtman, F.	Mohle, N. S.
Blakstad, Ed.	Nichols, Walter
Cristensen, H. -1366	..elsen, Julius
Casasio, Joe	Nelson, Ernest
Carlsson, Aksel -1220	Nelson, Hans
Chifpman, Wealle	Olsen, Ferdinand
Collberg, C.	Olsen, Oswald
Doyle, W.	Olsen, W.
Dischler, Peter	Ogilvie, Wm.
Dougal, A.	Olsen, Sekutar
Davidson, W.	Owen, Fred
Dreger, Jack	Olsen, Marius
Ekholm, F.	Olsen, Olav
Eckart, T. G.	Olsen, Nick
Eriksson, C. -333	Pekman, Ernest
Farrell, Henry	Peterson, Oscar (Reg. Letter)
Flebe, Fritz	Persson, Hjalmar
Fallom, Richard	Repson, E.
Felsch, Charley	Rajala, Wictor
Flanagan, Jack	Reshe, G. H.
Forjensen, Olaf	Sandblom, Konrad
Gracelew, Mr.	Samuelson, Wivtor
Gutman, Jack	Sandstrom, O. H. -1810
Goodlund, Oskar -111	Simpson, L. C.
Holmstrom, Fritz	Smith, William
Hjorth, Knut	Schroeder, Hans
Hausman, Mr.	Sanne, Rudolph
Hansen, C.	Sauders, Swedrup
Hansen, Pete -1877	Sevardseh, E.
Hass, James	Sievers, G. P.
Halvorsen, O.	Smith, H. D. -2015
Hansen, Herald	Staar, Chas. -2601
Hansen, Johannes	Sundquist, E. Aug.
Hansen, Martin H.	Thogersen, Peter
Helenius, Oskar	Thorsen, Joe
Hintza, Yrjo	Torgersen, Anton
Holtsman, Harry	Ulappa, Kosti
Johansson, J. -2266	Warkala, J.
Jorgensen, Fred	Wilemson, H.
Jensen, Jens B.	Willis, F. S.
Johansson, Fritz W.	Wirtanen, Charles
Jonasson, O. M.	Werner, Paul
Johansen, Walter	Wene, K. J.
Jensson, John -2203	Zorning, Arthur
Johnson, Ben	Zoe, F.
Johnson, Fred	Packages and Photos.
Johnson, Andrew	Anderson, Hilding
Kumlander, Emil	Kroman, M.
Kalnin, E.	Larsen, James Chr.
Klahn, K.	Nordman, Jorn

Honolulu, H. T.

Albrect, Chas.	Karlson, Hans
Andersen, W.	Karlsen, Oskar
Andersen, M. C.	Kjassgaard, Hans
Andowety, H.	Langer, Robert
Anderson, E.	Laymbrag, H.
Anderson, C. E.	Lintianen, Ernest
Anderson, E. K.	Lindberg, T.
Anderson, A.	Ludwigsen, Arne
Berthele, M.	Marx, Albert
Baker, M.	Machado, H.
Bode, W.	Mafo, E. S.
Carlson, C.	Methesen, E. K.
Carlson, A.	Olander, Carl
Christensen, A.	Olsen, J. H.
Clausen, J.	Person, Edmond
Colbert, M. J.	Pitschkun, W.
Douglas, G. A.	Pelusan, D. E.
Edgeston, C. J.	Russell, W.
Ehlert, An.	Reinink, H.
Eaton, Neva I.	Rasmundsen, G.
Glaaormither, C.	Silfius, W.
Gordon, James	Slan, C.
Hansen, Pet.	Schiff, Ch.
Haralsen, W.	Sorensen, E.
Hanson, Jorg.	Suvert, H.
Hansen, Christ.	Sjablom, G.
Haven, Francis	Stevens, A. W.
Hevaroso, H. B.	Salversen, S.
Hapstad, Sigurd	Schates, A.
Irwin, Robert	Vilvot, J.
Ivans, Carl	Williamson, R. A.
Trike, Willie	Zornow, Herbert
Jensen, Hans	

INFORMATION WANTED.

William Moran, who left Buffalo forty-two years ago, at the age of 12 years, is inquired for by his sister. Address Mrs. Catherine Moran Fossett, 421 Normal avenue, Buffalo, N. Y.

Albert Christensen, native of Byrum Laso, last heard of in San Francisco in 1910, is inquired for by his brother. Address, H. C. Christensen, Scandinavian Sailors' Home, San Francisco.

Albert Smith, a native of Cork, Ireland, who left the American ship John C. Meyer, on Feb. 20, 1911, is very anxiously inquired for by his wife. Please notify British Consul General at San Francisco.

Fred (Albin) Swanson, a native of Malmo, Sweden, aged about 25, is inquired for. Address, Coast Seamen's Journal.

Pacific Coast Marine.

Cuban sugar is now coming to Vancouver in larger quantities than Java sugar. In the past several months only one steamer has arrived from Java.

Frank Stone, of Oakland, is constructing a large steam tug for the Standard Oil Company. The tug will be used for towing the company's barges and other craft on the bay.

After a voyage of nearly seven months the schooner "W. H. Marston" arrived in the Columbia River on September 11, fifty-seven days from Antofagasta, to load her second cargo of lumber of the year for the West Coast under charter to W. R. Grace & Co.

The fleet of salmon vessels began to show up at San Francisco on Friday night (September 6) with the arrival of the ship "Indiana," Captain Thompson, and during the following day five more arrived. The catch was remarkably large this season, and each carrier brought a capacity cargo.

The Japanese junk that crossed the Pacific with a load of Japanese and was picked up and towed to San Francisco from Point Arena last month, was sold at public auction by United States Marshal George H. Burnham on September 10. The junk was knocked down to A. J. Mogan for $159.

Making better than the usual steamship time, the ship "Star of Alaska," Captain Halvorsen, of the Alaska Packers' fleet, arrived at San Francisco during the past week, making the run in ten days from Chignik. The "Star" was formerly the British ship "Balclutha." She brought 26,480 cases of canned salmon.

Alterations and repairs to the steamer "Portland" will be made at the Craig shipyards, Long Beach, at a cost of nearly $40,000. The vessel will be so altered that grain may be carried in bulk. Bulkheads will be provided so that different varieties of grain may be carried. A power plant and electric elevator will be installed.

Exonerating Pilot Richie L. Pease from blame in the collision at Astoria, August 24, between the German bark "Thielbek" and the Norwegian steamer "Thode Fagelund," local United States Inspectors of Steam Vessels Edwards and Fuller at Portland have closed that matter, as they have no jurisdiction over Pilot Nolan, who was piloting a foreign steamer.

Official information relative to the trial trip of the electric collier "Jupiter" states that the first trial spin was successful, and that the electric drive engines worked well, developing 5,000 horsepower at 104 R. P. M. This was better than expected, and leads to the conclusion that the required 5,200 horsepower of the specifications will be obtained with 110 R. P. M.

Data just compiled by Major J. F. McIndoe, corps of engineers, U. S. A., from the results of the recent survey made at the entrance to the Columbia River show an increase of two feet in depth over the annual soundings conducted in May. Major McIndoe is of the opinion this increase will prove permanent, due to the action of the current as guided by the completed jetty.

Though the Coast lumber business is not improving very fast, sailing vessels continue to be chartered for off-shore shipments. Quite a number of charters were reported recently. Among the latter were the schooner "Bainbridge," Puget Sound to Australia; the schooner "Defiance," Grays Harbor to the west coast, and the schooner Stimson from Puget Sound to Santa Rosalia.

Captain James Burrows Clift, a veteran American sailing ship master, died at Tacoma August 26, age 68 years. He was born in Mystic, Conn., and went to sea when 14 years old. He retired in 1889 after twenty-six years at sea with but three months on shore. He made forty-nine voyages around Cape Horn in sailing vessels. His longest command was in the ship "William H. Starbuck."

The Hamburg-American line will include San Francisco as a port of call after the first of next year for its transpacific freight steamers "Brisgavia," "Uckermark," "Andalusia" and "Sethonia," which ply between Hamburg and this coast via East Asiatic ports, although Portland will doubtless remain the terminal of the line for some time to come. H. H. Ebbey is the local agent for the new service.

Following his decision to maintain and develop the Mare Island Navy Yard as a first-class naval establishment, Secretary Daniels awarded a contract to R. A. Perry for dredging a channel to the plant at a cost of $197,000, $35,000 less than the lowest bid received several months ago. As this bid is less by $46,000 than the appropriation made by Congress for the improvement, which contemplated a channel only 400 feet in width, the Secretary will ask for authority to expend the balance of the appropriation in increasing the width to 600 feet.

Flying the Red Cross flag at the masthead, to give greater protection in the work of rescuing refugees from ports on the west coast of Mexico than the American flag would give in ports that are hostile, the Army transport "Buford" sailed from San Francisco on September 8 in charge of Charles Jenkinson, special representative of the State Department. For the first time a War Department vessel has been turned over to the command of the State Department, and Jenkinson has been rushing work to get away, seeing that proper medicines and stores were ordered and that the necessary hospital men and nurses, as well as soldier guards, were taken along for the four or six-weeks trip.

Reports that the Falcon and Hope Islands of the Friendly group in the South Pacific had disappeared beneath the surface of the ocean in a hurricane were brought to San Francisco by Captain J. H. Trask of the steamer Sonoma, which arrived from Australia during the past week. The islands were inhabited by natives and many white people. It is believed that the inundation caused wholesale loss of life. Captain Trask feels that the catastrophe will be a great menace to navigators, if the reports are true, for if the islands should be only a few feet under water new charts of the locality would be necessary. The news of the disappearance of the islands was brought to Australia, according to Captain Trask, by a steamer that traded between Australia and the Friendly Islands. Recent reports of earthquakes were noted by students in Australia.

The steel ocean-going dredge "Col. P. S. Michie" was launched recently at Seattle, from the yards of her builders, the Seattle Construction & Dry Dock Co. The new vessel was christened by Eleanor M. Chittenden, daughter of General H. M. Chittenden, president of the Seattle Port Commission. The "Col. P. S. Michie" is a twin screw vessel of great power. She is 244 feet long, 43 feet beam, 24 feet deep, and is of the central type. She will have a capacity of 1,000 cubic yards. When completed and equipped, the new dredge will cost approximately $350,000. She is to be used at Coos Bay, Oregon, first in Government harbor improvement work and later for channel maintenance. Her special work will be the deepening of harbors on the Pacific Coast.

The name "Constitution" may be given to the large steamer which is to be built soon by the Pacific Coast Steamship Company. The new vessel will be on the same lines as the "Congress," which is now on the way from Philadelphia to San Francisco. The company has steamships called the "Governor," "President" and "Congress" and the name "Constitution" would carry out the idea followed in the christening of the others. The "Congress" is due here October 2 and will go on the coast runs immediately. When the "Congress" is in service arrangements will be made to withdraw the "Governor" and then the "President" temporarily for the installation of oil-burning apparatus. The "Congress" is an oil burner. The officials of the Pacific Coast Company report that the volume of passenger and freight business is increasing rapidly and that even with its increased facilities the company will be kept right at top speed all the time to try to handle the business.

The whaling bark "Gay Head," Captain Porter, arrived at San Francisco on August 30. The owners hardly expected her for a month or two. The "Gay Head," which sailed from San Francisco on December 28 last, had a very successful season. There were eighteen whales captured and nothing in the way of smashed boats marred the taking of the leviathans. The bark was the only vessel to go up from here for the season in the Arctic, but if an experiment now on is crowned with success many of the old timers may get back into the harness next season. The "Gay Head" brought 1000 barrels of sperm oil and ten barrels of whale "beef." There was nothing remarkable in the bringing of the oil, as that was the main object of the trips in the days gone by before petroleum wells became so plentiful. The ten barrels of "beef," each barrel with about 300 pounds capacity, is something new in the way of whale product. Whalers themselves had often smacked their lips over a well-cooked whale steak, just as seal hunters have made many meals off choice slices of their prey with a great relish. The commercial prospects of either whale or seal had not been taken into consideration apparently. When the "Gay Head" went north in December it was arranged for 3000 or 4000 pounds of the blubber to be salted down and brought here for experimental exploitation. When four days out of this port Captain Porter took a peep into one of the "beef" barrels, and on arriving declared he had found it in fine shape. Along with the other men on the bark the skipper believes whale meat is destined to make a hit with the epicure.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor. California St., near Montgomery. Telephone, Kearny 394; (Advt.)

International Seamen's Union of America.

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(Continued on Page 11.)

Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO

BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

PAUL SCHARRENBERG.....Editor

E. M. HOLT.....Manager

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, SEPTEMBER 17, 1913.

VOLUME TWENTY-SEVEN.

With this issue the COAST SEAMEN'S JOURNAL enters upon the twenty-seventh year of its life. For twenty-six years this paper has uninterruptedly espoused the cause of the toilers of the sea. There have been trying periods in the life of the JOURNAL, but so far neither hostile human agencies nor the elements beyond control of man have been able to suppress its voice for one single issue.

When the first issue made its appearance—a little four-page sheet 12 by 18—the editor frankly stated the case, as he saw it, in a prophetic Salutatory, from which we quote in part, as follows:

> With a feeling of natural pride, we venture to present to the public this opening issue of the Coast Seamen's Journal—beyond a doubt the first newspaper that has ever been published exclusively in behalf of the myriads who live upon the watery part of this globe of ours, the seafaring class.
>
> In taking this step, we do not lend ourselves to any delusion; we fully conceive the immensity of our task. Descendants, as we are, of the "House of Want," and the pupils of such grim teachers as extreme hardship and continuous toil, we have even now a woeful apprehension of the scolding, cuffing and general ill-treatment which this offspring of ours is to receive, especially at the hands of that class of parasites who have grown corpulent and lazy on the hard earnings, the ignorance and the proverbial generosity of the Sailor. How they will hate its voice; how they will endeavor to stifle it; how they will employ each conceivable soothing charm to rock it to sleep again—for its voice, tiny and insignificant as it may seem, is a menace to their objects, a death-message to their very existence. . . .

That results have fairly crowned the efforts of this "tiny and insignificant" voice of publicity no one can deny. That a considerable portion of the "class of parasites" referred to in the first issue have been successfully dealt with and forced to abandon their nefarious business, is a matter of history. The crimp, the boarding-master and their allies no longer own the body nor control the soul of the men who man the American Merchant Marine. That there is more work ahead need hardly be told. But every one with even a remote knowledge of the last quarter century history will freely concede that really remarkable changes for the better have taken place in the life and conditions of the wage earners of the sea. And it should ever be borne in mind that whatever has been accomplished is due wholly and solely to self-help—i. e., to the determination of men to raise their voices in their own behalf. There have been so-called "sailors' friends" from time immemorial, but the best friend the seafarer ever found is reliance in the ability of himself and his fellow workers to "get" things through the power of organization.

Self-help and self-reliance will ultimately bring about the emancipation of the seafaring class. And in this worthy struggle the JOURNAL will endeavor to do its allotted share—just as it has done for twenty-six years.

To our many loyal friends and patrons we extend sincere thanks for support rendered in the past and trust that the JOURNAL'S policy will ever continue to meet with their approval.

A FRANK ADMISSION.

"Shipping Illustrated," a New York publication, has for a long while endeavored to discredit the Seamen's bill with the usual stereotyped arguments.

In the current issue, however, our esteemed contemporary makes an unintended, but nevertheless splendid argument for one important feature of the bill. A boost coming from an active opponent of the Seamen's bill is appreciated and deserves publicity. So here it is—the frank admission of a shipowners' organ that our case is just:

> The value of competent technical advice to an owner contemplating building new ships can not be more forcibly brought out than in the case of officers and crew accommodation. The niggardliness of shipbuilders in this respect is proverbial and unless an owner is advised by an able naval architect, he will often have to put up with accommodations so poorly arranged and uncomfortable as to make it difficult to retain on board a complement of good officers and cleanly men. It is an axiom of ship construction that bad and ill-ventilated quarters cost not one whit less to erect than plain but comfortable ones, so designed as to attract the better class of seafarers. . . .
>
> It is idle to herd men together in such a way as to disgust them with their surroundings and then expect them to take personal interest in their work. Owners are often unjustly accused of undue parsimony in the matter of living accommodations when, as a matter of fact, their only fault lies in having trusted blindly to the builders' promise to turn out a modern ship, without having anyone on their side competent to obtain from the builders the best that can be had within the amount available for construction. The fact is scarcely credible to the uninitiated, yet, new vessels of very large capacity, fitted in respect of cargo-handling and machinery with the latest and best appliances, are often provided with living quarters for officers and crew designed and located in defiance of the most elementary principles of domestic hygiene. It is such conditions of life at sea which are responsible for the propagation of pulmonary tuberculosis and other diseases so painfully frequent nowadays among seamen. Ventilation, lighting and sanitary arrangements often leave much to be desired even in the passenger accommodations of pretentious liners costing millions of dollars and it is obvious that the time has arrived for the technical societies of shipbuilders and naval constructors to take up in earnest the discussion of problems pertaining to such important subsidiary details of ship construction as the heating and ventilation of ships, the lighting of crew spaces and of passenger quarters, the storage of food, the disposal of dirt and waste, etc. Such questions are discussed privately during the preparation of designs and specifications, and papers pertaining to them would certainly prove of greater value than the oral exploitation of mechanical fads which take up so much of the time at meetings of societies of shipbuilders and engineers.

All of the foregoing is good argument for the enactment of the Seamen's bill. The fact that "new vessels of very large capacity are often provided with living quarters for the crew designed and located in defiance of the most elementary principles of domestic hygiene" ought to be sufficient to prove that shipowners will not voluntarily provide the proper kind of accommodations for the crew.

It is useless to appeal to shipbuilders and naval architects to take up the discussion of improved crew quarters. The naval architect will continue to act upon the suggestions and desires of the owner and the latter's desire is to waste no more space on the crews' quarters than is absolutely necessary and required by law. Every cubic foot of space on board ship is valuable when utilized for passengers or cargo. On the other hand, there is not a cent of net revenue for the shipowner in an airy, commodious forecastle. The only way, therefore, to change this disgraceful condition is to compel the owner by law to do the proper thing in this respect. And the Seamen's bill will do it.

Section 5 of that bill deals specifically with the quarters of seamen. The space at present allotted, 72 cubic feet for each man, is the room needed to sling a hammock, it is the space allotted for this purpose on the old vessels of the world's navies, and while the space now given on our warships is about double the old rules, the rule yet remains on our merchant vessels, except in sailing vessels built after 1898. The section in question will amend the existing law by striking out "not less than 72 cubic feet and not less than 12 square feet" and inserting "not less than 100 cubic feet and not less than 16 square feet" as forecastle space allotted for each member of the crew. The laws of England, France, Germany, and Norway require 120 cubic feet of forecastle space for each member of the crew, part of which, however, may be used for other purposes.

Let us hope that "Shipping Illustrated" will look for other good features in the Seamen's bill and cease altogether with its unreasonable knocking. Many former opponents of the bill have become ardent advocates of the entire program contained in that meritorious measure after they had thoroughly familiarized themselves with its details. Perhaps our New York contemporary has just begun to see the light—at any rate we live in hopes!

We are still living under "Government by Injunction." Upon request of the Eagle Glass Company of Wellsburg, W. Va., one Judge Dayton recently issued an injunction forbidding the organizers of the Glass Workers from even mentioning the object of the trades and labor union movement to the men in their employ. In Seattle, Wash., an overconceited little judge is pulling off similar stunts daily. "Whom the gods would destroy they first make mad"! Some day in the near future "human rights" are going to leap ahead of "property rights" with an awful velocity, and the injunction judge is going to be left in the same high and dry position as was "Injunction Bill" Taft after the last election.

The contract for the erection of the new home of the Sailors' Union of the Pacific and the Alaska Fishermen's Union at San Francisco is about to be awarded. The building will be both substantial and ornamental as well as modern and up-to-date in every respect. Details of the new structure together with a photographic reproduction of the building will be published in an early issue of the JOURNAL.

TRANSPORT WORKERS' GROWTH.

The report of the Central Council of the International Transport Workers' Federation to the recent convention of that body, held in London, England, has just arrived. Every phase of the international movement is dealt with in a comprehensive manner, there being no less than 108 pages in the booklet containing the report.

One of the most interesting features of the report is that part relating to the increase in membership. A comparison with previous reports reveals splendid increases among the seamen and longshoremen. These groups have doubled and tripled their numbers. In spite of this, however, the railwaymen are still the strongest group in the Federation.

The 881,950 members of affiliated unions are distributed in the various groups over twenty different countries, as follows:

Railwaymen.

Belgium	7,000
Bulgaria	2,300
Denmark	5,158
Great Britain	180,000
France	22,000
Italy	25,000
Holland	2,500
Austria	57,230
Sweden	21,000
Switzerland	12,000
Spain	40,000
Hungary	4,000

(In 1910: 266,516) 1913 membership, 378,188

Longshoremen, Bargemen, etc.

America	15,000
Belgium	5,078
Germany	41,503
Great Britain	77,756
Finland	2,000
France	14,300
Holland	3,680
Norway	1,400
Austria	1,500
Portugal	336
Roumania	1,000
Sweden	6,000
Hungary	330

(1910: 84,536) 169,883

Street Carmen, Teamsters, etc.

Belgium	1,000
Bulgaria	1,100
Germany	177,856
Great Britain	33,950
France	15,000
Holland	1,200
Austria	8,500
Portugal	500
Switzerland	1,200
Hungary	700

(1910: 89,016) 241,006

Seamen.

America	15,000
Belgium	1,500
Denmark	3,000
Germany	12,000
Great Britain	47,600
France	3,248
Italy	5,000
Holland	3,075
Norway	1,500
Austria	500
Spain	200
Hungary	250

(1910: 27,850) 92,873

The proceedings of the London convention are not yet at hand, but all available advance information points to a still more successful future for the transport workers of land and sea.

The International Transport Workers' Federation has already become a power for good and is a standing warning to the exploiters of all lands. May it continue to grow and develop along the path of reason. The impatient may find fault because it has not revolutionized the world in the few years of its existence, but it is better to disappoint a few than to allow them to use the international field for experimental purposes. Steady progress with constant moderate results is certainly to be preferred to one grand splurge followed by a setback which can not be overcome except by many years of education and agitation!

A WARNING.

The JOURNAL is in receipt of a communication from a member of the Sailors' Union of the Pacific who was induced to part with fifty dollars ($50) after receiving a circular letter from a self-styled "Automobile Engineer and Machinist" at San Francisco, in which the latter painted a rosy picture of the automobile business and "guaranteed" to make a competent chauffeur and repairman out of the prospective pupil if he was "really in earnest," etc.

Our correspondent complains that he received instructions for a few days only and was then left to study automobile engineering all by himself until he grew weary of the task and returned to the city front, a sadder but a wiser man. Members of the Sailors' Union of the Pacific and others who may receive cunningly worded circular letters (without the union label) should make a thorough investigation of the would-be teacher's ability to make good before parting with their hard-earned cash. There are reliable schools of all descriptions in San Francisco, and no one need take any chances with mushroom colleges which spring up over night.

At any rate, beware of the "engineer" who attempts to obtain your confidence by offering a "free joy ride."

When the JOURNAL made its first appearance it was the only one of its kind in existence. To-day we receive in exchange, seamen's journals from the following countries: England, Germany, Denmark, Sweden, Holland, Belgium, France, Austria and Australia. All are preaching the gospel of organization among the men who earn their livelihood on the waters. More power to our contemporaries of other lands. We can not read them all, but know that each one is doing its share toward an early realization of the Brotherhood of the Sea!

When purchasing collars don't forget that there is in the market a full variety of Union Label collars. The "Bell" brand is made under union conditions, bears the union label, and is therefore deserving of your patronage. Be consistent and don't wear a non-union collar around a union neck.

The labor movement should be guarded against the growth that results in repletion. Strength and vitality depend upon preserving a mean between the weakness of small, and the lethargy of large, bodies.

ORGANIZED LABOR IN CANADA.

(Continued from Page 1.)

the United States and Canada are shown to be of great magnitude. The grand total of the disbursements of these organizations for the last fiscal year reported (usually 1911-12), is placed at $13,799,000, and more than half of this amount being death claims. The largest expenditures reported for an individual organization is that recorded for death benefits in the case of the Brotherhood of Locomotive Engineers, where the disbursements reached $1,869,934. While returns were not received from all central organizations operating in the Dominion and the United States, the leading unions reported, and their statements represent the great bulk of expenditure. These disbursements are for Canada and the United States taken together, the returns for Canada alone not being available.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Sept. 15, 1913.
Regular weekly meeting came to order at 7:30 p. m., Chas. Albrecht presiding. Secretary reported shipping slack. Shipwreck Benefit was awarded to three members of the crew of the "State of California." A donation of one hundred dollars was made to the striking copper miners of Michigan.
JOHN H. TENNISON, Secretary pro tem.
84 Embarcadero. Phone Kearny 2228.

Victoria, B. C., Sept. 8, 1913.
Shipping slack; few men around.
ARCHIE KING, Agent.
Old Court Rooms, Bastion Square.

Vancouver, B. C., Sept. 8, 1913.
Shipping quiet.
W. S. BURNS, Agent.
N. E. corner of Hastings and Main streets. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Sept. 8, 1913.
Shipping fair; prospects uncertain.
H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, Sept. 8, 1913.
Shipping and prospects poor.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Sept. 8, 1913.
Shipping dull; prospects uncertain.
JACK ROSEN, Agent.
P. O. Box 6. Tel. Main 557.

Portland Agency, Sept. 8, 1913.
Shipping and prospects poor.
G. A. SVENSON, Agent.
P. O. Box 2100. 51 Union Ave. Tel. East 4912.

Eureka Agency, Sept. 8, 1913
No meeting; no quorum. Shipping dull.
JOHN ANDERSEN, Agent.
227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, Sept 8, 1913
Shipping fair.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Sept. 4, 1913.
No meeting; no quorum. Shipping fair.
JACK EDWARDSEN, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Sept. 11, 1913.
Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping slow.
EUGENE STEIDLE, Secretary.
Phone Kearny 5955.

Seattle Agency, Sept. 4, 1913.
No meeting. Shipping medium.
LEONARD NORKGAUER, Agent.
Grand Trunk Dock, Room 203-205. Phone Main 2233. P. O. Box 214.

San Pedro Agency, Sept. 4, 1913.
No meeting. Shipping and prospects poor.
HARRY POTHOFF, Agent.
P. O. Box 54.

Portland Agency, Sept. 4, 1913.
No meeting. Shipping improving; prospects medium; few men ashore.
THOMAS BAKER, Agent.
New Grand Central Hotel, Room 110, Third and Flanders Streets.

DIED.

O. Bredesen, No. 161, a native of Norway, age 55, died at Naknek, Alaska, on March 23, 1913.

Alexander Kerleau, No. 645, a native of France, age 27, died at Fort Stanton, New Mexico, on September 7, 1913.

THE "BONUS" TRAGEDY.

Whatever else may be thought about the matter, it is undeniable that this is an age in which great speed on land, or sea, or in the air, or the completion of a piece of work, or the playing of a game, is a matter of extraordinary attraction to the masses. Sometimes, however, the gratification expected from an anticipated performance of this kind is balked by the failure of our social arrangements to bring out the best possible even in this doubtful sort of attraction.

As an example, we may mention the liner Lusitania, which arrived here the other day. This vessel has just been equipped with a new and improved turbine installation which her owners firmly believed would enable her to lower all transatlantic records. On a preliminary trial with the new engines, she made twenty-seven knots for twenty-one consecutive hours. The owners were so delighted with the showing that they gave a "bonus" to the 308 firemen who had driven the vessel at this tremendous speed.

But, remarkable as it may seem, the "bonus" destroyed all possibility of the larger performance being realized. Eighty of the ship's firemen, so overjoyed with receiving a little extra money, promptly went ashore and got drunk, failing to report for duty. Thus crippled by over 25 per cent. of her driving force, the Lusitania crawled across at the moderate speed of twenty-three knots instead of the expected twenty-seven.

Superficial observers no doubt will declare that the failure rests upon the firemen. Most likely the company holds that view also. But the question remains as to why the firemen acted thus. And it will not take much inquiry to find that the abominable conditions under which such people labor were primarily responsible for this failure.

The work of these men is so horribly wearing and so hideously repellant that they cannot possibly regard a bonus as a reward for work well performed, but rather as an unexpected means of making them temporarily forget about its horrors. The firemen in this case regarded it as the means of procuring an extra anaesthetic beyond that which their wages afforded at the end of the voyage. They grabbed it as eagerly as a poor wretch burning in hell would grab a whisky bottle—if by any strange chance it could be brought within his reach—to make him temporarily forget the torment of the flames.

It is "human nature," as our capitalist friends might say, though of course they would not recognize it as such in this case. But that is what it is, nevertheless.

If one could get Doc. Parkhurst and "Billy" Sunday, Prof. Charles W. Eliot, the Archbishop of Canterbury, the Pope of Rome, Hugo Munsterberg, Philosopher Bergson, and a raft of others of that ilk, and chain them for a year or two with shovels and slices before the furnaces of a Lusitania, and then give them a "bonus," what would they do? Well, they would do just as those firemen did—hike for the nearest doggery and fill up on "third rail" until they were as drunk as Davy's sow. And they wouldn't give three hoots in heaven if the Lusitania didn't make three knots an hour. While the jag lasted they would forget all about furnaces, shovels, rakes, slices and ash dumpers, and any one who urged them to resume these implements would be told to—well, let us say, depart unto sheol, until the "bonus" ran out.

We speak in this matter not as one without authority and experience. Many years ago we happened to be shipmates with a young divinity student just "ordained," who innocently shipped in the stokehold from the Pacific Slope for a China voyage. He was a spectacled, pink-cheeked young person with the sweetest little side-whiskers imaginable, and a countenance in which simple piety, serene benignity and cheerful mildness were proportionately commingled. He benevolently and blandly informed the skeptical, unregenerate crew of scoffers on board that he merely intended to take a pleasant trip to China to recuperate after a period of arduous theological study. He got it, all right, but the pleasant part didn't materialize until he reached China. Then there came a break. The black night of the stokehold partially lifted and "the dawn came up like thunder outer China 'cross the bay," as the poet has it. There was water of joy and nepenthe in sight, and "Tiddy-fol-lol"—his given name aboard ship before he yielded his side-whiskers to the burning fiery furnace—went to it like a duck. He astonished the natives rather than converted them, as was his first intention. Off Woo-sung the Yangtse-kiang is a mile wide, eleven fathoms by the deep, with a ten-knot current, but had that noble stream been compounded of arrack, samshu and sake, instead of mere H_2O, we should have been in imminent danger of stranding, so fiercely did "Tiddy-fol-lol" assail the equivalent for the Chinese "demon-rum." Drying up the Red Sea or the waters of Jordan, which he had heretofore regarded as Bible miracles, became the easiest kind of a joke to that holy workingman. He could have lapped them up himself had they contained anything stronger than ordinary water. He had his own private "bonus" with him from the "Slope" and he was quite sure that he knew how he was going to spend it in China. But he had another guess coming when he reached there. The heathens got it all right, but not in the form of tracts and New Testaments. He had splendid theories, but they wouldn't work—that is, after a three weeks' test before a stokehold furnace. Had he been a first cabin passenger, China might have been Christianized by this time, judging by his initial zeal. But, alas, he—or, perhaps, it—was not so "ordained." He got off to a wrong start, and—well, mistakes will happen. It's a sad story.

Capitalist gibes and plaints about the drunkenness, worthlessness, laziness and dishonesty of the working class are beside the point. The real fact is that the capitalist system, with its slave-driving, monstrous overwork and merciless exploitation, has made work in general, and some forms of it in particular, so degrading, beastly and intolerable that no human being will do it unless compelled by actual starvation. And when so compelled, he will use any breathing space he may be permitted to get drunk and so forget for a time the frightful experience. And that he does get drunk is rather creditable to him than otherwise. It is, in a certain sense a revolt, though an ignorant kind of revolt, against social and economic arrangements that have made work a curse to most of the human race, and anything that will bring even temporary forgetfulness of it becomes an ideal to be greatly desired. The general repugnance to it is well typified in the common expression among workingmen everywhere, that if they had $10,000 or $20,000, or $30,000 they'd "never do a single tap of work afterwards." And most men who will say this are not drunkards by any means.

The Lusitania failed to break the speed record because her firemen were engaged in a speed contest of their own, that is, to get away from work and all thoughts of work as speedily as possible for the time being, even if they had eventually to return to their torment. And they naturally looked upon the company's "bonus" as a gift from the capitalist gods that would enable them to achieve this desirable, though, unfortunately, not eternal, nirvana.

In the olden days, it was Dives, the rich man, who, in hell, begged for a drop of water to cool his tongue because of the torment of the flames. But all that has been changed. Dives now superintends—by proxy—the flames of hell upon earth, and waxes fat on the proceeds of the conflagration, while Lazarus, instead of loafing in Abraham's bosom, fronts the fiery furnace, and when loosed for a time chases around hunting a drop—or perhaps several drops—of whisky, not so much to cool his tongue, perhaps, as to enable him to forget the roasting.

But he doesn't escape the verbal "roasting" of Dives, who, from a more comfortable location than the bosom of the patriarch, damns Lazarus as a drunken, worthless sot, so ungrateful that he will even abuse the "bonus" handed him by his sympathetic master, and transform an intended stimulant to work into a stimulant to make him neglect and forget it.

Lazarus should worry. But not about that.—New York Call.

WHAT MIGHT HAVE BEEN.

How fortunate it was for society that the sixty or more girls who were burned to death in the Binghamton Clothing Company's building were not inmates of a fashionable seminary. Being only factory girls, and receiving the ordinary wages which factory girls receive, and doing presumably the ordinary and commonplace duties which factory girls are supposed to do, their significance was unimportant.

It also fortunately happens that their places can easily be taken by other factory girls, presumably at no higher wages than these girls received, for the mere shuffling out of fifty would not create such an increased demand as to raise the wages of the newcomers.

But if this fire had burned down a fashionable female seminary and fifty society young ladies had been burned to death, what a difference that would have made! The Bulgarian war, the tariff discussion, the Mexican imbroglio, would have faded into utter insignificance in comparison with such a national calamity.—Life.

Demand the union label. It is the only guarantee of fair conditions. You can get it if your demand is loud enough, long enough and persistent enough.

FIRST AMERICAN MILLIONAIRE.

Much has been said about the heroism of the American millionaire and much stress laid upon the manner in which they have acquired their vast holdings. All this rubbish is held up to the youth with much pomp and ceremony as a worthy example to emulate. Let us examine the records of several of these illustrious gentlemen before we advise our children to adopt their plans, for example: Stephen Girard, the first American millionaire, will afford us a fair type of their class.

At the age of twenty-two Girard became the captain of a trading vessel and began smuggling operations extending from New Orleans to Canada, and while laying off the Delaware Capes during a dense fog he learned of the declaration of war by the American colonies. He thereupon hurried to Philadelphia, where he sold the vessel, cargo and all other belongings in his charge and with the proceeds opened up the first wholesale liquor house in the colonies on Water street in 1776. Girard, so we are told, made money fast.

During the time the British were occupying Philadelphia, Girard furnished them with rum and information. He was charged by the Americans with extreme corruption, double-dealing and duplicity, as he had taken the oath of allegiance to the colonies, while secretly giving information to the British. While other merchants were being bankrupted, Girard's business was in a flourishing condition. The next we hear of Girard was his connection with the San Domingo affair of 1791 when the natives rebelled against the French and started an insurrection. Meanwhile Girard had secured a couple of vessels and sent them to the island port to await developments. The first sign of danger the rich planters took their valuable belongings aboard Girard's ships, and scurried back to get the remainder. But, never returned, and as there was no one left to claim the goods Girard sold them in Philadelphia and placed the proceeds to his own private bank account, netting him something like $60,000.

With this stolen plunder he was able to build several splendid ships which enabled him to engage in the Chinese and East India trades. With the proceeds he was enabled to start a bank and from this source he became a millionaire.

Remember that Girard stole a vessel and cargo and with the proceeds opened up the first wholesale liquor house in the colonies, with the proceeds of the liquor house he was able to buy two vessels which he sent to San Domingo on a questionable mission, which returned laden with stolen plunder which was sold and the proceeds applied to the building of other vessels that were used in the Chinese and East India trade, which netted enormous profits, enabling him to start a bank and become a millionaire.

From time to time we will give a short sketch of the American robber-barons, not as history paints them, but just as they are and there is not one that can show any cleaner record than that accorded Girard. All the charges that are made in the above article are taken from the "Great American Fortunes" by Myers, a reputed authority, which shows up the shams and hypocrisy of the rich highbinders, cutthroats and thieves that have been in control of this Government from the very first.

What do our Christian friends say about the foundation of the first American fortune? It should cause them to shudder when they contemplate the origin in stolen plunder and booze. But that is how fortunes are made. If honest toil produced millionaires there would be no poverty in the world to-day. It is only the honest people that are in poverty. Their honesty has been the prey of rogues and rascals who have worked under the cover of patriotism and the church. The working people have ever been the victims. Socialism will abolish this condition and banish it forever from the face of the earth by giving the same opportunity to all alike and no favoritism would be shown.—Truth.

BERI-BERI AND ITS CAUSE.

Speaking in the Tropical Medicine Section of the International Congress of Medicine in London, August 7, Dr. W. L. Braddon, referring to the results of the measures taken against beri-beri in British Malaya, made the startling statement that the cause of beri-beri, which had been a mystery for centuries, was now known, and that the disease was due to nothing more or less than the use of rice which has become deglutinized. Whatever future years might have in store for medicine, he said, it was unlikely that any discovery would prove of more benefit to a large portion of humanity than the elucidation of the cause of beri-beri, which had marked the opening years of this century.

The malady, which had all the marks of an infectious disease and the persistence of the plague, was now proved to be due to nothing more than inferior rice. Its onset might be prevented simply by changing the diet of the native population from white (uncured) to whole (cured) rice.

For years work in Singapore Prison was paralyzed. Prisoners were panic-stricken, and the authorities were at their wits' end owing to the constant ravages of beri-beri. Dr. Braddon suggested to the Governor that whole rice should be substituted for the white rice, and the result had been that the disease had practically vanished.

Similar measures at Singapore and Selangor asylums had been followed by like results.

Beri-beri, said Dr. Braddon, must be laid to the door of the miller, who, by his well-intentioned operation, rendered the rice entirely unfit for food by removing the essential principles. Had anyone suggested at the last Congress in London that the remedy for the dread disease required no skill to prepare, no knowledge, and no chemist, he would have been laughed to scorn. Yet what other remedy had been attended with such invariable and instantaneous success?

He suggested that the authorities responsible for the health of native communities should prevent or restrict the sale and use as a food-stuff of rice which had been deglutinized.—Shipping Illustrated.

Attend your union meetings. If it were not for your union, remember that you would have a ten- or eleven-hour day instead of an eight-hour day.

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,

V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION

570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y.....55 Main Street
Telephone Seneca 936 R.

CLEVELAND, O.....1401 W. Ninth Street
Telephone Bell Main 1842.

MILWAUKEE, WIS.....133 Clinton Street
Telephone South 240.

ASHTABULA, O.....21 High Street
Telephone 552.

NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

DETROIT, MICH.....7 Woodbridge Street, East
Telephone 3724.

SUPERIOR, WIS.....1721 N. Third Street
Telephone, New, Broad 385.

BAY CITY, MICH.....108 Fifth Avenue
OGDENSBURG, N. Y.....70 Isabella Street
CONNEAUT, O.....922 Day Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue
PORT HURON, MICH.....517 Water Street
ERIE, PA.....107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

HEADQUARTERS.
71 Main Street, Buffalo, N. Y.
Telephone Seneca 48.

BRANCHES:

CLEVELAND, O.....1185 W. Eleventh Street
CHICAGO, ILL.....445 LaSalle Avenue
MILWAUKEE, WIS.....151 Reed Street
DETROIT, MICH.....27 Jefferson Ave, East
SUPERIOR, WIS.....1814 Fourth Street
OGDENSBURG, N. Y.....70 Isabella Street
BAY CITY, MICH.....108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.

HEADQUARTERS.

BUFFALO, N. Y., 55 Main St. Tel. Seneca 2295

BRANCHES.

CLEVELAND, O.....1401 W. Ninth Street
MILWAUKEE, WIS.....151 Reed Street
CHICAGO, ILL.....314 N. Clark Street
ASHTABULA, O.....74 Bridge Street
TOLEDO, O.....54 Main Street
DETROIT, MICH.....7 East Woodbridge Street
PORT HURON, MICH.....517 Water Street
CONNEAUT, O.....922 Day Street
OGDENSBURG, N. Y.....70 Isabella Street
NORTH TONAWANDA, N. Y.....152 Main Street
SUPERIOR, WIS.....1721 N. Third Street
BAY CITY, MICH.....108 Fifth Avenue
ERIE, PA.....107 E. Third Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue

UNITED STATES MARINE HOSPITALS AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS.

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS.

Ashland, Wis.	Ogdensburg, N. Y.
Ashtabula Harbor, O.	Oswego, N. Y.
Buffalo, N. Y.	Port Huron, Mich.
Duluth, Minn.	Manitowoc, Wis.
Escanaba, Mich.	Marquette, Mich.
Grand Haven, Mich.	Milwaukee, Wis.
Green Bay, Mich.	Saginaw, Mich.
Houghton, Mich.	Sandusky, O.
Ludington, Mich.	Sault St. Marie, Mich.
Manistee, Mich.	Sheboygan, Wis.
Erie, Pa.	Superior, Wis.
Menominee, Mich.	Toledo, O.

THE SOUTH AFRICAN CRIME.

The awful story cabled through from South Africa is enough to make us tremble for the future of the social fabric. Johannesburg is one huge shambles, the myrmidons of capital apparently slaughtered all who came in their way with the abandon of a prize winner at a pigeon shoot.

Says the cable: "When martial law was proclaimed the inhabitants were ordered to remain in their houses after dusk, on pain of being shot. The troops occupied the center of Loveday street, where it bisects Commissioner street, and thus commanded four streets, which were raked with rifle fire, the rioters taking refuge in the side streets."

Just imagine the streets of a city being raked with rifle fire in these days of civilization and progress. But the correspondent writes in the picturesquely, gruesome, descriptive strain, and he further says: "The sight of the dead, dying and wounded littering Commissioner and Loveday streets made a deep impression."

A deep impression! God above, it must have created a deep impression! The sun of Heaven smiling down on the bloody streets littered with the dead! The birds twittering in the trees, and His Images dead, dying and wounded, in the gutters, on the pavement, and strewn around the roadway! Just another chapter of Pittsburg, a continuation of the recent Virginian outrages, a fresh and cheering tribute to the lust for gold.

We live but one life on earth. It has its joys and its sorrows for us all, and these brave hearts in the army of labor have had the spark that cannot come back brutally, vengefully quenched. They wanted another shilling or so a day increase in wages! It was a sufficiently heinous crime to merit immediate despatch to hell or heaven or valhalla! Another shilling a day! And it matters not about the weeping wife and the orphaned children. God's will be done, say the gold barons, and at the Rand Club the bloated money bugs cringe and order their paid emissaries to shoot on, shoot on, and shoot straight.

Another chapter of Pittsburg, did I say? Rather another installment of the drunken cry for a united Empire, the cry of the miserable creature who, clutching a diamond in each claw, plaintively asked the British Government to save the Outlander (the laborer!) and cement the glorious, radiant Empire. This impression of Johannesburg is nothing after all in comparison with the big crime which left thousands of ugly, misshapen corpses over the veldt, which left the smoldering, blackened farm where the children once played, which ordained that patriotic burghers be murdered in cold blood, stripped of their possessions or exiled. It was a holiday earned by the vampires of capital.

The demons in hell must surely be laughing in their cups!

Throw your minds back a decade. The millionaire breed did not covet the Rand. They did not dislike Kruger or Steyn personally. Of course not. It was simply a matter of their suffering fellow countrymen, who had not a voice in the affairs of the Transvaal; they were fighting for the rights of the worker. Their ample waistcoats sagged because of the injustice to their kith and kin, and their hearts were almost rent in twain by the insults to Britain, to the Union Jack, and the Great White Queen.

When the war commenced these bloated mining magnates—most of whom founded their fortunes in wickedness and crime—fled in weird disorder to the swell clubs of London, where they wept copious tears when news came of the fallen—where they wept copious tears at the temporary stoppage of their filthy profits. They did not go to the front and help steal and murder to more securely grasp the worker and producer by the throat. They skulked away in modern Babylon with pretty women and bubbling wine; they bestowed diamonds upon the frail ones of the music halls, and read of the battles in the halfpenny papers. On this occasion of to-day they hadn't time to scamper out of the fighting zone; they gathered like frightened rats in the Rand Club, and paid ruffianly thugs to shoot the innocent and industrious—that is what these demoniac parasites did.

Aha! the humor of it! Those patriotic and hardly used Outlanders, for whom Paul Kruger was sent to his grave, for whom the flower of Britain and the colonies and Boerland bled and suffered, for the redress of whose grievances the Barnatos and Joels and Robinsons dedicated their lives—it is these same Outlanders who to-day are weltering in their own blood in the streets of Jewberg.

You see, things have changed somewhat. To-day it is not a matter of Empire; it is only an affair of an extra bob a day. England spent two hundred millions when it was a matter of Empire, but she only spends ball cartridge and cold white steel when it is a matter of wages.

Our sins have found us out; they are being revisited upon our children. And if humanity was not staggered before Oom Paul died, his shade must be shivering across the Styx when it sees Louis Botha fighting, not for the native veldt, but for the heirs of Barnato and the sensuality of the Joels and their trible.—The Worker, Brisbane, Queensland.

NEW PRESERVATIVE PROCESS.

A new preservative process has been tried in Nova Scotia, which is claimed to have great merit for keeping fresh fish in fine condition for a long time, and at small cost.

If all said of this be true, it may prove of great economic importance throughout the world.

The inventor is J. R. Henderson, of Sydney, Australia, and according to Halifax papers he was attracted to Nova Scotia as a promising field for his process by reason of her great fish industry.

By his method, fresh fish are first put in cold storage for two hours until chilled throughout, to the freezing point of 32 degrees. They are then placed in a tank of filtered sea-water, to which is added a certain quantity of brown sugar to serve as a germicide, and 16 per cent of common salt to prevent freezing. The temperature of the water is then lowered to 10 above zero. After two hours in this tank the treatment is complete, and the fish are ready for market or transportation.

It is asserted that fish so treated will keep in excellent condition for six days, without use of ice or further refrigeration in any form, and that the process does not impair flavor or quality in any way. British authorities are said to endorse it as both efficacious and harmless.

California has a large fish industry that might use this Henderson process with good results.

The same inventor has a process for the preservation of fresh fruit, which he says will keep it unfermented for a period of four months, and without injury, but of this particulars are at present lacking.

It scarcely seems feasible to dispense with refrigeration in the transportation of our California fresh fruits to the East, but yet it may be possible to employ some harmless chemical or germicidal process for the purpose, in connection with precooling, and so save cost of icing in transit. —Sacramento Bee.

TO RAISE LAKE ERIE.

The level of Lake Erie has been slightly lowered by the loss of the water that has been taken from the Great Lake system by such enterprises as the Chicago Drainage Canal and the power plants at Niagara. It is now proposed that the United States and Canada shall jointly restore the level by building a weir in the Niagara River, under the auspices of the International Waterways Commission. The commission, as stated in The Engineering Record, recommended the construction of such a weir to Congress on June 27 last, through the President:

"The commission stated the value of the proposed work to Lake Erie ports could hardly be estimated, and that it would result in extensive improvements to harbors and docks.

"The cost of the weir and consequent works to avoid damage to property is estimated at $3,500,000. The commission recommended its location at Grill Creek on the American shore and Hog Island on the Canadian, just above Welland River. The dam would raise the level of the Niagara 3 feet for a distance of one and a half miles. The commission suggested the construction of a levee to prevent damage to adjoining property.

"At low water level the Niagara River at the Buffalo water works would be raised 1.08 feet and at flood 0.19 foot; the level of Lake Erie would be raised 0.51 foot, at extreme low stage, 0.39 foot at mean, and 0.11 foot at extreme flood stage. The commission reported that the plan would raise the mean level of Lake St. Clair 0.23 foot and that of Lake Huron 0.09 foot.

"The level of the barge canal at Tonawanda, N. Y., would be affected by the change, but the commission suggested the construction of a guard-lock as a remedy for this.

"The commission also reported that the weir would eliminate any injurious effect upon the Lake Erie level of diversion of waters at Niagara Falls for water-power purposes, and would reduce the range of oscillation on Lake Erie 4½ per cent.

"The report pointed out that diversion of water to the Chicago Drainage Canal, to the Erie Canal, and for power-plant purposes at Niagara Falls had considerably reduced the level of Lake Erie."

WEEKLY NEWS LETTER.

(Continued from Page 3.)

mately 35 men, were struck, and about 325 members have received the advance. The members of No. 271, Kokomo, Ind., employed on brass and aluminum, have secured a $3.25 minimum for a nine-hour day. This is an advance of 25 cents per day. The members of No. 169, Galion, Ohio, have received an advance of 15 cents per day all around. The minimum is now $3.10 for coremakers and $3.25 for molders. About 45 foundries under the jurisdiction of our unions in New York City, Brooklyn, N. Y., and Jersey City, N. J., have granted a $3.75 minimum for a nine-hour day. This is an advance of 25 cents per day on the minimum. A settlement of the wage question has been reached between forty of the foundrymen of Philadelphia, Pa., and our unions in that city, which provides for a $3.40 flat minimum for a nine-hour day, beginning July 1, and a $3.50 flat minimum January 1, 1914. The previous rate was $3.10 for coremakers and $3.25 for molders. The members of No. 196, Youngstown, have secured a minimum of $3.75 flat for a nine-hour day in all of the foundries. This is an advance of 25 cents per day on the minimum. The members of No. 199, Sacramento, Cal., employed in the jobbing shops have been granted a $4.00 flat minimum for an eight-hour day. The previous minimum was $3.75. The members employed at the Spencer Heating Company, under the jurisdiction of No. 34, Scranton, Pa., have been granted a $3.50 flat minimum.

Nine Hours and Wage Increase.

The differences that have existed since December, 1910, between the Baltimore and Ohio Railroad Company and the machinists employed in their shops on the system extending from Baltimore to Philadelphia, Chicago, and St. Louis have finally been adjusted through the efforts of the United States Department of Labor. After the great strike that existed on the Baltimore and Ohio Railroad in 1910 had been settled efforts were made by the machinists in its employ to get a conference with the officials for the purpose of entering into a system of working agreements, but without sucess. In March, 1912, Assistant Superintedent of Motive Power and Construction F. H. Clark held a conference with the representatives of the machinists, when a set of agreements was submitted to them which were not satisfactory, and consequently further negotiations were broken off until February, 1913, when negotiations began anew, and after many conferences were had no satisfactory arrangements could be arrived at. This caused a discontinuance of further negotiations, and matters remained in statu quo until July 15, 1913, when Secretary Wilson, of the United States Department of Labor, through a representative, John A. Moffitt, offered the good offices of his department in an endeavor to bring about an amicable adjustment of the existing differences. Mr. Moffitt held several interviews with representatives of both sides to the controversy, and finally succeeded in bringing about a resumption of the negotiations. Many conferences were held between the officials of the Baltimore and Ohio Railroad Company and a committee representing the machinists, including General President Johnston and Vice-President Conlon. These conferences continued for about four weeks, with the result that articles of agreement were determined upon for the period of from September 1, 1913, to August 30, 1914, a part of which are as follows: A nine-hour workday; regulation of apprentices; minimum wage scale, with an increase of from 35 cents to 36 cents per hour, and also improved sanitary conditions, which are as follows: (1) Good water shall be provided for drinking purposes and ice in season. (2) Heat will be provided in all shops and roundhouses in cold weather. (3) All pits and closets shall be kept in clean and sanitary condition. (4) No employes shall be required to work under a locomotive without same being placed over a pit, or protected either by a blue flag or by another employe present. (5) All engines shall be placed under smoke jacks while fired up in roundhouse so far as practicable. This is the first set of agreements entered into between Baltimore and Ohio Railroad Company and their machinists since the year 1908. This settlement will benefit several thousand men.

New Haven's Slaughter.

The following wrecks have occurred on the New York, Hartford and New Haven Railroad within the last twenty-six months: June 8, 1911, Fairfield, Conn., freight, four killed; signals were disregarded July 12, 1911, Bridgeport, Conn., Federal express, twelve killed, 100 injured; due to the carelessness of the engineer in taking a cross-over at a high-rate of speed. August 28, 1911, Middletown, Conn., passenger train, sixty injured; rails spread. October 15, 1911, Berlin Junction, Conn., passenger train, two dead, five injured; due to runaway freight cars crashing into rear end of train. June 11, 1912, Clinton, Mass., passenger train, eight injured; ran into an open switch at high sped. July 25, 1912, Stoningham Junction, Conn., passenger train, three killed, four injured; collision due to defective signals. August 8, 1912, Dorchester, Mass., five killed, sixteen injured; passenger train jumped track. August 9, 1912, South Boston, Mass., passenger train, seven dead, forty injured; derailed. October 3, 1912, Westport, Conn., Springfield express, nine killed, fifty injured; due to taking cross-over at a high rate of speed. November 16, 1912, Green's Farm, Conn., Merchants' Limited, thirty-five injured; due to defective equipment. November 17, 1912, Putnam, Conn., freight train, one killed, two injured; rear-end collision in fog. February 22, 1913, Waterbury, Conn., passenger train, twenty-one injured; rear-end collision in fog. June 12, 1913, Stamford, Conn., Boston express by way of Springfield, five killed and about a score injured; collision caused by ignoring signals and failure of airbrakes to work. September 2, 1913, the fast Bar Harbor express was telescoped by the White Mountain express between Wallingford and North Haven, twenty-six are dead and fifty injured; collision due to heavy fog.

When you stay away from your union meeting you are then playing into the hands of the enemy.

Demand the union label upon all purchases!

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.
20. We favor a system of United States Government Postal Savings Banks..

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

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FEDERATED SEAMEN'S UNION OF AUSTRALASIA

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Domestic and Naval.

Battleship No. 39 will probably be named the "North Carolina." In that case, the armored cruiser of that name, launched seven years ago, will have her name changed, probably to "Charlotte."

The replicas of Columbus' fleet presented to Chicago by Spain in 1892 are at anchor in Racine harbor while legal action is under way at Detroit, Mich., to prevent the boats sailing for San Francisco to participate in the Panama-Pacific Exposition.

Germany has created a new island in the North Sea. It lies off the lower part of Heligoland and is half as big as that island. The materials for creating the new island are being sent from Germany. Heligoland is very seldom visited, as it is devoted entirely to military works, and every arrival is watched with suspicion.

It is claimed that the new Russian destroyer Novik is the fastest ship in the world. She developed 37.3 knots in her trial. She was built at Swienemunde from designs by the Vulcan Company, and was fitted with turbines and boilers made by it at Hamburg and Stettin. The Novik burns oil and is not fitted with smokestacks.

The Osaka Shosen Kaisha has, it is rumored, decided to build from six to nine 10,000-ton cargo-boats, and with them to establish a monthly service to Europe via Suez, with London as terminal point and calls at Antwerp or Rotterdam, and probably, later on, at Marseilles or Havre. The two 9,000-ton steamers already ordered will also be put into the line. It is also proposed to double the company's present capital of 16,500,000 yen.

The Institute of International Law, which has been sitting at Oxford, after minute discussion has adopted M. Faucilles draft of the Manual of Laws of Maritime Warfare as it was finally redrafted by the Paris committee last April. The manual will now be submitted to the various governments in anticipation of the third peace conference at The Hague. One article in the manual prohibits the transformation of vessels into ships of war on the high seas.

The U. S. S. "Hannibal," which has been surveying in the vicinity of the Atlantic terminal of the Panama Canal with a view to having more accurate charts of shoals in the track of steamers headed for the canal from American and European ports, has completed her work. The present Admiralty charts of that section are based upon soundings taken about 50 years ago and corrected from time to time. This is the first time that a systematic survey of that region has been undertaken by the U. S. Navy.

The following testimonials have been awarded by the President of the United States to the master and crew of the British steamer "Asuncion de Larrinaga," in recognition of their services in rescuing the crew of the American schooner "Future," which was abandoned in the North Atlantic ocean January 5, 1913, viz: a gold watch and chain for John J. Doyle, master; a binocular glass for Ernest Fox, chief officer; and gold medals for Jose Dopico (boatswain), and Manuel Modello and Ramon Pose (seamen).

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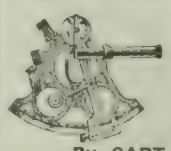
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Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

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Tacoma, Wash., Letter List.

Anderson, Carl	Jorgensen, Peter A.
Anton	Kalberg, Wm.
Berglind, Erik	Kesler, Karl
Conley, J. H.	Kathy, A.
Dehler, Alfred	Melgail, M.
Christensen, Albert	Moren, G. H.
Dehler, Alfred	Nilsson, Edvin
Ellison, Harry H.	Olsen, Olaf
Eidsvoog, Petter	Olsen, Martin E.
Fors, Alfred	Persson, John
Grovefi Albert	Plesner, Levi J.
Hansen, C. M.	Person, Fritz
Hansen, Johannes	Petterson, J. M.
Hangen, Arthur	Simonsen, Sigvald
Hetman, Walter	Seblom, John
Iversen, Ivar	Thorsen, Axel L.

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Aberdeen, Wash., Letter List.

Anderson, -1283	Laine, Herman
Aalto, Waino	Larsen, Lars
Andersen, F. C.	Lorsin, G. L.
Anderson, Axel P.	Lauritzen, George
Arntzen, Werner	London, A.
Andersen, -1352	Mattson, K. A.
Armstrong, Harry	Mortensen, C.
Batchall, Alex.	MacManus, Hugh
Brust, Frank	Muller, I. B.
Behn, Alfred	Miller, Winford
Brown, C.	Mertz, G.
Christensen, Albert	Muller, Walter
Carson, Edward	MacFadden, Wm.
Campbell, M.	Mekerman, Ernest
Donohue, J. O.	Nikolin, E. Miko
Eriksen, -837	Nilson, Jack
Edwards, J. T.	Oksanen, Juko
Edwardsen, Anton	Pankhurst, Thos.
Eissing, B.	Peterson, Axel
Finth, Richard	Pedersen, -1054
Flatten, James	Pedersen, Oscar
Feitz, F.	Petersen, Christian
Graf, Otto	Petersen, Aago
Glase, Gustav	Razehelm, Franz
Hvid, Hans	Runge, V.
Hansson, Alf.	Rommel, Andrew
Hansen, Jens	Sanders, Robert
Hansen, Torleif	Siren, Frans
Jensen, Fredrik	Samuelsen, W.
Jansson, J.	Speckman, Max
Jacobsen, Peder	Schramm, A.
Johansen, Tobias	Siegund, Justus
ensen, Harry	Thorn, -70
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Kallio, Fran	Walley, A. J.
Lengtssen, Gottfried	Zoerb, Walter
Lundmark, Helge	Wintura, Fred
Ljungberg, Htrman	Packages.
Larsen, Peter	Hansen, John
Linsler, A. B.	MacGuire, O. F.
Lindroos, A. W.	Sorensen, C. T. F. G.
Laining, Herman	

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INFORMATION WANTED.

William McGrail, of Baltimore, Md., who sailed on the Atlantic and Gulf Coasts as cook for a number of years, is inquired for by his brother, George McGrail, 603 Decatur street, New Orleans, La.

Any of the crew of the Santa Clara that were in that vessel at the time she picked up the steamer Roanoke, last April, will please call at the office of F. R. Wall, 32 Merchants Exchange.

Axel Peterson, F. Lundberg, J. Gustafson, M. Garcia, crew of the steamer Riverside, at the time she towed in the Oceana Vance, kindly call at the office of the Charles Nelson Co. for money due them.

Victor N. Kvenen, a native of Belgium, age 32, last heard of in Ashtabula, Ohio, April, 1909, inquired for by his brother John Kvenen, Route 2, Raleigh, Tenn.

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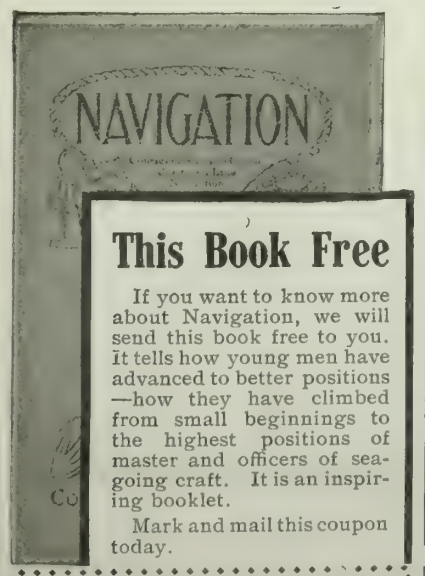
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Labor News.

Announcement has just been made by the Photo-Engravers' Union of New York that the difference which has heretofore existed between that organization and the Macmillan Company, publishers of school books, has been satisfactorily adjusted, and it is hoped that this matter will be given due consideration by the various organizations with which the Photo-Engravers' Union had been in communcation regarding the trouble.

A settlement of the molders' strike at Cincinnati, Ohio, has been effected by International President Valentine and the strike committee of the molders and representatives of the foundrymen at a meeting at the Grand Hotel. The first demand of the strikers was for $3.75 per day, but they later modified this demand and asked for $3.50 per day with nine hours' work. The strike had been on for the last six weeks and involved several hundred.

The Canadian Department of Labor has under consideration an application for the creation of a board of conciliation and investigation under the Industrial Disputes Investigation Act, to deal with matters in dispute between the Grand Trunk Railway Company and its 1300 telegraphers. The operators have been in recent conference with the company relative to the adoption of certain wages and conditions of employment.

The employes of the Frishmuth Tobacco Company of Philadelphia have been organized and immediately established more favorable conditions under which the members of the new union will work. In Toledo a new Tobacco Workers' Union was formed in one of the trust factories of that city, consisting of more than 100 women. The new organization will be known as No. 132. The members of the new organization are very enthusiastic over the prospects for improved conditions, which appear to be good.

E. W. Weeks, Secretary-Treasurer of the Brotherhood of Railway Carmen of America, reports that during the past two months fifteen new lodges of that organization have been established in various sections of the country, indicating that the men are alive to their interests and desire to get in shape to properly protect themselves and co-operate with the various other unions of the Railroad Employes' Department. He also furnishes information that in the near future there will be even additional lodges added to the organization. This, however, may be slightly retarded as a result of the convention, which opens September 16 in Milwaukee.

The first general strike of raincoat makers, which began at New York five weeks ago, has ended by the ratification of an agreement with the Waterproof Garment Manufacturers' Association. All the independent manufacturers but one or two had previously made settlements. The strike involved 6,000 workers. As a result of the settlement the men are to receive a general advance in wages of about 25 per cent. with a forty-eight hour working week. The piece workers, who are in the majority, are to be paid 75 cents an hour during the seven months they are able to work. The agreement is for a year, but will continue until either side gives a month's notice to change or end it.

Home News.

Postmaster General Burleson's appointments of postmasters since March 4 numbered 5765, the average [illegible] 35 a day.

Representative McDermott, of Illinois, admitted to the House "Lobby" Committee that he had borrowed $10,000 from a pawnbroker, but denied all the Mulhall charges of "lobbying."

The California State Fish Hatchery planted during the last year 33,000,000 "fry" or young fish in the streams of that State. California is among the foremost of the fish culturists and is doing a valuable work in conserving a cheap food supply.

Senator Hitchcock's amendment to the income tax feature of the tariff bill, increasing the levy on large corporations, was defeated, 40 to 31, none of the Democrats coming to his assistance and four Republican Senators voting with the majority against the proposed change.

First Lieutenant Moss L. Love of the Eleventh Cavalry, U. S. A., one of the officers detailed to study aviation at San Diego, Cal., was dashed to death when the aeroplane on which he had been sailing shot to the ground with fearful velocity from a height of about 250 feet. Every bone in the officer's body was broken and his skull was fractured in three places.

The number of text-books distributed free this year to the school children of California by the State Printing Office has already reached the enormous total of 1,139,578, which is two and one-half times as many as were sold in the same period last year. The total for August reached 271,238, which exceeded all former records, and the total for the past two months is greater than the entire sales for last year.

Anthracite coal shipments in the first seven months of 1913 were over 40,000,000 tons. It is probable, therefore, that this year's production of anthracite coal will exceed the high record of 1911, which was 69,954,299 tons, and pass the 70,000,000-ton mark. The anthracite coal shipments for the first seven months of 1913 were 40,339,706 tons as against 40,113,648 tons in 1911. The production during the last five months of the latter year was 29,840,651 tons. If the same rate of production is maintained this year as in 1911 the total for the year will be 70,170,367 tons. This increase in production is in response to an ever-widening market and the usual difficulty in securing anthracite coal, because the production is not equal to the demand.

Declaring that armor plate is not the only thing for which the Government has been unmercifully overcharged by private manufacturers, and that "Uncle Sam" can save millions by manufacturing his own cartridges, field artillery ammunition, and field artillery equipment, Representative Tavenner of Illinois has introduced bills in the House asking for a total of $1,030,000 for Government cartridge and ammunition plants at the Rock Island Arsenal, Rock Island, Ill. Representative Tavenner declares the Government is now paying private manufacturers from one-fourth to one-third more for small arms cartridges, and from one-third to one-half more for field artillery ammunition than it can and is manufacturing these articles for in its own arsenals.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify L. M. H. [illegible] Sailors' Union, San Francisco, to forward same to the port of their destination.

[illegible] O. W. -1780
[illegible]
[illegible]
Alver, Ben
Ander, G.
Andersen, A.
Andersen, Albert
Andersen, Carl
Osker
Andersen, Fred
[illegible]
[illegible] H. J.
Andersen, -1526
Andersen, S. P.
[illegible]
Anderson, Andrew
Anderson, Arthur
Anderson, Arvid
Anderson, Carl
Anderson, Ernest
Anderson, F.
[illegible]
[illegible] -1586
Bakher, Haakon
Ballot, John
Banke, H.
Barton, W. F.
Bastian, Aug.
Bastion, U.
[illegible]
Bausbeck, Erwin
[illegible]
[illegible] -1526
[illegible]
Bensen, Dick
Benson, A.
[illegible]
Berg, Arthur
Berglind, E.
[illegible]
[illegible]
Bertelsen, Aly
[illegible]
Bierstet -1736
Caine, V.
[illegible]
Cambrou, G. C.
Campbell, D. C.
Cannon, Alex.
Cannon, Ed.
[illegible]
Carlson, Carl
Carlson, Gustag
Carlson, Henning
[illegible]
Carlson, Martin
Carson, Charlie
Chaler, Buntista
[illegible]
[illegible]
Damke, Henry
Danielsen, Alex
[illegible]
De Brun, B.
Dehler, Alfred
[illegible]
Dillon, Patrick
[illegible]
Eestorm, George
[illegible]
[illegible]
Einardt, John
Ekendahl, W.
Ekendahl, Chas.
Ekwall, Gust
Elholm, Peter
Eliassen, Emil
[illegible]
Forde, S. C.
Form, Frank
Fors, Alfred
[illegible]
Franke, Karl
[illegible]
Fraudsen, L. M.
Fredrichs, C.
Fredrickson, Carl
Gabrielsen, Peter
Garrinen, V.
[illegible]
Geigor, Joe
[illegible]
[illegible]
Gfortz, Petrus
[illegible]
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Grana, Collin
[illegible]
Haaversen, Nils
Haggers, Fred
Hakassars, A. W.
Hakonsen, Axel
Haldin, Fred.
Halvorsen, Hans
Hammel, Otto
Hannus, M.
[illegible]
Hansen, Frank
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Hansen, Gus
Hansen, H.
Hansen, H. G.
Hansen H. M.
Hansen, [illegible]
Hansen, [illegible]
Hansen, John P.
Hansen, [illegible]
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Harriman, Henry
Hauser, M.
Hayes, J. B.
Havestrom, V.
Heart, Charles
[illegible]
[illegible]
Jackson, Harry
Jacobsen, Martin
[illegible]
Jensen, G.
[illegible]
Jansen, Jens B.
Jensen, M. C.
[illegible]
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Janson, Halvor
Jens, Otto
[illegible]
[illegible]
Jorl, Haakon
Jensen, C.
Anderson, -1246
Anderson, G.
Anderson, Jim
Anderson, John
Anderson, Josef
[illegible]
Anderson, Peter
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Anderson, Thorus H.
[illegible]
Anderson, Victor
[illegible]
Aner, Wm.
Andreasen, -1477
Applequest, Otto
Apsit, J.
Arndt, Mike
Arvidsson, Hjalmar
[illegible]
Axelsen, Herman
Ayers, W. D.
Biling, Oskar
Bilke, Edw.
Bjornsen, Conrad
Blodsing, Aug.
Bluchner, Frank
[illegible]
Blumn, Niels
Boardsen, Hans
Boe, Karl C.
Boulten, Thomas
Boyes, C.
Bradley, Clifford
Brander, W.
Brandt, Andrew
Brandt, M.
Bringarud, Harold
[illegible]
Brownell, W.
Brusbard, E.
Bung, Richard
Christensen, Erling
[illegible]
Christiansen, Peter.
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Christensen, T. K.
Christesen, Cristens
Colburn, Geo.
Connor, Wm.
Cook, Herman
Corley, Howard
Cristiansen, C.
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Cunningham, C.
[illegible]
[illegible]
Doyle, William
Dracar, E.
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[illegible]
Duks, L.
Dunbar, L. L.
Dunbar, L.
Elliott, Roney
Engstrom, Ernest
Erekson, Chas. E.
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Erickson, Eric
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Ericson, E. R.
Evensen, Martin
Freeman, C. E.
Freitay, Franz
[illegible]
Fretzen, B. H.
Frick, John
Fridlund, John
Friedrick, Heinrich
Frye, Fritz
Grantley, C. M.
[illegible]
Gravier, E.
Griel, Bernhard
[illegible]
Guldbrandsen, Jack
Gundersen, Chas.
Gundersen, P.
Gunn, F. D.
Gustafson, G.
Guthre, R.
Gutman, Jack
[illegible]
Heiberger, M.
Held, H. J.
Heinig, J.
Helt, I.
Helsten, A. H.
Helsten, John
[illegible]
[illegible]
Hermanson -1622
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[illegible]
Hewitt
Hildebrandt, August
Hillig, Albert
Hofer, Richard
Hollowes, L. N.
Holt, Carl C.
Hooner, H.
Hoose, Franz
[illegible]
Hopstad, Sigurd
Huntsman, Henry
Hurst, Jack
Irwin, Robert
Iversen, John
[illegible]
Jensen, H. R. K.
Jensen, J.
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Jensen, L.
Jensen, P.
Jenssen, S. W.
Jespersen, M.
Johansen, A. F.
Johansen, Arthur
Johansen, C.
Johansen, Chas.
Johanson, Einar M.
Johansen, Emil
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Johansen, Ole
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Johansen, H. B.
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Johnke, Otto
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[illegible]
Johnson, Bernhard
Johnson, C. A. V.
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Kaare, Juhl
Kallasman, E.
[illegible]
Kalnin, Ed.
Kamp, Ed.
Karger, Fritz
Karlsen, Gustav
Karlsen, Hans
[illegible]
Kasick, A.
Kaup, Wenla
Kearns, H.
[illegible]
Kelly, I. F.
Kermagoret, Anatole
Kern Max
Kinnen, A.
[illegible]
Laino, Frank
Langton, Harry
[illegible]
[illegible]
Larsen, A. B.
Larsen, F.
[illegible]
Larsen, Louis
[illegible]
Larsson, Axel
Laydon, D.
Leander, Carl
Lee, Ole
Leidsten, Charles
Lekschass, M.
Leland, F. W.
[illegible]
Lindberg, J.
Lind, Charlie
Lindeman, Albert
Maatson, Olaf
Mack, Edw.
Mackay, Alexander
Malmquist, Julius
Manse, Peter
Marckwardt, Karl
Marden, Alfred
Markman, H.
Martensen, I. C.
Martens, Paul
Martin, T. K.
Martingsen, R.
Martin, Jack
Marton, H.
[illegible]
Matsinger, Walter
Matson, Morris
Mattson, A. M.
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Mayes, J. B.
Nanjack, Gustav
Nauman, A. E.
Naystrom, Victor
Neas, W.
Neilsen, J. C.
Nelson, C.
[illegible]
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[illegible]
Nest, Filip
Newman, Tom
Niemi, H.
Nielsen, Ed.
Oberhauser, John
Ogilvie, Willie
Olerholm, -867
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Olsen, Arne
Olsen, Charles A.
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Olsen, Ludvig
[illegible]
Olsen, Olof D.
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Pahlgren, Pete
Palmer, Fritz
Patterson, P. A.
Paulsen, G.
Pavlo, Lovera
Pearson, J. T.
[illegible]
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Pernki, C.
Petersen, Henry
Petersen, John G.
Raash, Otto
[illegible]
[illegible]
Rebman, Chas.
Redmond, Th.
Reinhold, Ernest
[illegible]
Richter, Niels
Rily, C.
Roalsen, Fred
Robertsen, R.
Roche, John
Johnson, C. R.
Johnson, E.
Johnson, Frank
[illegible]
Johnson, J. Julius
[illegible]
Johnson, John
Johnson, Oscar
Johnson, P.
[illegible]
Johnson, Steve
[illegible]
Johnson, Willy
Jones, Chas.
Jorgensen, Andrew
Jorgensen, Fred
Julison, C.
Kirkpatrick, Cycil
Klausen, C.
Kleibingat, Fred
Klinker, C. J.
Klirberg, Chas.
[illegible]
Kninling, F.
Kohne, Ernest
Kramer, Fred
Krane, Anton
Kristensen, A.
Krohn, H.
Krulisch, Franz Paul
Kryger, Waldemar
Kunas, Charlie
Kydland, Ole
Lindeman, Gus
Lind, Gus
Lindgren, Gus
[illegible]
Lindholm, Charles
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Lindroth, Carl
Liscou, C.
Lister, P. L.
[illegible]
Lofgren, Otto
[illegible]
Loining, Herman
Lorentzen, A.
[illegible]
Lunbauer, Karl
[illegible]
Lundberg, Harry
Lundberg, Thorsten
Lund, Christopher
Lundquist, A.
Lundquist, Ernest
Lyche, H.
Mayers, Edgart J.
[illegible]
McKenzie, William
McManus, J.
Melgaud, R.
Merthens, H.
[illegible]
Milleor, Carl D.
[illegible]
Moen, Robert
Moller, John
Morris, Reuben
Morse, Harry
Mossier, Larence
Mousen, C.
Murphy, Ch.
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Murray, Wm. E.
Nielsen, Jacob
Nielson, John
Nielsen, N. P.
Nilsen, Anders
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Nyman, Oskar
Olsen, Oscar F.
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[illegible]
Osberg, C.
Osterhoff, H.
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Peterson, H.
Peterson, Oscar
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Pettersen, Fredrick
[illegible]
Pettersson, C. H.
Petterson, Otto
Pock, James
Porin, A. L.
Proschech, Paul
Rohan, Billy
Rohland, Max
Rosbeik, Gustav
Rosenfeld, Paul
Rose, W.
Roslin, R.
Ross, Bert
[illegible]
Rudberg, Charlie
Ruute, O.
Ryan, J. R.
Rydelius, Ralph
Rylke, Otto
Saarman, Joseph
Saastad, H.
[illegible]
Salo, Yrjo
Sammis, C. J.
Samuels, Harold
Sandstrom, E.
Saunders, Jas. B.
Schauer, A.
Scher, G.
Schmehl
Schneider, H.
[illegible]
Schroeder, -2601
[illegible]
Schulz, Christian
Scott, A.
Sederholm, Anton
Senger, George
Shager, Ernest L.
[illegible]
Shea, William
Shultman, Jacob
Sieverson, John
[illegible]
Silva, A.
[illegible]
Sjoblom, Karl
[illegible]
Smith, E. O.
Smith, G.
Smyth, Wm.
Soder, J.
Soderlund, Uno
[illegible]
Sohle, Edw.
Sohne, Edw.
Sorensen, H.
Sorensen, Peter
Sorens, Hans -2273
Sovchnes, P. Olaf
Speikman, Max
Speller, Henry
Spellington, S. L.
Sping, James
Stalbaum, Clark
Stanford, Max
Stangeland, Peter
Staniland, Herbert
Stein, Emil
Stolzerman, E.
Strand, Louis
Strandquist, Louis
Strasdin, H.
Strauss, Walter
Sundholm, Franz
Sundquist, Ernest
Svenson, -1295
Svenson, -2675
Swanson, Chas.
Swanson, L. E.
Swarthey, Jack
Swarthey, Norman
Tammon, Chr.
Theorin, John E.
Thilo, Peder
Thoisell, Chas.
Thompson, Ch.
Thorle, Ernest
Thornel, Martin
Thorne, Richard
Thorsen, Aksel
Tietjen, B. H.
Todahl, Martin
[illegible]
[illegible]
Uhlig, Carl
Ursin, J.
Valetinsen, G.
Valtti, Jalmar
Van Katwyk, John
Van Rosnalen,
Volkanen, Veda
Walch, Michael
Wallus, Fred
Walters, Henry
Wathsted, Albert
Welch, L.
Wendel, Emil
[illegible]
Westman, Andrew
Weyer, Paul
Whinner, W.
Whiteworth
Wiekstrom, Axel
Wilhlm, Edward
Yanger, I.
Zechel, Walter
[illegible]
Tammon, Chr.
Torgersen, H.
Torpensen, Guwald
Torsgren, Carl
Torstenson, F.
Tovares, Antonio
[illegible]
Trueback, H.
Tuck, W.
Tuppit, C.
Twaig, F.
Twede, J.
[illegible]
Ussiv, I.
Verney, A.
Vieon, C. L.
Vold, O. P.
Volens, M.
Voss, Heinrich
Wilhelmsen, H.
Williamson, W. A.
Wilson, C. J.
Wilson, Harry
Wilsen, J.
Wilson, John E.
Wiltmening, H.
Wind, Jacob -1351
Winpe, Hilmar
Winther, Johan
Wolferen, Svan
Wrig, Ferdinant
Yoivola
Zorb, W.
[illegible]

PACKAGES.

Apply to Secretary of Sailors' Union of the Pacific.

Ahokas, Ilmar
Anderson, A.
Anderson, Anders
Balda, A.
Brander, M. F.
Buas, Tomas
Cain, P.
Oetjer, F.
Christoffersen, Olaf
Ellefsen, Otto
Faulkner, J.
Gasman, Geo. A.
Hansen, Karl
Iversen, Reidar
Johanson, Nils A.
[illegible]
Jorgensen, Jorgen
[illegible]
Karsten, Hugo B.
[illegible]
Korsberg, Wolmar
Lindroth, Erik
Lundgren, K. G.
Mattson, Olaf
Morris
Nelssen, Hasmund
Olsen, -1244
[illegible]
Prieberg, P.
Quarsell, Wm.
Ramsch, O.
Rasmussen, E.
Rose, Wm. H.
Rutter, T.
Straus, Walter
Torkildsen, Jonas
Trondsen, J. M.
Wakely, R. E.
Walters, A.
Welsen, Julius
Willander, -876

Pt. Townsend Letter List.

Andersen, E. T.
Alango, John
Hermansen, L.
Johansen, John
[illegible]
Moore, George
Mertz, George E.
Nachtigall, H.
Rosbeck, Gustaf
Shold, Chas. A.
Varner, C.
Wilson, Gus

ALASKA FISHERMEN.

San Francisco.

Andersen, F. K.
[illegible]
[illegible]
Cefalia, Vinzenco
Eriksen, Johan
[illegible]
[illegible]
Jansson, Carl
Johansen, Johan
[illegible]
[illegible]
Johansen, Amiel
Lundgreen, G. Karl
Lundquist, Otto
Larsen, Julius
Lidsten, C.
Osterlund, Albert
Olson, Nels
Peterson, Carl
Peterson, Frank V.
Roelfs, J.
Remmert, J.
Widlund, O. E.
Walrath, G. O.

Seattle, Wash.

Abolin, Adam
Borgen, K. Sigurdsen
Dahl, Ben.
Fister, Johannes
Finnigan, I. H.
Hagen, Gunder
[illegible]
Johansen, Ingvald
Johnson, Axel
Larsen, Fred
Magnuson, P. A.
Nelson, Nels Wilhelm
Osterlund, Albert
Olsson, Sigfrid
Peterson, Andrew K.
Phister, Albert
Polhome, Mr.
Ridderstaff, Ernest
Rye, F. M. J.
Selback, Chris.
[illegible]
Johansen, Axel
Starks, John
Stein, George G.
Stixrud, Jack
Stromsness Oscar

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Number of Depositors.....	62,134

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INFORMATION WANTED.

W. Kahlberg, No. 688, and C. Monsen, No. 1964, are inquired for at the Standard Oil Company's office, at San Francisco.

W. Otto, a member of the crew of the barkentine Klikitat when she got wrecked in Hilo Bay, is desirous to get in communication with the rest of the crew. Address, W. Otto, Sailors' Union, San Francisco.

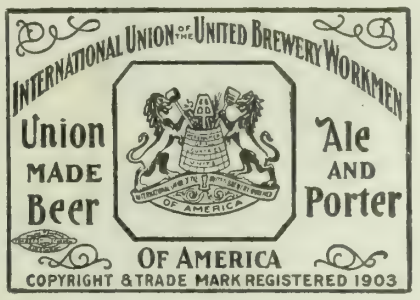


Capt Chas. J. Swanson

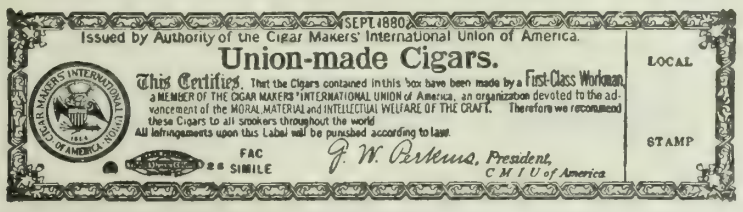
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INFORMATION WANTED.

Lasker Munter, of Spokane, Washington, born 1884, left home in 1903, is inquired for by his father, Adolph Munter, Spokane, Washington.

John Hansen, who was lookoutman on the S.S. "Argyll" some months ago, is wanted by the Union Oil Co. Anyone knowing his whereabouts please notify the manager Marine Department, Mr. Walter G. Tubby,

Michael D. Harrington, who has been sailing on the Pacific Coast since 1910; last heard of on vessel sailing from San Francisco to Seattle; anyone knowing his whereabouts please notify Dennis J. Harrington, care of Winthrops Yacht Supply Co., Winthrops Beach, Mass.

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INFORMATION WANTED.

Carl Johan Nilsen, a native of Sandefjord, Norway, aged about 33, left his home at 1164 Potrero Ave., Sunday, August 17th Any one knowing his whereabouts please notify Coast Seamen's Journal.

News from Abroad.

Continual earth disturbances and a strong hurricane at Messina, Sicily, have inspired fears of a catastrophe.

A wireless telegraph station has been opened at Nassau, Bahama Islands.

The fortification of the Panama Canal was opposed by speakers at the Peace Congress at The Hague.

A massacre of Japanese during the fighting in Nanking, China, has inflamed public feeling in Japan, and a crisis is threatened.

Chinese rebels at Nanking threatened to bombard the German consulate and the German cruiser Emden.

Japanese landed a force of 100 marines with half a dozen rapid-fire guns on Chinese soil recently to protect Japanese residents.

Three Canadian trappers just returned from the Arctic declared that they discovered the tribe of white Eskimos before Vilhjalmar Stefansson.

It is rumored that a new plot against the republic of Portugal has been discovered at Lisbon. A store of bombs was found by the police and numerous arrests have been made.

Bombita, most famous of Spanish bull fighters is about to retire, having made a fortune of $600,000. He claims to have killed 3000 bulls. He will make his final appearance on October 19.

Captain Koch, the Danish explorer, gave details of his march with three companions across Greenland. The 750-mile journey occupied three months amid remarkable alternations of weather. Doctor Koch broke his leg.

The predicted passenger war between the Hamburg-American and North German Lloyd steamship companies began with the announcement that the former would retaliate on its rival by establishing a steerage service to Baltimore.

The Hongkong agent of the Krupp Company obtained concession for a 250-mile railway in Yunan, China, a monopoly for 20 years on Government contracts for arms and ammunition and extensive mining privileges.

Mrs. Pankhurst, the suffragette leader, now at Trouville, France, declared she would return to England after she had regained her strength. Miss Sylvia Pankhurst, in a speech in London, told the suffragettes they should drill, learn jiu jitsu and bring sticks to meetings.

The municipality of the city of Nuremberg, Germany, has granted 30,000 marks for the immediate institution of an insurance system for the unemployed. This is to come into force as soon as the Government declares its willingness to pay half the preliminary expenses of the organization, which there is every reason to believe will be agreed to without delay.

One great effect of the recent Balkan war on European politics is that it will undoubtedly mark a change in the distribution of naval power in the Mediterranean. Greece has already taken the first steps toward building a fleet, and for this purpose has applied to the British government for the services of several naval officers. This request has been granted, and as a result a number of officers representing every branch of the service have been delegated to that service.

With the Wits.

Their Job.—Willie—Paw, what is a jury?

Paw—A body of men organized to find out who has the best lawyer, my son.—Cincinnati Enquirer.

"Why don't you establish old-age pensions?" asked the welfare worker.

"Don't need 'em," replied the employer of child labor. "Our hands never live to old age."—Life.

Putting It Clearly.—"Rastus, what's a alibi?"

"Dat's provin' yoh was at a prayer-meetin' whar yoh wasn't, in order to show dat yoh wasn't at de crap-game whar yoh was."—Life.

More Interesting.—"I see that the new British ambassador's name is Spring-Rice," said Bildad.

"Well, what of it?" growled old Moneybags. "What interests me is September wheat."—Judge.

Cautious.—A negro woman in Savannah was preparing to get married. For four weeks before the ceremony she saved her wages and immediately after the wedding she hunted up her mistress and asked her to take charge of the fund.

"I'll take it, of course," said the puzzled woman, "but, Mandy, won't you need money to spend on your honeymoon?"

"Miss May," said the bride, "does you think I'se goin' to trust myself wid a strange niggah an' all dat money on me?"—Jones' Magazine.

"Hoss" Sense.—A traveler in Indiana noticed that a farmer was having trouble with his horse. It would start, go slowly for a short distance, and then stop again. Thereupon, the farmer would have great difficulty in getting it started. Finally, the traveler approached and asked solicitously:

"Is your horse sick?"

"Not that I know of."

"Is he balky?"

"No, but he is so danged 'fraid I'll say whoa and he won't hear me that he stops every once in a while to listen."—Saxby's Magazine.

Children's Accounts

Your children should be taught to save. Open an account for each of them to-day. Show them by example that you believe in a savings account.

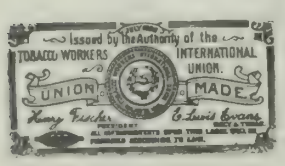
They cannot start too soon.

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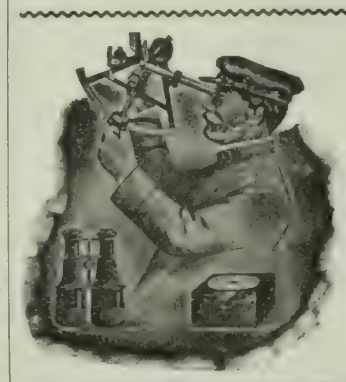


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The class of teachers of Navigation in the past have been those having simply a knowledge of Navigation, and Navigation only. Conditions have changed, and the American seamen demand a man as a teacher with higher attainments than one who has only the limited ability of a seaman. The Principal of this School, keeping this always in view, studied several years the Maritime Law, and is now, in addition to being a thorough teacher of Navigation and its kindred subjects, a regularly admitted Member of the Bar.

There is no standard of education required of a pupil entering the School, for no matter how ignorant the seaman may be, even in the rudiments of common education, Captain Henry Taylor will teach and raise him from the depths of ignorance to the height of the average well-informed man, and in a comparatively short interval of time.



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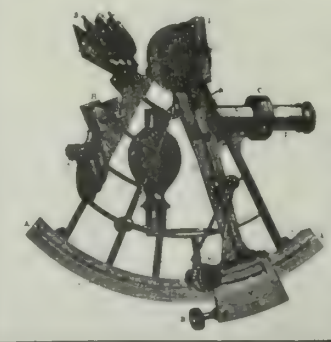
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COAST SEAMEN'S JOURNAL

FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XXVII, No. 2. SAN FRANCISCO, WEDNESDAY, SEPTEMBER 24, 1913. Whole No. 2244.

WOMEN'S TRADE-UNION LEAGUE.

The Journal has been favored by Alice Henry, editor of "Life and Labor," with the following special article descriptive of the origin, work and aim of the National Women's Trade Union League of America:

The National Women's Trade Union League of America, which is practically a federation of women trade unionists, had its origin almost ten years ago during the meeting of the American Federation of Labor in Boston.

The National League had not been long in existence before local leagues were organized in Boston, New York and Chicago. Since then other Leagues in Baltimore, Springfield, Illinois, St. Louis, Kansas City and Denver have sprung up. Its platform reads:

1. Organization of all workers into trade unions.
2. Equal pay for equal work.
3. Eight-hour day.
4. A living wage.
5. Full citizenship for women.

The League is endorsed by the American Federation of Labor.

The first article of the League's platform is the organization of women workers into trade unions to be affiliated with the American Federation of Labor, and while this work is carried on in the main upon the lines that men organizers pursue, the girl in industry problem presents its own special difficulties which the experienced women in the local headquarters have had to study for themselves.

All in the labor movement know how much difficulty has been experienced by men unionists in organizing women—women who are coming into the trades in ever-increasing numbers and who, if unorganized, are in times of stress and of strike a serious handicap to the success of the men's struggle for better conditions. So the National Women's Trade Union League was begun with the idea of giving the closest attention to the organization of women while keeping in touch with the men's unions and with the American Federation of Labor. Although the work is necessarily slow the movement is steadily growing year by year.

Besides being a federation of trade unions which include women members, the League draws its members from other groups. For instance, any organization sympathetic with its objects. It has a large individual membership both of trade unionists and of those who, though not trade workers themselves, have labor's viewpoint and are engaged in the service of the League's work as allies. The reason why organizations and individual members from other groups are invited into membership is in order to obtain additional support.

The basis of membership is necessarily somewhat different from the ordinary labor movement. With men, the majority of them enter industry in boyhood and remain in it all through their working lives; and even if a man shifts from one trade to another he remains a wage-earner all the same and whatever he has learned about collective bargaining in one occupation he carries over into another, so that the question of organizing men, while never easy, is at least a problem without other complications. Not so when you try to organize the women, or rather the girls, who in increasing numbers are pouring into the trades.

The average period which the girl spends in wage earning is seven years, after this in most cases she enters through marriage into the home industries and is classed by the census bureau as in a non-gainful occupation; but her welfare is still a matter of the utmost moment to the nation, and especially does it concern the men and women of the working world. But since tens of thousands of girls in seven-year periods in perpetual succession pass through the shops and factories, we must see to it both for their own sake and for the sake of the men that the girls are organized and have a legitimate part in the labor movement. Youth and inexperience stand in their way; the men, their fellow workers, too often resent their presence so that a body which has the organization of these workers as its special job has plenty of work cut out for it.

Till the details of the next census appears no one will know exactly how many wage-earning women there are in the United States. We know that there are over six millions, and many experts estimate their numbers at eight millions. Their average wage has been estimated at $6.00 a week. In none of the larger cities of the United States will $6.00 pay for decent food, decent clothing, decent and respectable shelter, while it allows no margin at all for illness, education or recreation. Finally, to quote from one of the League's leaflets:

"Unorganized women in industry lower men's wages. Laws protecting working women can be fully enforced only when women are organized. Workers are the only inspectors always on the job, but they cannot report infractions without the protection of their union."

On the other hand:

"Organization is education. Women in the past met their problems as personal—which they were. They now, through organization, are learning to meet their economic problems as social—which they are."

The largest leagues are in New York and Chicago, and a few illustrations selected from the extensive work done by those organizations will not be out of place. The biggest work that has been done in both of these eastern cities has been in the assistance they have given to various branches of the garment workers in the huge strikes which have more than once called a halt to industry.

Those who have had much experience in strikes know that winning a strike is the least of the battle. The hardest pull of all comes afterward. To hold the union together when the excitement is over under the petty annoyances of the shop and friction with foremen, to lead the girls to understand all that unionism stands for, to encourage the spirit of co-operation, loyalty and patience, this is where a League can be invaluable. Take, for instance, the Chicago League and the Garment Workers' strike. The strike was only partially won, but when it closed it made possible the practical organization of the workers (varying according to the season from seven to ten thousand) of the Hart, Schaffner & Marx shops.

The latest agreement signed on April 1, 1913, by Hart, Schaffner & Marx and the representatives of 9000 workers, provides for the Preferential Union Shop. This means that the union man or woman is given preference over the non-union worker in hiring, discharging or in the abolishment of sections.

Just as sound and important work is being done all the time with many smaller groups. For instance, the straw and panama hat makers of New York tried to organize and were met by the manufacturers' association with a black list. A general strike was declared on February 25 of the present year. The League members were able to give very valuable aid to the strikers by assisting in picketing and by attending the courts when pickets were arrested. This strike was called off and apparently lost, but the union remains and is far stronger than before the strike took place. But better results even than this were gained in the strike in the potteries in Trenton, New Jersey. The Central Labor Union of Trenton and all the trade-union men in the city gave splendid co-operation to the strikers. They handed over the girls to the care of the League organizer and under her directions these inexperienced unionists did splendid work and helped to bring about the satisfactory settlement. This success gave heart to the girls in the Strauss Woolen and Silk Mill of Trenton. Wages there were appalling. They varied from $2.50 to $11.00. Many children, nominally fourteen but looking very young, were employed. The owner of the factory at length consented to meet the workers with the League's organizer in conference at the New York headquarters, and after several weeks the strike was settled on the workers' terms.

The New York organizer also helped the Boston League in the strike of the paper factories of Holyoke, Massachusetts. The cause of the strike here was an arrangement under which eight girls could be got to do the work of twelve. Here the workers actually stood up for a share of the manufacturer's increased profit under the new arrangement, or else that the discharged girls should be reinstated. The manufacturer chose the latter alternative.

Even the difficult question of the organizing of domestic workers has been taken up. A small group has been meeting weekly at the Chicago League headquarters under the leadership of Mary Anderson and Emma Steghagen. They now have their charter from the American Federation of Labor and are growing steadily. The Chicago League also helped to organize the bathroom attendants of the public schools with a 90 per cent. membership. It is true that organization cannot be forced on any group of workers, but it is also true that when the workers are ready a body of experienced women standing ready to help, advise and mother a new little union, the hospitable headquarters standing open literally night and day, no one will deny that these are a powerful aid in extending organization among women.

Among other advantages belonging to the

(Continued on Page 7.)

BY THE WAY.

It isn't by any means always a safe rule to do unto others as we would have others do unto us. The matter of personal temperament enters largely into the question. For example, you may be wholly indifferent to—may even enjoy—a joke on yourself. But woe is yours nine times in ten if you venture to repay the attention in kind. Other examples proving the weakness of the Golden Rule might be adduced almost ad infinitum. In its practice it is well to remember that one man's meat may be another man's poison, so closely do the workings of the mind conform to those of the body. Indeed, the practice of the Golden Rule is never a safe proposition unless one is by nature gifted with those rare attributes of mind which enable him when occasion demands it to comply with the injunction, Put yourself in his place. And it is the rarity of those attributes among men that underlies and makes possible almost every evil from which the world suffers.

From the September *Pearson's Magazine* we gather the interesting facts that during the month of August the United States Senate was in session a total of 33 hours and 40 minutes; the House 30 hours and 19 minutes. The average Senate session was 2 hours and 40 minutes; the House, 2 hours and 50 minutes.

Pretty soft snap, eh, for our distinguished, etc., "public servants"? If they'd only not be so durned grumpy about it when workingmen ask them for the legislative boon of a national 8-hour workday, much might be forgiven them; even their strenuous loafing on the job of "serving the public." Of course, our "servants" will plead in extenuation of their lukewarmness toward the 8-hour workday that there is apparently no need for it, since millions of workers are not only willing but eager to work 10, 12 and 14 hours a day. Which suggests that millions of workingmen would be only too happy to be sent to Congress to serve the public for $7,500 a year—especially on the showing of industry made by that body during the month of August.

Compare the picture of what might be—if we were wise—with things as they are today, when, roughly speaking, 95 per cent. of our national wealth is owned by 5 per cent. of our population. Then do some thinking along the lines suggested by the comparison. If your thinking does not end in making of you a radical it will be because you are shy on red blood.

These solemn platitudes about "ruling ourselves" are just pure punk. In daily life we all know that the man who has the last say in deciding a question is the fellow who decides it. Then how can we say that we "rule ourselves" when five men, a majority of one of the U. S. Supreme Court, can upset any decision which we ninety million "sovereigns" may collectively arrive at? The situation is analogous to that of a man who has thoughtfully (?) had himself laced up in a straightjacket lest he do something which he is earnestly convinced will be of great benefit to him. No, brother; it's all punk, just as I tell you. We do not "rule ourselves." The Constitution takes good care that we don't. That austere instrument is our ruler, and the Supreme Court is its prophet. And there you are, fellow "sovereigns," who fondly imagine that you govern yourselves. "Thus far mayest thou go, but no further," or there will be the Constitution to pay and no pitch hot.

A Danish law, applying to the baking trades, prescribes a maximum working time of 10 hours a day for juveniles under 18 years of age, and forbids night work for boys under 16 and girls under 18. It also provides for a weekly rest of 24 hours. Oh yes, they do some things better in Europe, all right. Of all the sweatshops in the world our bake-shops are probably the sweatiest. This, thanks mostly to that august tribunal of latter-day Dogberryism, the U. S. Supreme Court, which a few years ago declared "unconstitutional" a law enacted by the New York legislature making 10 hours the maximum workday in bake-shops. Great is the Supreme Court—at contravening the expressed mandates of the people!

Our industrial ills of to-day are chiefly due to our trying to conform twentieth-century industrial conditions to nineteenth and eighteenth-century laws and ideas. That is, we are practicing on our body politic the crude stunts of Procrustes. Which practice, if persisted in long enough, must necessarily end in chronic social deformity. Do we, as a people, want to become more than ever socially and industrially deformed? If not, for goodness sake let's try and catch up with at least some of the simplest ideas of modern science and economics. Get wise, folks.

"The effete and decadent nations of Europe" can show us a thing or two now and then. In Italy, for instance, the whole business of life insurance has been taken over by the State. Now go thou, Uncle Samuel, and do likewise, and so save thy loyal nephews and nieces from the rapacity and rascalities of the private life insurance ring. Get busy, Uncle, we beseech thee.

A non-partisan party is a party where the party of the first part and the party of the second part agree to partition the jobs of the hated party in power among themselves.

Happiness is the pursuit and striving after what we imagine is happiness. When the pursuit ends disillusionment begins. Wherefore "all is vanity"—save the vanity of pursuing happiness.

Men must be taught as though you taught them not,
And things unknown proposed as things forgot. —Pope.

There is plenty of room at the top. That's mostly because those who got there first pulled the ladder up after them.

The pen is mightier than the pick and shovel.

"A dollar saved is a dollar earned"; but a good deal oftener it's just a dollar stolen.

EL TUERTO

IS SOCIAL JUSTICE WANTED?

The latest argument against equal suffrage is that women voters will seriously try to better social conditions. That looks more like a recommendation than an objection, but it is seriously offered by Miss Alice Hill Chittenden, president of the New York State Anti-Suffrage Association. Miss Chittenden is reported by the Associated Press to have delivered an official statement at Washington on July 13, in which she said:

> Creating the millennium with the ballot and regardless of the staggering cost, has been California's beautiful dream since woman suffrage carried the State eighteen months ago. Children are not to be separated from their parents because of their poverty. The State is to subsidize the home. School teachers are to be pensioned. Old people are to receive an annual income. Prisoners are to be paid for their work in the jails. A regime of ease and comfort is to dawn in the Golden State. And then everybody in the community will be happy—except the taxpayers, who must become paupers or criminals before they can draw dividends on their investments in California's utopian scheme.

Miss Chittenden does not criticize the measures she mentions because they are wrong methods of securing possible and desirable results. She sneers at them as efforts to bring about something she regards as ridiculous, something she sees fit to derisively describe as "a regime of ease and comfort." If it is true that the women voters of California have forced the State into experiments with that end in view, then they are showing a most commendable spirit in spite of the fact that the specific measures championed are not correct solutions of the problems for which they are intended.

Miss Chittenden's sneers are meant for such measures as mothers' pensions, teachers' pensions, old age pensions and payment for prisoners. It happens that all of these measures have been pushed in States where equal suffrage does not prevail, as well as in California. Out of nineteen States which have adopted Mothers' pensions, for instance, twelve have not yet adopted equal suffrage. Miss Chittenden, to be consistent, must object to male suffrage in these States as strenuously as she objects to equal suffrage in California.

If woman voters, or other voters, should actually bring about a regime in California under which ease and comfort will be possible to attain only by those who consent to become paupers or criminals, it would be a ridiculous and unjust condition. But would it be as ridiculous or unjust as conditions under which even the ablest and most industrious of workers are not always sure of a chance to earn a living? That seems to be the actual prevailing condition everywhere. More power to the voters who wish to change it. They will surely learn in time the just and proper solution of existing evils, one that will open other ways than through pauperism and crime to "a regime of ease and comfort."—The Public.

The importance of the copper mining industry to South Australia may be gauged from the fact that the value of the copper produced from the mines of the State during the past ten years has aggregated £4,407,296. Last year, owing to the high price ruling, there was an encouraging revival of the industry, and work at a number of mines which had been shut down for various reasons was restarted.

Demand the union label upon all purchases!

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Arbitrary and Untenable.

Judge Alfred Murphy has just made his report to Governor Ferris of Michigan regarding his investigations as to conditions prevailing at Calumet and other mining towns in that vicinity. He says: "The men have grievances that should be remedied. The employers insist on refusing in their individual discretion re-employment to any striker who has engaged 'in acts of agitation,' or who has 'incited thereto.' To agitate for improved conditions, to agitate for the right of employes to organize, to agitate for any legitimate end is the right of every citizen. To penalize the exercise of that right by refusing employment throughout the copper country to any striker is to put him and his family upon that community practically without employment. It is wrong, fundamentally and wholly wrong in principle. In policy nothing so much reminds me of it as the obtruse course of the Bourbons. It would put the strikers who return to work in the position of sacrificing their fellows who had been loyal in a common cause. The position of the employers that withdrawal from membership in the Federation must be a condition precedent to re-employment in equally arbitrary and untenable. In principle, if any employer can do this, he can, with like propriety, compel withdrawal from any political, religious, or social body as a condition of employment. It is basically un-American. In this tense situation, where power should be used generously and gently, it is a policy which will set men's teeth, evoke in the strikers the spirit of loyalty and sacrifice, and make them ready to suffer desperate hardships before acknowledging any such right in the employer. The respective conditions concerning wages, hours, and other conditions of labor are attended by many considerations, and by different factors in different mines."

Will Continue the Battle.

The soldiers still continue active in protecting the few scabs who are working in the copper mines of Michigan. No serious outbreaks have occurred since the killing of the young girl several days ago. At Kearsarge mounted artillery scattered men and women pickets, riding down those who refused to move from the posts. Such pickets as were on duty were prevented from approaching strikebreakers either on their way to or from the mines. The militia and "deputies" are according the same treatment to pickets throughout the copper country, but in spite of their efforts to discourage the strikers and depress them, they have on several occasions held very largely attended parades. The militiamen are charged with having vigorously used the butts of their rifles on strikers at Larium when they attempted to interfere with the strikes' progress. In order to been ordered. The force of militia has been widely circulated through the press that orders have been given for woolen uniforms for 500 men; sweaters and gloves have also been ordered. Th forc of militia has been reduced to 500, and General Abbey has announced that it will be maintained at that figure until a settlement of the strike is reached. Notwithstanding these preparations for a winter campaign on the part of the State, the men are by no means discouraged, as the contributions are coming in freely, and sufficient funds will be furnished by the various appeals sent out to keep the wolf from the door for some time yet. The United Mine Workers of Illinois have just deposited $100,000 to the credit of the leaders in the strike district.

Insist on Discipline.

For the first time in the history of German labor unions a meeting of leaders has decided against a strike undertaken by a local union and ordered the men to return to work. The case is that of the metal workers at the shipyards of Hamburg who recently struck against the consent of their leaders. The leaders of the German Metal Workers' Union, therefore, met in Berlin to the number of about 150 to take action. It was generally expected that they would be obliged, if only for the sake of preserving the esprit de corps of the organization, to approve of the strike. On the contrary, by a vote of 126 to 18, they passed the following resolution: "This extraordinary general meeting of the German Metal Workers' Union declares, after hearing the statements of the Executive Committee and of the members employed in the shipyards who left work without the consent of the Executive Committee, that this action is not compatible with the principles of union tactics and discipline. It condemns the procedure adopted by those members most emphatically, as this does not appear calculated to increase the fighting strength of the union in face of the united action of the employers in the metal industry."

Stone Cutters Amalgamate.

General President Sam Griggs, of the Journeymen Stone Cutters' Association, writes: "After endless striving for the last thirteen years at the cost of thousands of dollars against a dual organization, which has been maintained by the employers, for the purpose of keeping the stone cutters divided, an agreement has at last been reached. Officers of the Journeymen Stone Cutters' Association have succeeded in wiping out of existence entirely this dual body, which has caused untold hardships to be endured by the members of the legitimate organization of stone cutters, chartered by the American Federation of Labor. This elimination is the result of an agreement entered into with the employers, who formerly employed members of the dual organization, and is to the effect that they will turn over all of their shops to our Association and in the future will employ only members of the Journeymen Stone Cutters' Association; and it is further agreed that all members of the independent union, about 2,000, will be admitted as members of our Association on the payment of a stated initiation fee. This agreement and the consequent elimination of the independent union practically assures our Association 100 per cent. of organizations throughout the United States and Canada.

(Continued on Page 11.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

Atlantic District.

Eastern and Gulf Sailors' Association, 1½A Lewis St., Boston, Mass.

Marine Cooks and Stewards' Association of Atlantic, 42 South St., New York.

Harbor Boatmen's Union, 214 West St., New York, N. Y.

Lake District.

Lake Seamen's Union, 570 West Lake St., Chicago, Ill.

Marine Firemen, Oilers and Watertenders of Great Lakes, 71 Main St., Buffalo, N. Y.

Marine Cooks and Stewards' Union of Great Lakes, 55 Main St., Buffalo, N. Y.

Pacific District.

Sailors' Union of the Pacific, 84 Embarcadero, San Francisco, Cal.

Marine Firemen, Oilers and Watertenders of the Pacific, 91 Steuart St., San Francisco, Cal.

Marine Cooks and Stewards' Association of the Pacific, 42 Market St., San Francisco, Cal.

Alaska Fishermen's Union, 93 Steuart St., San Francisco, Cal.

United Fishermen of Pacific, Box 42, Seattle, Wash.

Bay and River Steamboatmen's Union, 10 Embarcadero, San Francisco, Cal.

AUSTRALASIA.

Federated Seamen's Union of Australasia:
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Road, London, E., England.

Hull Seamen's and Firemen's Union, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeland Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersoliet 8.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin P. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts Maritimes de France, Paris, 33, rue Grange aux-Belles.

Fédération Syndicale des Agents du Service Général à Bond. 3 Quay Videcog, Havre.

NORWAY.

Norsk Matros, og Fyrboder Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Kobenhavn, Toldbodgade 15, Denmark.

Sofyrbodernes Forbund, Kobenhavn, St. Annapalads 22, Denmark.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza L. Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Federacion Nacional de Obereros de Mar de Buques v puerto, Barcelona Mayor, 44, 2, 1 (Barceloneta), Spain.

URUGUAY.

Sociedad de Resistencia de Foguistas, Montevideo, Calle 25 de Agosto No. 219, Uruguay.

ARGENTINA.

Federacion Obrera Maritima (Sailors and Fire men), Buenos Aires, Olavarria 363 (Altos).

World's Workers.

According to the statistics prepared by the Labor Department of Chile, thirteen strikes took place in that country in the first half year of 1912; 9,700 persons were involved in these strikes, which lasted altogether 105 days. Most of the strikes were for increases in wages, but in two cases same were entered upon in order to compel the employers to reinstate fellow workers who had been victimized. Of the thirteen strikes, two were successful, seven partly so, whilst four ended in defeat for the workers.

The annual report of the Austrian Trade Union Commission for 1912, which has just been published, comments with satisfaction upon the increase in the number of members from 421,905 to 428,363, which latter number includes 50,416 female workers. This increase seems to be rather a small one, but one must take the Balkan war, and the fact that the modern trade-union movement in Austria has, during the past few years, been hampered by internal dissension, into account. Further, the all-absorbing imperialism was not without its effect upon the movement.

The second report of the Labor and Industrial Branch of the Australian Commonwealth Bureau has recently been published. According to same, there were 621 separate unions in the six States up to the end of 1912, with a total membership of 433,224, including 17,670 females. Two unions were interstate organizations. The membership of the seven greatest unions aggregated 32,335. A marked increase in both unions and members has been recorded during the last three years; 5½ per cent. of the 224,023 workers included in these statistics were out of work in 1912.

One of the oldest trade unions in the world, the North of England Trimmers and Teamers' Association, has decided to amalgamate with the National Union of Railwaymen, one of the largest trade unions in the world, and also one of the oldest. Formal application for admission to the larger organization has been made, and the matter will be considered at the next meeting of the N. U. R. Executive. The membership of the latter now stands about 225,000, and that of the smaller union at 2,000. At the present time the smaller society is involved in a dispute on the North East Coast, which threatens to paralyze the transport industry in that district if a settlement is not reached.

From the department of the interior of the Dominion government comes a booklet containing reliable and interesting information concerning Canadian immigration. It appears that in the twelve months ending with last March 400,000 strangers arrived in the country. This rate was never exceeded in the United States when its population was less than 40,000,000. The United Kingdom contributed 150,000 of these immigrants, the United States 139,000, and Continental Europe 112,000. From this it appears outright that 289,000 of the 400,000 are of the class that are least difficult of assimilation; a large percentage of the continental immigrants were of equally acceptable stock, and yet the remainder were no more desirable on the other side of the line than they would be on this.

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When you are buying a FUR HAT, either soft or stiff, see to it that the Genuine Union Label is sewed in it. The Genuine Union Label is perforated on the four edges exactly the same as a postage stamp. If a retailer has loose labels in his possession and offers to put one in a hat for you, do not patronize him. Loose labels in retail stores are counterfeits.

JOHN A. MOFFITT, President, Orange, N. J.
MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

WILL BE A MOTHER TO YOU
Fix your clothes, sew the rips, repair the tears, fasten the buttons, etc. We really clean your clothes by our

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We have the best alleys and pool tables on the Pacific Coast.
Light and ventilation perfect.
Cool and pleasant at all seasons.

CIGARS TOBACCO SOFT DRINKS

INFORMATION WANTED.

This is to certify that on the 27th day of February, 1911, one Mathias Lagman, then nineteen years of age, was a seaman on board the S. S. "Paloma," Cuban flag; that when said vessel was lying at anchor in the Port of Cabarian, P. R., at about 8 o'clock in the evening, Lagman, who had been working with other men at painting, was walking between decks in the dark, when he fell through hatch No. 4, which had been left uncovered. He was picked up in the hold and it was found that he was paralyzed from the waist down. This young man was subsequently taken to Russia, where his mother, who is very poor, is taking care of him.

It is believed that the owners were negligent in failing to have the hatch covered, and in failing to have or furnish proper lighting for the 'tween decks at the point where Lagman fell. If these facts can be proven, some relief might be obtained for this unfortunate boy.

The following are the men who signed on the articles with Lagman, and who had been working with said Lagman:

C. Jones, C. J. Johnson, F. Johan, M. Lanhard, E. Randal, W. Paulson.

Any seaman who will locate these men or send their addresses to the Legal Aid Society, No. 1 Broadway, New York City, will be doing a great favor to said sailor, and to S. B. Axtell, attorney-in-charge.

For similar reasons we desire to communicate with the following men who were members of the crew of the "Lyman M. Law" in October, 1911, when Edward S. Tennberg was severely injured on the trip between Boston and Norfolk:

Adolph Dittmer, John Olson, Harold Herman, Charles Newberg, James J. Kelly.

INFORMATION WANTED.

Charles Edward Latham, native of Auckland, N. Z., age 23, last heard of at Callao, September, 1911, is inquired for by his brother. Address, Henry Thomas (No. 550), Sailors' Union of the Pacific, San Francisco, Cal.

Adolf Theining, a native of Vannersborg, Sweden, is inquired for by his mother. Address, Coast Seamen's Journal.

NOTICE.

Any sailor or fireman having baggage stored with John Krehmke, 407 Drumm St., will please call on Mrs. John Krehmke, 1209 Central Ave., Alameda. Baggage to be kept 60 days from to-day, then sold to defray expenses.

MRS. JOHN KREHMKE,
1209 Central Ave. (Martin Station), Alameda.

San Pedro Letter List.

Anderson, Edw. -1739	Kroman, M.
Anderson, Marius	Kallas, M.
Andersen, Morris	Lang, C.
Anderson, Gust	Lindberg, Billy
Anderson, W. -1630	Lewis, George
Andersen, A. -1645	Leidecker, C.
Allen, August	Lauritson, George
Andersen, A. P.	Lindeberg, Ernest
Annell, Albert	Lemke, Richard
Anderson, Ernst	Lewet, Frenchie
Anderson, David	Linderman, Gust
Anderson, Hemmind	Lindgren, Gust
Anderson, Lewis	Lister, W.
Anderson, Patrick	Livingston, F.
Andersen, P.	Loining, Herman
Anderson, Sam	Lutzen, W.
Anderson, Soren	Mayer, W.
Bringsund, Harald	Makinen, Oskar
Behrsin, Jacob	Maatta, John
Bergh, Borge	Moulas, Nick
Bengtsson, C. -1924	Merieult, Gaston
Benson, Helge	Mickelsson, A. -1105
Berhus, Emil	Miller, John
Buchtman, F.	Mohle, N. S.
Blakstad, Ed.	Nichols, Walter
Cristensen, H. -1366	..elsen, Julius
	Nelson, Ernest
Casasio, Joe	Nelson, Hans
Carlsson, Aksel -1220	Olsen, Ferdinand
	Olsen, Oswald
Chifpman, Wealie	Olsen, W.
Collberg, C.	Ogilvie, Wm.
Doyle, W.	Olsen, Sckutar
Dischler, Peter	Owen, Fred
Dougal, A.	Olsen, Marius
Davidson, W.	Olsen, Olav
Dreger, Jack	Olsen, Nick
Ekholm, F.	Pekman, Ernest
Eckart, T. G.	Peterson, Oscar
Eriksson, C. -333	(Reg. Letter)
Farrell, Henry	Persson, Hjalmar
Flebe, Fritz	Repson, E.
Falbom, Richard	Rajala, Wictor
Felsch, Charley	Reshe, G. H.
Flanagan, Jack	Sandblom, Konrad
Forjensen, Olaf	Samuelson, Wivtor
Grantley, Mr.	Sandstrom, O. H. -1810
Gutman, Jack	
Gronlund, Oskar -414	Simpson, L. C.
	Smith, William
Holmstrom, Fritz	Schroeder, Hans
Hjorth, Knut	Sanne, Rudolph
Hausman, Mr.	Sauders, Swedrup
Hansen, C.	Sevardseh, E.
Hansen, Pete -1877	Sievers, G. P.
Hass, James	Smith, H. D. -2015
Halvorsen, O.	Staar, Chas. -2601
Hansen, Herald	Sundquist, E. Aug.
Hansen, Johannes	Thogersen, Peder
Hansen, Martin H.	Thorsen, Joe
Helenius, Oskar	Torgersen, Anton
Hintza, Yrjo	Ulappa, Kosti
Holtsman, Harry	Warkala, J.
Johansson, J. -2266	Wilemson, H.
Jorgensen, Fred	Willis, F. S.
Jensen, Jens B.	Wirtanen, Charles
Johansson, Fritz W.	Werner, Paul
Jonasson, O. M.	Wene, K. J.
Johansen, Walter	Zorning, Arthur
Jensson, John -2203	Zoe, F.
Johnson, Ben	**Packages and Photos.**
Johnson, Fred	Anderson, Hilding
Johnson, Andrew	Kroman, M.
Kumlander, Emil	Larsen, James Chr.
Kalnin, E.	Nordman, John
Klahn, K.	

Honolulu, H. T.

Albrect, Chas.	Karlson, Hans
Andersen, W.	Karlsen, Oskar
Andersen, M. C.	Kjassgaard, Hans
Andowety, H.	Langer, Robert
Anderson, E.	Laymbrag, H.
Anderson, C. E.	Lintianen, Ernest
Anderson, E. K.	Lindberg, T.
Anderson, A.	Ludwigsen, Arne
Berthele, M.	Marx, Albert
Baker, M.	Machado, H.
Bode, W.	Mafo, E. S.
Carlson, C.	Methenen, E. K.
Carlson, A.	Olander, Carl
Christensen, A.	Olsen, J. H.
Clausen, J.	Person, Edmond
Colbert, M. J.	Pitschkun, W.
Douglas, G. A.	Pelusan, D. E.
Edgeston, C. J.	Russell, W.
Ehlert, An.	Reinink, H.
Eaton, Neva I.	Rasmundsen, G.
Glaaormither, C.	Silhus, W.
Gordon, James	Slan, C.
Hansen, Pet.	Schiff, Ch.
Haralsen, W.	Sorensen, E.
Hanson, Jorg.	Suvert, H.
Hansen, Christ.	Sjablom, G.
Haven, Francis	Stenars, A. W.
Hevaroso, H. B.	Salversen, S.
Hapstad, Sigurd	Schates, A.
Irwin, Robert	Vilvot, J.
Ivans, Carl	Williamson, R. A.
Trike, Willie	Zornow, Herbert
Jensen, Hans	

INFORMATION WANTED.

William Moran, who left Buffalo forty-two years ago, at the age of 12 years, is inquired for by his sister. Address Mrs. Catherine Moran Fossett, 421 Normal avenue, Buffalo, N. Y.

Albert Christensen, native of Byrum Laso, last heard of in San Francisco in 1910, is inquired for by his brother. Address, H. C. Christensen, Scandinavian Sailors' Home, San Francisco.

Albert Smith, a native of Cork, Ireland, who left the American ship John C. Meyer, on Feb. 20, 1911, is very anxiously inquired for by his wife. Please notify British Consul General at San Francisco.

Fred (Albin) Swanson, a native of Malmo, Sweden, aged about 25, is inquired for. Address, Coast Seamen's Journal.

Pacific Coast Marine.

It is reported that Commissioner-General of Immigration Caminetti will visit Tacoma in the near future to look into Tacoma's claims to be designated a port of entry for Chinese.

The contract for repairing the German bark "Thielbek" was awarded to the Portland Boiler Works, their bid of $7,250 being the lowest; the work is to be completed in twenty-two days.

Nearly all the vessels comprising the fishing fleet which each spring sails from San Francisco and Seattle to the different parts of Alaska, have returned with their catches for the summer.

The largest halibut schooner built on the Coast this year and the largest in the Puget Sound fleet will be the new 100-footer being designed for the Weiding and Independent Fisheries Company.

Strong rumors are current that the Great Northern is likely to operate several steamers, including the liner "Minnesota," between Victoria, Vancouver, and the Far East, to act in direct competition with the C. P. R.

Hope that the schooner "El Dorado," lumber laden from the Columbia River for Antofagasta, will ever reach her destination, has practically been abandoned. She sailed from the river April 1 and has been out 168 days.

As a result of the recent loss of the steamer "State of California" in Alaskan waters, United States Senator Miles Poindexter, of Washington, is preparing a resolution providing for the charting and lighting of all Pacific Coast points that are still uncharted or unlighted.

The new steam schooner "Solano," the latest addition to the coastwise fleet, arrived at San Francisco on September 16 from North Bend, where she was built for the Hart-Wood Lumber Company. The vessel, which will be engined here, was towed down the coast by the steamer "Avalon."

Partly as a result of the phenomenally successful salmon season on Puget Sound and following the development of the local halibut industry boat builders have a surplus of orders for new fishing craft and already approximately $1,000,000 of new boat-building and outfitting is in sight for the coming season.

Announcement is made at the British Columbia Marine and Fisheries Department that the big concrete first-order lighthouse, recently completed at Langara Island, has been placed in operation. It will flash every five seconds. The fog alarm at the Langara lighthouse will give a blast of five seconds, with a silent interval of fifty-five seconds.

Sustaining charges of unskillful navigation in connection with the wreck of the steam tug "Kayak" of the Seldovia Salmon Company off Ocean Cape, near the entrance to Yakutat Bay, Alaska, on August 26, United States Steamboat Inspectors Captain B. B. Whitney and R. A. Turner suspended the license of Captain John F. Wall, master, for three months.

The steamer "Humboldt" will be converted into an oil burner and the cabins will be rearranged in preparation for next summer's Alaska business, according to Max Kalish, manager of the Humboldt Steamship Company. The "Humboldt" will be withdrawn from the Alaska run early in January and sent to San Francisco.

This fall's catch of salmon is said to be the largest the packers and fishermen of the Columbia River have ever experienced in the history of fall fishing. Within the twenty-four hours ending September 14 all the canneries on the lower Columbia were blocked so that they were refusing to receive more fish pending the time when they were clear again.

The new Canadian Pacific liner "Empress of Asia," reached Victoria August 30 on her maiden voyage from Liverpool, which she left July 14, proceeding via South Africa and Hong Kong. In exterior appearance she is the exact duplicate of the "Empress of Russia." The interior is wholly different, the decorations being early English, whereas the decorative scheme of the sister liner is French.

The San Francisco Harbor Commissioners has formally accepted pier 28, at the foot of Harrison street, which has just been completed at a cost of $358,400. It is of concrete, 800 feet long and 200 feet wide, and will be assigned to the Matson Navigation Company. This is the second of the five new all-concrete piers completed and accepted, and three others are in course of construction.

The revenue-cutter "Tahoma" arrived at Seattle on September 15 from Dutch Harbor, Alaska, with Frederick M. Chamberlain, a naturalist of the United States Bureau of Fisheries, who was stricken with tuberculosis while he was engaged in taking the census of fur seals on St. Paul's Island, one of the Pribilov rookeries. The "Tahoma" had special orders to bring Chamberlain south. He showed decided improvement during the voyage, but is still seriously ill.

Arrangements have been completed to establish the first submarine signaling bell in British Columbia waters on board the Sandheads lightship, at the mouth of the Fraser River. Following the decision of the Marine and Fisheries Department to have these bells operating in these waters it is understood that the different steamship companies will order instruments for all their ships. If the bell proves satisfactory others will be established at other dangerous British Columbia places.

The wrecked steamship "Curacao," of the Pacific Coast Steamship Company, which lies at Warm Chuck, about thirty miles from Fish Eggs on the west coast of Prince of Wales Island, where she struck an uncharted rock June 21, has been purchased by the Vancouver Dredging & Salvage Company. No attempt was made by the underwriters to raise the vessel on account of her condition, and she was sold as she lies at Warm Chuck. The "Curacao" was a steel steamship, 241.3 feet long, built at Philadelphia in 1895.

Two schooners arrived at San Francisco on September 18 from Siuslaw River, having made the run down the coast in steam-schooner time. They were the "Hugh Hogan" and the "Sausalito" lumber laden to G. W. Beadle. In spite of the fact that her rudder was disabled by bumping on the bar while passing out of the river, the "Hugh Hogan" made the run here in three days. Skillful handling of the canvas kept the vessel on her proper course, although the rudder was out of commission. The "Sausalito" logged seventy-three hours.

Captain R. Jepsen of the Pacific Navigation Company's steamer "Harvard," was fined $400 or 180 days in the County Jail by Judge Ray L. Chesebro in the Los Angeles police court on September 16. The fine was paid. Captain Jepson pleaded guilty early in August to a charge of exceeding the speed limit prescribed for navigating vessels in the inner harbor and was placed on probation, with instructions to report weekly to Don Fugit, port warden. Captain Jepson failed to obey the court's instructions and the fine imposed this morning was the result of that failure.

Award of the contract to repair the Norwegian steamer Fagelund, damaged August 24, while in collision with the German bark Thielbek on the Columbia River, was made to the Seattle Construction and Dry Dock Company. The Seattle shipbuilding company bid approximately $17,000 with a time guarantee of complete repairs under the specifications within twelve days. Portland bidders were the Willamette Iron and Steel Company, which asked $19,000 to finish the job in twenty-one days, and the Albina Engine and Machine Works, which bid $14,551, with no time limit. The Fagelund is rated to be worth $300 per day to her owners.

The first cargo of lumber from Alaska was brought to San Francisco during the past week by the steamer "Melville Dollar." It is predicted that the Alaska lumber trade, hitherto confined almost solely to supplying the local demands, will speedily develop into a big connection. Spruce and yellow cedar, the latter a high-grade cypress, are said to abound in the northern canyons and along the creeks. Spruce trees average about eight feet in diameter, while the yellow cedars strike a mean of about five feet. The spruce affords the finest kind of lumber for the manufacture of piano sounding boards, while it is a wood capable of taking a high polish.

Torn to pieces in the machinery of the steam schooner "Santa Barbara" was the terrible fate of William Swan, assistant engineer of the vessel, which reached San Francisco on September 17 with news of the tragedy and the mangled remains of the unfortunate man. The tragedy occurred on September 16, while the "Santa Barbara" was en route from Willapa Harbor for this port. Swan was alone in the engine-room at the time of the accident and no one observed his fall into the revolving machinery. It is believed that he slipped on a runaway and losing his balance plunged into the pit. Swan was 53 years of age and had operated on the Coast as an engineer for many years. He leaves a widow at Los Angeles.

Captain Thomas H. Cann, Jr., was exonerated from blame for the wreck of the Pacific Coast Steamship Company's steamer "State of California," which was lost in Gambier Bay, Alaska, August 17, with a loss of thirty-one lives, in the report of United States Inspectors B. B. Whitney and R. A. Turner, made public at Seattle on September 13. The report says Captain Cann was following the usual track near midchannel and had every reason to believe the course was safe. The inspectors suspended for three months the license of Captain William Thompson of the steamship "Curacao" because of failure to maintain proper discipline, which resulted in the sinking of the ship after she struck an uncharted rock on the west coast of Prince of Wales Island, Alaska, June 21.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone, Kearny 394; (Advt.)

International Seamen's Union of America.

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.

THOS. A. HANSON,
570 West Lake St., Chicago, Ill.

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TOLEDO, O., 54 Main St.
DETROIT, Mich., 7 East Woodbridge St.
PT. HURON, Mich., 517 Water St.
CONNEAUT, O., 922 Day St.
OGDENSBURG, N. Y., 70 Isabella St.
N. TONAWANDA, N. Y., 152 Main St.
SUPERIOR, Wis., 1721 N. Third St.
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(Continued on Page 11.)

Coast Seamen's Journal

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PAUL SCHARRENBERG.....Editor
I. M. HOLT.....Manager

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, SEPTEMBER 24, 1913.

OPIUM FOR CHINESE CREWS.

To what extent the Chinese-loving shipowner is willing to go to keep his yellow pets in contentment has again been illustrated by the publication of a news item relating to the seizure of opium in San Francisco harbor.

When the British steamer "Harlow" arrived at San Francisco recently several hundred dollars' worth of opium were confiscated by local customs officials. There was nothing particularly unusual about this seizure until the Treasury department at Washington ordered the Collector of the Port to immediately release and forward the opium to the port where the "Harlow" was then loading. Inquiry into this unheard-of procedure revealed some interesting details. It appears that the drug was designated on the ship's manifest as "opium for use of Chinese crew," and it was stated that the crew had been promised before signing that they would be allowed to consume opium while on the voyage.

Now, it need not be pointed out here that opium is a poison far more dangerous and deadly than pure alcohol. The usual effect of opium smoking being a loss of appetite, a leaden pallor of the skin and a degree of leanness so excessive as to make its victims appear like living skeletons. With a continued use of the drug all inclination for exertion becomes gradually lost, all duties are neglected and certain ruin follows.

Yet, here we find a case in this enlightened age where resort to this vice seems to be tacitly encouraged by a shipowner. Why? For no other reason than to secure and keep a cheap crew.

Surely it is high time to call a halt to this disgraceful condition. For the sake of decency and morality, Congress ought to prohibit the practice of permitting Chinese crews to be drugged with opium—at least it should be stopped in American ships and in foreign ships touching at American ports!

Trade unionism that is not purely practical and simply sensible is not trade unionism at all.

THE IMPERATOR'S CARGO.

The Imperator, the giant German liner, has just completed a voyage across the Atlantic with a human cargo of 5019 persons aboard, passengers and crew, almost 2000 more than any other ship in the regular passenger service ever carried. This is an army almost as large as that which Cornwallis surrendered at Yorktown, assuring the independence of what is now the United States. It is a great deal more than the population of many thriving towns. There is not a hotel in the world that could accommodate so many persons, housing them and feeding them. Yet this great multitude is more or less comfortably placed in that leviathan of the seas.

Whether or not these five thousand people are better guarded against the dangers of the deep than were those who came over in the old packet ships, is another question. The story of the "unsinkable ship" went all right until the Titanic disaster opened the eyes of most people to the fact that luxury and safety do not necessarily travel hand in hand. But it is quite evident that the drowning of a few hundred passengers every once in a while does not retard the traveling public from patronizing the latest and greatest marvels of marine architecture. Of course, the dear public does not understand that there is even to-day more real safety in an old-fashioned windjammer than in the widely heralded Imperator or any vessel of her kind. In a windjammer there is usually an efficient crew and in most cases a sufficient number of boats to take care of all on board. Neither of these things are found in the average modern monsters of the deep, because both are rather expensive propositions. The JOURNAL has dwelt upon these phases of safety with almost tiresome regularity. The average newspaper, however, is interested in the safety talk only when some awful catastrophe of the sea takes place. And then the interest is only passing. It is with genuine pleasure, therefore, that we quote from an exceptionally well-written article in a recent issue of the Portland Labor Press upon the subject of safety of life at sea, as follows:

> The fact is that in competition for business the traveling public has been tempted from one line to another by an appeal—not to its sense of security—but to its taste for show and comfort.
>
> The demand was created by enterprising management under pressure for dividends. The public was and is the victim of its own weakness and of the company's willingness to play upon it. The public did not demand. It yielded.
>
> But even that is not all the truth against this vicious fallacy. The public has yielded to the temptation of luxury, but unquestionably upon the assumption that the luxury was evidence of the perfection of the whole product, evidence which even a landsman could understand that this magnificent ship was superior from keel to crow's nest.
>
> This fallacious conclusion, furthermore, has been encouraged by the companies. No one before the Titanic tragedy heard any steamship company hint that the luxury with which it was winning traffic was at the cost of safety. Such a hint would have been angrily denied. Yet after the disaster it is brought forward by the companies or their apologists as a defense.
>
> The companies are, or the public has a right to assume they are, expert in problems of the sea. The public assumed, and had a right to assume, that the companies were not imperiling life for the sake of providing them with luxury. A part of the public would accept the gaudy and excessive luxury of certain of the ships at the expense of safety. But this is only a small part of the public. By far the larger part simply did not understand, and the companies have no right to require that the public should understand what is an expert problem.

No, the public is not to blame for lack of knowledge upon the subject. The carefully composed advertisements of the large steamship companies which regularly appear in our dailies and the pretty folders issued by the companies are about all the information the public ever receives upon safety of life at sea. And this is a sad but true commentary upon our press!

"WHAT SHALL THE ANSWER BE?"

The Recall movement of State Senator Owens of Richmond, Cal., is progressing splendidly. Recent events indicate that the champion double-crosser has begun to realize that the publication of a part of his disgraceful record in the Legislature will end his career as a statesman. Instead of replying to the charges that he freely broke his written promises to Labor and repeatedly violated his party's platform pledges he attempts to fool the voters by continuing his famous legislative process of side-stepping and evading the issue.

Fortunately, however, no one can fool the people all the time, not even a politician as slippery as Senator Owens.

The Star, of San Francisco, the leading Democratic weekly of the State, is among those who want to know why the misrepresentative from Richmond does not answer the charges. To quote from the Star:

> What is the trouble with Senator Owens, that he can't discuss "the question before the house" in the matter of the recall petition being circulated against him? He knows well enough that the "Owens Law" is not in question, and that the liquor fight doesn't enter into the fight against him. Yet he is trying to hide behind the falsehood that the attempt to recall him is made because of the saloon legislation for which he is responsible, and that it comes in great part from "disgruntled divekeepers."
>
> The charges against Senator Owens are, as he well knows, that at twenty-nine roll-calls in the Senate on progressive and labor measures, Senator Owens was absent sixteen times and eleven times voted against them, which was the worst record made by any member of the Senate. The last two days of the session he dodged or was absent on 113 roll-calls.
>
> Senator Owens fathered an amendment to the Boynton Workmen's Compensation bill that would have made industrial insurance an impossibility; just what the insurance companies wanted. He voted against the Water Conservation bill, to assist the power companies; he voted to limit the scope of the Women's Eight-Hour law and stayed away on final passage of the bill; he voted against mining inspection and against improved working conditions in mines, to please mining corporations. These are some of the reasons why Labor is seeking to recall Senator Owens.
>
> Is he guilty as charged? What answer does he make to that question?

The effort of Senator Owens to lug the universally despised "divekeeper" into this Recall fight is a most contemptible trick, but it will help to give many an inkling of his true caliber. When it comes to a comparison of the average "divekeeper" with Senator Owens some points will appear odious but in others the "divekeeper" is a shade ahead of the statesman from Richmond. Enough said.

Let us try to induce Senator Owens to discuss his legislative career—his reasons for violating his pledges and his excuses for dodging the numerous important roll-calls. That kind of a discussion will be preferred by his constituents and will save us from the necessity of dwelling upon his shortcomings in other respects. But if he attempts to make his defense by shifting the discussion to subjects other than those dealt with in the Recall petition he will probably soon find himself wallowing and sinking in a morass of his own making.

This is not a threat—but a warning!

In trade unionism, as in other human activities, success oftenest attends those who know how to wait—and work.

SALMON PACKERS' WAGES.

The salmon packers who are returning to San Francisco from the canneries in Alaska, where they have been employed during the season, are enjoying the novel experience of receiving the full amount of their season's earnings.

In the spring of the year the American Federation of Labor, upon recommendation of the San Francisco Labor Council, revoked the charter of the Salmon Packers' Union because that organization had fallen into bad hands and the charter was evidently not being used for any other purpose than to prevent the Labor Commissioner from protecting the workers against robbery. Organized labor of California then prevailed upon the Legislature to enact a law which empowered the Labor Commissioner to enforce the payment of full wages in such cases. Under the provisions of this new law, State Labor Commissioner John P. McLaughlin and his deputies are now superintending the work of paying off the salmon packers and are not permitting any deductions for gambling debts, liquor, etc., as has been the custom in past years.

As a result, the salmon packers, who are mostly Mexicans, Porto Ricans and Filipinos, are receiving an average of $100 for their season's labor, as against an average of $38 last year, and a much smaller amount two years ago, when the salmon packers were entirely at the mercy of sub-contractors and straw bosses.

Thus is recorded another instance where organized labor secured a marked improvement in the condition of the unorganized worker.

"LABOR" AND THE UNIVERSITY.

The University of California has just announced that a Bureau of Public Discussion has been established as a part of the new University Extension Division. The Regents of our State-owned university are to be congratulated upon this step in the right direction.

There ought to be many public discussions about important current events. As a topic for the first debate, one which will prove of particular interest to the working people of California, we suggest the following:

"Why does our State-owned university—an institution supported by all the people—insist upon rubbing it into the working people of the State by ignoring the one legal holiday in the year which is dedicated to Labor?"

We feel certain that a public debate upon the foregoing subject will attract a large and enthusiastic audience. And as a result of such discussion there ought to be an awakening of public interest in the general management of that institution. If those who direct the affairs of our State University do not consider Labor Day, and all that it stands for, of sufficient importance to warrant its observation as a holiday the people ought to know it. If the majority on the Board of Regents of our State University are entirely out of touch with the hopes, aims and aspirations of the men and women who toil the people ought to be made aware of it. Therefore, by all means, let us have an intelligent discussion of the whole matter. Let us learn "Who is Who" among the Regents and others entrusted with the management of this institution and then we will probably learn to understand why Labor is considered unworthy of honor and Labor Day too common for proper observation!

NEW U. S. FLAGS.

Now that the former Department of Commerce and Labor has been divided, and the labor end of it set up in business for itself, it has become necessary to change the numerous flags adopted for departmental officials. These will hereafter carry nothing indicative of labor, which department in due time will have its own flags, but will typify only the country's great and growing trade. Singularly enough, the flag designs are all maritime, there being nothing in any of them to intimate that commerce is carried on with the aid of trains of cars as well as on ships.

These new flags have recently been ordered and should be in use during the coming autumn.

The secretary of commerce will have a flag showing a full-rigged ship, in blue, over a lighthouse, in blue, in a white shield, on a blue field. At each corner of the flag will be a five-pointed white star.

The assistant secretary of commerce will have a flag similar to that of the secretary, but with the colors reversed.

The commissioner of fisheries will have a flag of blue with a white fish in the center, its head pointing toward the hoist. The service flag of this bureau will be blue, with a white fish on a red diamond.

The commissioner of lighthouses will have a flag of blue, with a white triangle bearing a blue lighthouse. The service flag will be triangular in shape, white, with a red border, bearing a blue lighthouse.

The flag of the superintendent of the coast and goedetic survey is a red triangle, apex forward, on a blue field. The service flag is a red triangle, base down, in a white circle on a blue field.

The flag of the commissioner of navigation is blue, with a full-rigged ship, in white, in the center. The service flag of the bureau is a full-rigged ship, white, in a red circle on a blue field.

WOMEN'S TRADE UNION LEAGUE.

(Continued from Page 1.)

League brings to its trade union members may be such as the sick benefit provided by the Health Committee of the Chicago League. No one realizes more forcibly then the wage-earning women the vital truth of the old saying that "health is wealth." On the principle that it is easier and more economical to conserve one's fortune than to attempt to build it up after it has been lost, the Women's Trade Union League of Chicago has as one of its activities a Health Committee, whose purpose is not only to care for the sick, but, in so far as possible, to prevent illness among its members.

Last but not least is the educative work, nation-wide in scope, carried on by "Life and Labor," the magazine of the National Women's Trade Union League of America and the only woman's labor magazine in this country. It has been represented on the Pacific Coast for some time by Mrs. Ethel Carstens of San Francisco, and Mrs. Frances Noel of Los Angeles.

But more extensive even than any of its present work are the plans for the future, and chief among these is the training of women organizers. To organize women on any large scale women organizers are needed. At present we have only too few of these, and it is this need that the Women's Trade Union League proposes to fill by regularly undertaking the training of young trade workers as organizers in the various industries where women are employed.

Demand the union label upon all purchases!

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Sept. 22, 1913. Regular weekly meeting came to order at 7:30 p. m., E. Ellison presiding. Secretary reported shipping slack.

JOHN H. TENNISON, Secretary pro tem.
84 Embarcadero. Phone Kearny 2228.

Victoria, B. C., Sept. 15, 1913.
Shipping slack; few men around.
ARCHIE KING, Agent.
Old Court Rooms, Bastion Square.

Vancouver, B. C., Sept. 15, 1913.
Shipping medium; prospects uncertain.
W. S. BURNS, Agent.
N. E. corner of Hastings and Main streets. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Sept. 15, 1913.
No meeting; no quorum. Prospects uncertain.
H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, Sept. 15, 1913.
Shipping and prospects poor.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Sept. 15, 1913.
Shipping dull; prospects uncertain.
JACK ROSEN, Agent.
P. O. Box 6. Tel. Main 557.

Portland Agency, Sept. 15, 1913.
Shipping slack.
G. A. SVENSON, Agent.
P. O. Box 2100. 51 Union Ave. Tel. East 4912.

Eureka Agency, Sept. 15, 1913.
No meeting; no quorum. Shipping medium.
JOHN ANDERSEN, Agent.
227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, Sept. 15, 1913.
Shipping dull.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Sept. 8, 1913.
Shipping and prospects poor.
JACK EDWARDSEN, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Sept. 18, 1913. Regular weekly meeting was called to order at 7 p. m., Ed. Andersen in the chair. Secretary reported shipping quiet.

EUGENE STEIDLE, Secretary.
Phone Kearny 5955.

Seattle Agency, Sept. 11, 1913.
No meeting. Shipping slow.
LEONARD NORKGAUER, Agent.
Grand Trunk Dock, Room 203-205. Phone Main 2233. P. O. Box 214.

San Pedro Agency, Sept. 10, 1913.
No meeting. Shipping and prospects fair; not many men ashore.
HARRY POTHOFF, Agent.
P. O. Box 54.

Portland Agency, Sept. 10, 1913.
No meeting. Shipping improving for cooks, but no waiters ashore.
THOMAS BAKER, Agent.
New Grand Central Hotel, Room 110, Third and Flanders Streets.

DIED.

Benjamin Franklin Lyons, No. 602, a native of Pennsylvania, age 38, died at San Francisco, Cal., September 17, 1913.

Carl Johan Johnson, No. 1725, a native of Norway, age 40, died at San Francisco, Cal., September 15, 1913.

Lionel Norin, No. 1184, a native of Sweden, age 40, was drowned from the schooner "Lilly," July 13, 1913.

Theodor P. Petersen, No. 563, a native of Norway, age 40, died at Eureka, Cal., September 15, 1913.

THE SINGLE TAX.

One of the very best articles explaining and furthering the "Single Tax," appeared in the January issue of "Cotton," as a contribution from Joseph Fels, the untiring advocate of a method of taxation that will force idle land into use. Mr. Fels's article is reprinted herewith, in part, as follows:

The United States is big enough to comfortably hold a larger population than now exists in the whole world. Its soil is rich enough to support it. The state of Texas alone could support the whole present population of the country if all of its land were put to its best use. If the United States were as closely settled as Belgium, it would hold 1,500 millions of people, a number equal to the estimated population of the world. So if all the land in the country were forced into use, there would be demand for all the labor in the world. To force enough into use to open opportunities for all the labor we have now and all that is going to come, is all that is needed to establish an era of prosperity in which all producers can share.

Some well meaning persons and others not so good intentioned, have objected to the single tax on the ground that it would burden the farmer. This objection is based on the misconception that we propose to put all taxes on land area. Such is not the case. We do not propose to tax land area, but land values. We don't want to tax land worth one dollar an acre the same as land worth one million dollars an acre. We want to tax the million dollar land a million times as much as the dollar land. It is necessary to repeat this because our position in this matter is being continually misrepresented. During the recent campaign in Missouri, Oregon and California, representatives of hostile interests told the farmers that we wanted to tax land according to area. These representatives undoubtedly knew better, but the farmers did not and were fooled into voting against their interests. Farmers own the greatest amount of land area, but they own less than any other class of land values. Land, in the business center of large cities, is worth many times more than the most valuable farm lands. To put all taxes on land values must cause the most taxes to be raised from those who own the most values and the least taxes from those who own the least values. The owners of city lots, of franchises and of mining lands, necessarily own the largest proportion of land values and are consequently the ones who under the single tax would pay the largest proportion of taxes.

There are some who object to the single tax on the ground that they consider it wrong to single out one form of property for taxing purposes. This objection is based on the fallacy that taxation should not be apportioned according to benefits received, but according to ability to pay. Probably every one of these objectors can see how unjust and unbusinesslike it would be for a merchant to charge his customers for his wares in proportion to ability to pay. It is equally unjust and unbusinesslike for a government to charge that way for the services it performs, especially when we consider that a merchant can not compel those who object to his charges to deal with him, while the government can and does compel all to pay in accordance with whatever system it establishes.

The single tax will make every one contribute to the support of government in proportion to the benefits he receives therefrom. Where government is good, land values are higher than where it is bad—other things being equal. Those who own no land pay much higher rent where good government prevails than where the opposite is the case. Since they thus pay in rent for the benefits of good government is it not an injustice to compel them to pay a second time in taxes for what they have already paid? The rent has been paid to a private landlord, it is true, not to the government, but it is the government's fault if it allows the landlord to keep it.

No one will probably be disposed to question that what an individual produces justly belongs to him. No other individual has any right to deprive him of it against his will. Neither would it be right for any collection of individuals to do so, even though the collection constituted the people of a state or nation. The taxation of the results of individual effort constitutes just such a violation of property rights. But it is different with the taxation of land values. Land is not a product of human labor; its value is not due to individual effort but to the presence, growth and enterprise of the whole community. In taxing land values, the community consequently takes what it has itself created, and what justly belongs to it.

It is no longer strictly correct to urge the objection that the single tax has never been tested. Of course, that would be no valid argument, even if it were still a fact.

Intelligent people can reason how a principle will work, and if such reasoning shows the principle to be a good one, they will not hesitate to apply it merely because no one else has yet been intelligent or progressive enough to do so.

A partial application of the single tax principle has been made in New Zealand and Australia with such favorable results that there is no thought of returning to the old system. In the Western Canadian provinces it has in the past few years, made great headway. The number of cities in British Columbia and Alberta which have adopted it for local purposes has become considerable and is constantly increasing. Such important places as Vancouver and Edmonton are included in the list. In the rural districts of Alberta local single tax also prevails. The farmers of Western Canada cannot be fooled like their brothers on this side of the line, by the misrepresentations of privileged interests. There is a heavy tide of emigration from the United States into Western Canada which is likely to continue until we follow the example of these provinces and begin to untax industry.

The single tax is equally applicable to your country, your state, your city or your town.

Many ask, "How shall we take advantage of this system of taxation?"

To develop your city: stop taxing industry and commerce. Tax land values only.

To develop the ports: stop taxing wharves, warehouses, elevators. Tax frontage values, used or unused.

To encourage industry: stop taxing products of labor and industry. Tax special privilege, tax natural opportunities, used or unused; tax land values which are produced and maintained by the community.

To abolish slums: stop taxing buildings, improvements. Tenement owners can then afford to erect better buildings. Tax building sites, used or unused. Then the owners can not afford not to erect better buildings.

To stop taxing industry and commerce, we must exempt buildings, machinery, improvements and personal property of all kinds.

The present system of taxation falls with peculiar hardship on the health and homes of the poor, punishes industry and enterprise by imposing a heavy financial burden upon shops, factories, buildings and improvements of all kinds; it encourages land owners to hold land out of use or to make poor use of it; it contributes largely toward the overcrowding and congestion of the city; it leads to scarcity of employment, and thus to poverty, disease and crime.

THE MALDIVE ISLANDS.

Little is ever heard concerning the Maldive Archipelago, which consists of numerous atolls or groups of coral islets, about 400 miles west of Ceylon, of which island Crown colony of Great Britain they are a dependency, having over them a Sultan who pays allegiance to and receives the protection of the Ceylon Government. The inhabitants number about 30,000 and profess the Mohammedan religion. Their chief industry is catching and salting fish for the Ceylon market, the exports of cured and salted fish to Ceylon amounting to about 200,000 hundredweight (hundredweight = 112 pounds) per year, valued at about $500,000. Coconuts are grown on the islands, and a fair amount of copra is sent to Ceylon to be exported with Ceylon copra to other countries.

At present, the means of communication between Ceylon and the Maldives is only by small sailing boats, but it has just been announced that the ambassador of the Sultan in Colombo has been instructed to advertise in English shipping papers for the purchase of a cargo steamer of 400 to 600 tons capacity. The vessel will be chiefly used for carrying cargo from the Maldives to Colombo, and it is intended to develop the trade in Maldivian fish and copra. Passenger accommodation will, however, be provided on the steamer, chiefly in order that the Sultan's heir and his suite may travel to and from the islands. The vessel must have four first-class cabins and six second-class cabins on the upper deck and also a certain amount of steerage accommodation. Electric lighting must also be installed, and there must be electric fans in the first-class cabins. The speed required is 12 knots.—Consular Reports.

A new dry dock, the largest in Marseille, France, has just been completed. The dimensions of this dock, which like the six others at that port was built and will be operated by the Compagnie des Docks et Entrepôts, are as follows: Total available length, 669 feet; width, 82 feet; depth, 29.5 feet on keel blocks. The cost of construction amounted to about $600,000.

PREFERENTIAL VOTING.

There is a good deal of uncertainty in the minds of many people as to the difference between preferential and proportional voting. A short explanation will serve to clear the matter up. The method of marking the ballot paper is exactly the same in each case. The elector votes by putting "1" opposite the name of the best candidate from his point of view, "2" opposite the second best, "3" opposite the third best and so on.

What is commonly called the "preferential" system is to vote, as explained, in single electorates. If the leading candidates is not elected by an absolute majority then the second choices on the ballot papers of the man at the bottom of the poll are taken and allotted to the other candidates, and in that way the number of candidates is reduced to two, one of whom has a majority.

With proportional voting the only difference is that three or more candidates are elected for a district. Candidates, however, do not have to poll a majority of votes, but a proportion, which is called a quota. The quota is obtained by dividing the total valid votes by one more than the number to be elected, and adding one to the result. Thus in a five member electorate where 32,470 votes were recorded the quota would be 5,411, plus 1, or 5,412. The candidate getting more than a quota of votes would have a surplus, which would be allotted among the other candidates according to the second preference, marked by the electors themselves on the ballot papers. Then the votes of the man at the bottom of the poll would be transferred until the number of candidates was reduced to six, five being elected. Thus in an electorate, where roughly three-fifths of the voters were Liberal, and two-fifths Labor, they would be represented by three Liberal men and two Labor men respectively—each side being proportionately represented.

Some people are disposed to think that preferential voting in single electorates is good enough, and that it will solve the electoral problems, which are causing so much trouble at the present time. Let us see. At the last State elections in the Central and Western districts of the State, 19 adjoining electorates elected 19 Labor members, three of them being unopposed. Each man had an absolute majority. Preferential voting, even if it had been in operation, would have made little or no difference. In that great area of country 50,420 Labor votes and 39,504 Liberal votes were polled, but the former got all the members. Allowing for the three uncontested seats, the true proportion would have been 11 Labor, 8 Liberal.

Take the North Coast and New England section of the State from Maitland to the Queensland border—14 adjoining electorates. The results were, Liberal votes 36,575, electing ten members; Labor votes 26,623, electing nobody. Independent votes 20,614, electing four members. Proportionally the results would have been Liberal 7, Labor 4, Independent 3, or possibly Liberal 6, Labor 5, Independent 3.

Or take from Miller's Point to Botany and Marrickville, 13 adjoining electorates monopolized by Labor members. The successful Labor candidates polled 50,521 votes, the unsuccessful Liberal and Independent polled 27,602 and 3,708 votes respectively. Proportional results would have been 8 Labor and 5 Liberal, or possibly 9 Labor and 4 Liberal.

Again take the seven adjoining electorates from Parramatta and the Hawkesbury round to Manly. All elected Liberals. The voting was Liberal 36,315, Labor 19,244. Proportional results would have been Liberal 5 members, Labor 2 members, with Labor making a bold but unsuccessful bid to make it 4 and 3 respectively. "Better luck next time," when more "propaganda" work is done.

Finally, five adjoining Newcastle electorates returned Labor members. The voting was Labor 23,667, Liberal 7,422. True representation would have been 4 Labor men and 1 Liberal.

If we had had preferential voting in single electorates at the last State election, there is no reason to suppose that there would have been any serious difference in the results, beyond in some small measure lessening the evils of party selection of candidates. There would have been the same monopoly of representation over great areas of the State—the majority overrepresented, and the minority disfranchised. Preferential voting in single electorates is not a remedy for the evils of the present system. Single electorates must be abolished, and electorates returning three or more members adopted, preferably five members. Such a system would be fair to all candidates and all electors. The former would be free to make their appeal direct to the electors, and the latter would be equally free to accept or decline the proffered services.—Sydney (Australia) Standard.

THE CAPE COD CANAL.

An additional year in which to complete the Cape Cod Canal and bringing the time to June 3, 1915, has been allowed by the Massachusetts authorities. The canal is five-eighths completed, according to President August Belmont of New York, who was before the commission on a petition for the extension of time and for additional stock and bonds. Mr. Belmont stated that 10,000,000 cubic yards of material had been dredged and that 6,000,000 remained to be taken out. The joint commission approved the issue of $240,000 in bonds and 2,390 shares of stock at par. Work was begun on June 21, 1909. It is a private enterprise, with August Belmont as the financial backer. By a cut eight miles long, with a distance of eight and one-half miles from Barnstable Bay to the 30-foot depth of water in Buzzard's Bay, it is to connect Boston with Long Island Sound, thus obviating the long water journey around Cape Cod. The canal is to have a continuous depth of 25 feet, with a minimum width on the bottom of 200 feet and on the surface of 350 feet. It has no locks. The importance of this artificial waterway may be estimated from the statement that 50,000 vessels, with a tonnage of 25,000,000, annually take the long and dangerous voyage around Cape Cod, which has been aptly called one of the "graveyards of commerce." Now this commerce will not be subjected to the dangers of the runabout course, to say nothing of the time and money thereby saved.

Demand the union label upon all purchases!

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,

V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION

570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y.....55 Main Street
Telephone Seneca 936 R.

CLEVELAND, O.....1401 W. Ninth Street
Telephone Bell Main 1842.

MILWAUKEE, WIS.....133 Clinton Street
Telephone South 240.

ASHTABULA, O.....21 High Street
Telephone 552.

NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

DETROIT, MICH.....7 Woodbridge Street, East
Telephone 3724.

SUPERIOR, WIS.....1721 N. Third Street
Telephone, New, Broad 385.

BAY CITY, MICH.....108 Fifth Avenue
OGDENSBURG, N. Y.....70 Isabella Street
CONNEAUT, O.....922 Day Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue
PORT HURON, MICH.....517 Water Street
ERIE, PA.....107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

HEADQUARTERS.
71 Main Street, Buffalo, N. Y.
Telephone Seneca 48.

BRANCHES:

CLEVELAND, O.....1185 W. Eleventh Street
CHICAGO, ILL.....445 LaSalle Avenue
MILWAUKEE, WIS.....151 Reed Street
DETROIT, MICH.....27 Jefferson Ave, East
SUPERIOR, WIS.....1814 Fourth Street
OGDENSBURG, N. Y.....70 Isabella Street
BAY CITY, MICH.....108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.

HEADQUARTERS.

BUFFALO, N. Y., 55 Main St. Tel. Seneca 2295

BRANCHES.

CLEVELAND, O.....1401 W. Ninth Street
MILWAUKEE, WIS.....151 Reed Street
CHICAGO, ILL.....314 N. Clark Street
ASHTABULA, O.....74 Bridge Street
TOLEDO, O.....54 Main Street
DETROIT, MICH.....7 East Woodbridge Street
PORT HURON, MICH.....517 Water Street
CONNEAUT, O.....922 Day Street
OGDENSBURG, N. Y.....70 Isabella Street
NORTH TONAWANDA, N. Y.....152 Main Street
SUPERIOR, WIS.....1721 N. Third Street
BAY CITY, MICH.....108 Fifth Avenue
ERIE, PA.....107 E. Third Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue

UNITED STATES MARINE HOSPITALS AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS.

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS.

Ashland, Wis.	Ogdensburg, N. Y.
Ashtabula Harbor, O.	Oswego, N. Y.
Buffalo, N. Y.	Port Huron, Mich.
Duluth, Minn.	Manitowoc, Wis.
Escanaba, Mich.	Marquette, Mich.
Grand Haven, Mich.	Milwaukee, Wis.
Green Bay, Mich.	Saginaw, Mich.
Houghton, Mich.	Sandusky, O.
Ludington, Mich.	Sault St. Marie, Mich.
Manistee, Mich.	Sheboygan, Wis.
Erie, Pa.	Superior, Wis.
Menominee, Mich.	Toledo, O.

SEAMEN'S HEIRS WANTED.

By request of the clerk of the United States District Court at Tacoma, Wash., a list of 18 deceased seamen is published herewith.

The wages of these 18 deceased men which have been held by the clerk of the United States Court for the past six years, will be paid into the surplus fund of the Snug Harbor Association at the close of the year, unless their heirs are located before that time. The law provides that the funds due deceased sailors shall be held by the clerk for six years from the time that they are paid in, and that if no relatives have been discovered in that time the money shall go to the Snug Harbor fund. Since the office has been established an enormous amount of money has been turned over in this manner as it is impossible to trace the relatives of dead seamen. It is estimated that at least $5,000,000 has been turned over to the fund from his source.

Every effort has been made by the clerk's office to trace the nearest relatives of the dead sailors. Registered letters have been sent to every possible place that relatives might be discovered. The office at Tacoma takes probably more trouble than possibly any other in the United States. No provision is made by law for locating the relatives of deceased seamen and the cost of all foreign postage must come out of the clerk's pocket. There are over a hundred estates that have never been claimed, but some effort has been made to locate the heirs to every one of these and the expense entailed has been considerable. The amounts due range from $1.35 up to $200.

The efforts to discover the heirs of deceased seamen sometimes disclose a case of abject poverty that the money relieves in the nick of time. John Johns left a considerable sum after his suicide at sea. After much effort an aunt was discovered in Ireland. She was 73 years old and was starving at the time she was located. It took three months' correspondence to discover her whereabouts and the money enabled her to come to America, where she found friends.

When the schooner "Hayden Brown" was wrecked on the Alaska coast she carried a crew of six men, all of whom were drowned. None of them had less than $85 coming to him and in only one case was it possible to discover the relatives. The money, which amounts to several hundred dollars, is still held in the clerk's office and will be turned into the Snug Harbor fund at the end of the year. Many efforts have been made to locate the heirs of the deceased, but without success.

Every one of the estates held by the clerk's office has a story attached to it. Some are tragic, other pathetic, and still others grimly humorous. The running down of the deceased's relatives often uncovers strange criminal records.

The money due seamen that desert a ship is also paid into the clerk's office. In this case it goes directly into the fund, as the sailor can not claim it unless he can prove that he did not intend to desert and was left behind by accident. Thousands of dollars have passed through the office from this source in the past few years.

The names of the eighteen deceased sailors whose money will go into Snug Harbor fund at the close of the year follows:

Charley Anderson, Norwegian, schooner "Helen E.," died November 5, 1906.
O. Brunstrim, Fin, schooner "William Bowden," died June 9, 1907.
John Doyle, Irish, ship "Yucatan," died April 5, 1907.
W. Herren, steamer "Alta," died November 28, 1907.
Dan Johnson, Swede, schooner "Charles R. Wilson," died October 3, 1907.
M. Johansen, Swede, schooner "Louis," died June 17, 1907.
Otto Kraum, steamer "Winslow," died May 16, 1906.
C. Lindholm, Fin, schooner "J. H. Bruce," died October 17, 1906.
M. McNamara, English, schooner "Joseph B. Theruas," died June 30, 1907.
E. Pederson, Norwegian, schooner "Charles F. Crocker," died November 24, 1906.
J. Phillips, American, steamer "Tampico," died September 13, 1907.
Karl Rudolphsen, Swede, ship "Quinault," died August 25, 1907.
E. A. Smith, American, schooner "Hayden Brown," died March 7, 1906.
Loo Sing, Chinese, ship "Lyra," died July 14, 1907.
Ole A. Watle, Norwegian, steamer "Erie," died February 25, 1907.
Jeng Wing, Chinese, steamer "Tremont," died October 4, 1906.
Wong Fung, Chinese, steamer "Minnesota," died November 4, 1906.
No Wing, Chinese, ship "Pleiades," died September 15, 1906.

AUSTRALIA'S POPULATION.

In 1881 there were nearly 200,000 more males than females in Australia. Returns 30 years later show that the excess of males has diminished to 187,000, on an aggregate population nearly twice as great.

During the first nine months of its operation the land tax apparently caused, or at least was contemporaneous with, the splitting up of some $45,000,000 worth of land within the Commonwealth. In that period sales of assessable lands were reported to the amount of $88,513,328, whereas purchases were reported to the amount of $45,095,450 only.

The loan indebtedness of the Commonwealth according to latest returns stands at $1,330,039,000, an increase of $339,613,500 since federation. This indebtedness amounts to $280 per head of population. The interest on the Australian public debt in 1912 totaled $47,435,150, an increase of $11,155,200 since federation.

Little more than half a century ago the town of New Bedford, Mass., was at the height of its prosperity as the chief seat of American whale fishery. That the present generation and future generations may be reminded of New Bedford's one-time importance in this industry—an industry which it has yet by no means wholly abandoned—W. W. Crapo is to give to the town a commemorative piece of sculpture, the work of Bela L. Pratt of Boston. The gift will be set up in front of the New Bedford library next spring and will bear the following inscription: "In honor of the whalemen whose skill, hardihood and daring brought fame to New Bedford and made its name known in every seaport on the globe."

In northern Minnesota there is a great area of land so flat that its waters sometimes flow into Hudson Bay and sometimes into the Gulf of Mexico. There are times when certain lakes discharge at both ends, the northern outlet taking the flow through Red River or Rainy River into Lake Winnipeg and thence into Hudson Bay, while the southern outlet leads to the Mississippi.

WRECKS OF 1912.

The statistical summary of vessels totally lost, broken up, condemned, etc., just published by Lloyd's Register, shows that, during 1912, the gross reduction in the effective mercantile marine of the world amounted to 720 vessels of 748,965 tons, excluding all vessels of less than 100 tons. Of this total, 379 vessels of 572,745 tons were steamers, and 341 of 176,220 tons were sailing vessels.

These figures are lower than those for 1911 by 135,878 tons (47,007 tons steam, and 88,871 tons sail).

One of the most common terminations of a vessel's career is by breaking up, dismantling, etc. (not in consequence of casualty). The amount of tonnage so dealt with in 1912 was 157,641 tons, this being 97,876 tons less than that for 1911. Nearly 23 per cent. of the steamers and 24 per cent. of the sailing vessels removed from the merchant fleets of the world in the course of 1912 are accounted for in this manner. Of the total tonnage of such cases over 38 per cent. is represented by United Kingdom vessels.

The number and tonnage of vessels lost, etc., during the previous seven years are as follows:

	—Steamers—		—Sailing Vessels—	
Year	No.	Tons (Gross).	No.	Tons (Net).
1905	382	527,978	501	264,376
1906	378	509,707	567	307,105
1907	356	565,119	512	286,105

WIRELESS FOR LIGHTHOUSES.

If the wireless lighthouse stations installed at Brest, which automatically send out warning messages to ships every few seconds without the help of man, prove a success, as they are reported to be, it will mean, says a well-known scientific expert in London, "that the old system of lights, bells, horns and other danger warnings at sea will be rendered unnecessary."

"By noting the intensity of the signals received an approximate idea of the distance from the sending station can be formed by a skilled wireless operator," states the Electrical Review.

"Were every vessel equipped with wireless transmitting apparatus a more convenient arrangement would be to provide directive aerials at land stations, thus enabling the stations to determine the bearing of any ship issuing inquiries, and then to communicate the bearing to the vessel."

Explaining how the adoption of the wireless lighthouses would insure the safety of shipping all over the world, the expert referred to said: "The lighthouse in each case would act as a mast. By a simple clockwork arrangement, which only needs attention once a week or so, distinctive messages are sent out by each station every few seconds. One set of signals is sent out every ten seconds and another set every thirty seconds, so that ships may positively identify the lighthouse that is 'talking.'

"These lighthouse wireless stations need only have a small wireless range—the range of one lighthouse—so that confusion of messages may be avoided. If the scheme is universally adopted it means that the terrors of fog at sea probably will be vanquished forever."

Some men have the ability to blow a tin horn in a way to make it sound as if it were made out of gold.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

It will also make possible the organization of the entire exterior marble industry (it is unorganized to-day) under the banner of the Journeymen Stone Cutters' Association of America, affiliated with the American Federation of Labor.

One Killed; Others Wounded.

President Moyer, of the Western Federation of Miners, wires: "While labor was celebrating, hirelings in the employ of copper magnates of Michigan were murdering innocent children. The deputies fired into a crowd of helpless women and children, killing a girl of fourteen years. The copper strike situation took a serious aspect to-day as the result of the fatal shooting. Miners' leaders say the deputies fired without provocation into the crowd of men and women, killing the girl and several others."

The military forces have taken charge of the patrol work about the mines at Wolverine and the Kearsarge as a result of the shooting. General Abbey has ordered an investigation. Senator J. S. Reed of Missouri, will be asked by the Western Federation of Miners to present a resolution to the United States Senate calling for an investigation into the strike of the copper mines, which threatens to paralyze Michigan's great copper industry for months to come. With $100,000 in cash contributed by the Illinois Mine Workers, $25,000 by the United Brewery Workers and $36,000 drawn from the treasury of the Federation, there is enough money in the hands of the strike leaders to ward off destitution among the workers and to pay strike benefits. President Moyer believes the State militia is needed in the copper country to protect the strikers from the men imported by the mine owners to act as special deputies.

Less Hours—More Wages.

President George Hendrick, of the Brotherhood of Painters, Decorators and Paperhangers, in referring to the growth of the membership during the past year, said: "At our last convention we had a membership of 65,208, while at the close of July this year we had 81,032, an increase of 15,829. The above does not include members carrying clearance cards which have not been deposited, nor all of the honorary members or apprentices. In the Dominion of Canada we have made a remarkable gain; at the last convention we had only 1,355 Canadian members, while at present we have 3,552, a gain of 2,197. The report of General Secretary-Treasurer J. C. Skemp showed that in the period from November 1, 1909, to July 31, 1913, the expenditures totaled $1,072,725.72, and that there was now a balance on hand of $154,844.22. During the period 464 local unions were chartered and 296 lapsed or were consolidated." Referring to wages and hours, the secretary has this to say: "Of the 1,005 local unions affiliated with the Brotherhood, 644, with a membership of 58,717, have reported their wages in 1909 and at present. The average wage in 1909 was $2.97. The average wage to-day is $3.45. The average gain for each of the 45,853 members of the 520 locals that report advances made during the period was 60 cents per day, or $150 each year of 250 working days, a total daily gain in all members affected of $27,511.80; a total gain for a year of 250 working days of $6,877,950. Of the locals reporting, 520 enjoy the eight-hour day; 106 work nine hours a day, and in fourteen instances the ten-hour day still prevails. One hundred and twenty-seven locals with a membership of 13,000 have shortened their work day; ninety-nine of these have gained the eight-hour day since our last general assembly. The Saturday half-holiday is in vogue in 251 of the locals heard from, in 146 of which it has been established in the last four years. These shortenings of the working day and of the working week have furnished employment for an additional 2,840 men. These reductions in hours are equivalent to increases in wages, but in few instances have the locals been required to make sacrifices in wages to obtain them. Gratifying as these reports are, the actual gains are much greater. Many of the locals not reporting have gained increases in wages or reductions in hours during the four-year period." President Hedrick and Secretary Skemp were each re-elected by acclamation.

Polish Workers in Revolt.

After years of misery and oppression, Poland is now in the throes of a series of strikes. Warsaw gave the example, and other towns soon followed suit, notably Lodz, where 65,000 workers are out. All over Poland the workers are demanding an increase of wages, varying from 30 to 50 per cent. The bad harvests of 1911-12 have caused infinite suffering in Lodz, where the workers have been driven to desperation. Even the average manufacturer and bourgeois newspaper acknowledges that the worker is condemned to suffer hunger because of his wretched pay. The workers of Lodz have declared war on the powers controlling the cotton and woolen industries. These capitalists triumphed over the working classes in 1907, and successfully appealed to the government to suppress all trade unions. The capitalists have boldly stated that they intend "giving the workmen a lesson." The anti-Semitic press is actively denouncing the strikers, saying that the movement has been brought about by Socialist and Jewish agitators. The government has forbidden any workers' committee to collect funds or food. The only organization allowed to do so is, ironically enough, composed of the very men the strikers are fighting.

STEAMSHIP COMPANIES MERGE.

Eleven steamship companies operating on the Great Lakes and the St. Lawrence River were merged June 10 into the Richelieu and Ontario Navigation Company, with $16,000 capital, three-fourth of which is preferred stock. The companies that have been acquired are the Richelieu and Ontario Navigation Company, Inland Lines, Ltd.; Northern Navigation Company, Ltd.; Niagara Navigation Company, Ltd.; St. Lawrence River Steamboat Company, Ltd.; Richelieu and Ontario Navigation Company (United States); Quebec Steamsip Company, Ltd.; Canada Interlake Line, Ltd.; Ontario and Quebec Navigation Company, Ltd.; Merchants and Montreal Line, S. S. Haddington and Thousand Island Steamboat Company, Ltd. It was hinted at the close of the meeting that the new name of the reorganized merger will likely be the Canada Lakes, River and Ocean Company.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

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Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA

29 ERSKINE STREET, SYDNEY, N. S. W.

Domestic and Naval.

The Argentine Naval Commission in London reports that an arrangement is being made for accepting the four destroyers constructed for the Argentine Government by French shipbuilders.

The Court of Inquiry appointed to inquire into the recent stranding of the Canadian Pacific Railway Company's steamer "Lake Manitoba" in the St. Lawrence, found that the pilot was to blame, and has suspended his license.

The United States Coast and Geodetic Survey Service is making preliminary arrangements to run lines of deep-sea soundings between the American Coast and the island of Bermuda this fall.

The submarine boat "K-1" was launched at Quincy, Mass., September 4. She is 147.5 feet long by 15.5 feet beam. The displacement is 390 tons and 520 tons submerged; speed, 14.5 knots on surface; 4 torpedo tubes.

The Interstate Commerce Commission has assigned for hearing September 15, Case No. 4844, dealing with the general adoption by carriers of a uniform bill of lading. The hearing will be held before Commissioner Clements in Washington, D. C.

The Hamburg-American line is again asking bids from American shipbuilders for three large coastwise passenger and cargo steamships of high-power, 500 feet long, with a minimum speed of 18 knots and accommodation for 500 cabin and 1,700 steerage passengers.

Richard H. Taylor, of Washington; James L. Hughes, of Philadelphia, and P. L. Prentis, of Chicago, all attached to the Immigration Service, have been appointed by Secretary Wilson, of the Department of Labor, to investigate conditions at the immigrant station at Ellis Island, New York.

The Turkish Government has obtained permission to send each year to the Italian naval schools a certain number of young students who will form the future superior officers of the Turkish fleet. Twenty of these students will enter the naval school at Leghorn in November.

The first cargo of Argentine chilled beef for the United States was shipped from Buenos Ayres August 22 by the Lamport & Holt liner "Vandyck." The cargo, consisting of one thousand quarters, is considered an experiment. More will be sent if this shipment is favorably received.

Harrod C. Newland, secretary of the Caribbean Construction Company, owners of the steamship "Fulton," has applied for American registry of the vessel, which was sold to the National Railway Company of Hayti, last year, and is now under the Haytien flag. She has since been repurchased by her original owners.

Congress probably will be asked to appropriate funds to bring back the dust of the fifty-three sailors of the United States ship Essex, who lost their lives in a naval battle in the Chilean harbor of Valparaiso in 1814, when their ship was engaged by two British war ships. They rest just outside Valparaiso, beneath a slab on which is chiseled the inscription: "In memory of the officers and seamen slain aboard the United States frigate Essex in this harbor in an engagement with H. B. M's frigate Phoebe and brig Cherub, February 23, 1814."

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Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Abrahamsen, Johannes	Johnson, A.
Anderson, H.	Jensen, Hans -2111
Andersen, A. -1352	Jensen, G. S.
Alonzo, J.	Johansen, Knut
Absalomsen, O. M.	Johannesen, Olaf
Alexis, H.	Johanson, K. J.
Agerup, K. B.	Johanson, Theodor
Andersen, O. -1719	Johnson, G.
Anderson, A. -1821	Johnson, Olaf
Anderson, H. Torni	Kalning, J.
Anderson, Ragnvald	Krutz, Ivan
Anderson, David	Klebnikoff, I. W.
Anderson, I.	Korber, Th.
Anderson, Hjalmar	Kreutz, Karl
Behr, Henry	Karsima, N.
Burholtz, F.	Karrell, J.
Borgen, K. S.	Kolberg, Joe
Brox, H.	Larsen, L. A.
Brower, G.	Larsen, Charles
Broberg, Chas.	Little, Sid
Buekow, C. W.	Ljunggren, Edmund
Christensen, Anton	Lof, Oscar
Crosley, J.	Larson, Ingvald
Carlson, Thure	Larsen, Axel -1746
Davidson, Jacob	Larson, John
Davis, Joseph	Lovera, P.
Dylwik, E.	Lackey, C.
Dall, Carl	Larsen, L.
Ellinson, H. O	Larsen, John
Enig, Herman	Larsen, A.
Ehlert, August	Larsen, Fred
Edvardsen, Anton	Lundgren, K. J.
Ekwall, G. A.	Marks, T.
Ellison, Sam	Martins, Paul
Eliason, C.	McPherson, R.
Erikson, Axel	McCarthy, J.
Eskilsen, Lars	Mortensen, J. C.
Evanger, Nils	Murphy, D.
Fonslund, Victor	Mynchmeyer, H.
Fredriksen, Harold	Maver, J. S.
Fjellman, Geo.	Macdonald, N.
Freeman, J.	Martinsen, Harold
Franzell, A.	Maki, Ivar
Fjelstad, K. M.	Mathisen, Nils
Forsen, Alex	McNeary, J.
Fortune, John	McDougall, J.
Francisco, Igar	Miller, J. C.
Gaugserud, O. K.	Mikkelsen, K. -1620
Gehler, F.	Moore, J. M.
Grant, J. J.	Muir, J.
Grantley, C. W.	Monroe, W.
Gunderson, L. S.	Martinsen, Ragnvald
Hansen, A. M.	Newland E.
Hansen, Hans	Nielsen, F. M.
Helpap, A.	Nilsen, T. H.
Hansen, Hans P.	Nielsen, C.
Hansen, N. S.	Nelson, H. J.
Hoglund, Ephraim	Nicholsen, F. E.
Holst, L.	Nilson, Andrew
Hubner, Herman	Neilsen, Edvard
Jaeger, F. J.	Nielsen, Alfons
Jacobsen, Torgils	Nilsen, Albert
Jacobsen, Johan	Nylund, Arthur
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Abramis, George	Larsen, Engvald
Anderson, Sam	Larsen, Martin, -1710
Anderson, Gust, -1808	Larsen, Soren
Anderson, Nils	Lerch, Paul
Anderson, Ole	Lewik, Karl
Andersen, Mike	Lemarchand, Louis
Anderson, Otto	Lendeman, Ruhtii
Anderson, Erik B.	Lundsour, Oskar
Allexander, John	Lundmark, Heege
Albrechtsen, Page	Lundquist, Ernest
Androfio, A.	Macrae, Allexander
Bergman, Karl W.	Marchand, Louis
Brodig, Wm. G.	Mattson, Maurits
Bults, Ernest	Miller, Chas.
Buckner, W.	McManus, John
Carlsen, Charlie	McMahon, Jack
Chase, W. P.	Meinke, Rudolf
Christensen, Albert	Meyer, W.
Colman, E.	Nelson, Anton
Conway, M. E.	Nelsen, C. J.
Collins, Frank	Nielsen, Kristian
Cunnicham, W. P.	Nielsen, Edward
Dahl, Henry	Nilsson, Osvold
Day, Aca	Narberg, John
Dennis, Charlie	Narman, Ludwig
Dorff, William	Ohlsen, Charles
Edstrom, John	Olsen, Severin
Ehenbaugh, W. J.	Olsen, Ausgar
Ekham, Frans	O'Brien, Jack
Fredrickson, H. G.	Person, Charles
Gjortz, P.	Perouse, Andre
Gordia, Piet	Petrich, Theodore
Gulliksen, Amandus	Petersen, Aage
Hall, G. A.	Peterson, Hans
Hansen, Bernard	Peterson, Heinie
Helin, Waldemar	Petterson, Einar
Henriks, Waldemar	Pedersen, Peter
Henke, Ernest	Pratt, M. L.
Hellman, Albin	Rantio, Jacob
Helenius, Oskar	Raetz, August
Holm, E.	Rasmussen, Thor
Huntington, E. R.	Roed, Halfdan
Hoch, Gore	Sandstrom, Hugo
Hultman, A.	Sanders, Chas.
Johansen, Johan F.	Simens, O. L.
Johnsen, Chris	Schulz, Robert
Johnson, Axel	Saule, J. L.
Johnson, Jack	Swanson, John
Johnson, Oie C.	Swenson, Carl Oscar
Johnson, W.	Saukina, August
Johnson, H.	Swenson, John B.
Kalberg, Wm.	Thomas, A.
Karlson, K. E.	Tamford, B. A.
Kenny, James	Trost, Peter
Kealy, James	Wall, W. H.
Kikur, Allesander	Warren, Chas. B.
Koop, Nick	Wadren, G. F.
Kronstrand, H. T.	Westlund, Gust
Kristensen, W.	Wehi, J.
Koalvik, Oscar	Wiejurecht, Ernest
Laine, Frank	Weshart, Jno.
Larsen, John	Welsen, J.
Larsen, George Lurberg	Bunk, Bruno
O'Brien, J. S.	Persson, Johan
Olsen, C.	Petterson, Harry
Olsen, Trygve	Petersen, V. -1447
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Olsen, O. -1062	Petterson, S.
Olsen, Ed	Quigley, R. E.
Olsen, C. E.	Rees, W.
Olsen, B. -597	Skubber, H. (Registered)
Omholt, T.	Stahlbaum, E.
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Pedersen, O. A.	Saudburg, C.
Poppe, Geo.	Schuldt, Theoder
Petterson, Karl	Seley, G.
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Ahlstrom, Harry	Jacobsen, W.
Anderson, John	Jensen, George
Breien, Hans	Nilson, Anton
Clausen, Fred	Miller, Fred
Debus, Fred	Publicatus, August
Ehlert, August	Plas, Henry
Gudmundsen, Gudmund	Robertson, A.
Hansen, Harald	Syvertsen, Paul
Ismas, Richard	Thorsen, Fredrik
Samuelson, H.	Thomson, P.
Schultz, P. (Registered)	Tyghe, T.
Schultz, Axel	Thienpoint, F.
Scott, Alfred	Thogren, David
Starness, C. O.	Thorsen, Tom
Storek	Veasted, T. P.
Stewart, J. G.	Van Loo, A.
Strauss, W.	Verney, A.
St. Johns, C. R.	Walschwell, A.
Swarth, A.	Warner, Jake
Steel, J. R.	Waters, L. A.
Sharness, C. O.	Wehde, F.
Sperlan, B.	Wessman, John

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Tacoma, Wash., Letter List.

Anderson, Carl Anton	Jorgensen, Peter A.
Berglind, Erik	Kalberg, Wm.
Conley, J. H.	Kesler, Karl
Dehler, Alfred	Kathy, A.
Christensen, Albert	Melgail, M.
Dehler, Alfred	Moren, G. H.
Ellison, Harry H.	Nilsson, Edvin
Eidsvoog, Petter	Olsen, Olaf
Fors, Alfred	Olsen, Martin E.
Grovefi Albert	Persson, John
Hansen, C. M.	Plesner, Levi J.
Hansen, Johannes	Person, Fritz
Hangen, Arthur	Petterson, J. M.
Hetman, Walter	Simonsen, Sigvald
Iversen, Ivar	Seblom, John
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Anderson, -1283	Laine, Herman
Aalto, Waino	Larsen, Lars
Andersen, F. C.	Lorsin, G. L.
Anderson, Axel P.	Lauritzen, George
Arntzen, Werner	London, A.
Andersen, -1352	Mattson, K. A.
Armstrong, Harry	Mortensen, C.
Batchall, Alex.	MacManus, Hugh
Brust, Frank	Muller, I. B.
Behn, Alfred	Miller, Winford
Brown, C.	Mertz, G.
Christensen, Albert	Muller, Walter
Carson, Edward	MacFadden, Wm.
Campbell, M.	Mekerman, Ernest
Donohue, J. O.	Nikolin, E. Miko
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Finth, Richard	Pedersen, -1054
Flatten, James	Pedersen, Oscar
Feitz, F.	Petersen, Christian
Graf, Otto	Petersen, Aago
Glase, Gustav	Razehelm, Franz
Hvid, Hans	Runge, V.
Hansson, Alf.	Rommel, Andrew
Hansen, Jens	Sanders, Robert
Hansen, Torleif	Siren, Frans
Jensen, Fredrik	Samuelsen, W.
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Jacobsen, Peder	Schramm, A.
Johansen, Tobias	Siegund, Justus
ensen, Harry	Thorn, -70
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Kallio, Fran	Walley, A. J.
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Larsen, Peter	Hansen, John
Linsler, A. B.	MacGuire, O. F.
Lindroos, A. W.	Sorensen, C. T. F. G.
Laining, Herman	

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Victor N. Kvenen, a native of Belgium, age 32, last heard of in Ashtabula, Ohio, April, 1909, inquired for by his brother John Kvenen, Route 2, Raleigh, Tenn.

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STATEMENT OF THE OWNERSHIP, MANAGEMENT, CIRCULATION, ETC.,

of Coast Seamen's Journal, published weekly at San Francisco, required by the Act of August 24, 1912.

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Business Manager, I. M. Holt, San Francisco.

Publisher, Sailors' Union of the Pacific, San Francisco.

Owners: (If a corporation, give names and addresses of stockholders holding 1 per cent. or more of total amount of stock.)
Sailors' Union of the Pacific.

Known bondholders, mortgagees, and other security holders, holding 1 per cent. or more of total amount of bonds, mortgages, or other securities:
None.

Average number of copies of each issue of this publication sold or distributed, through the mails or otherwise, to paid subscribers during the six months preceding the date of this statement. (This information is required from daily newspapers only.)

I. M. HOLT,
Business Manager.

Sworn to and subscribed before me this 19th day of September, 1913.
[Seal.] CHAS. T. STANLEY,
Notary Public in and for the City and County of San Francisco, State of California.
(My commission expires August, 1914.)
Form 3526.

Home News.

Earl S. Hicks, general manager and treasurer of the Hicks-Hauptman Lumber Company, shot himself at San Francisco.

A bill to make violations of the Sherman law felonies instead of misdemeanors was introduced by Representative Barclay, of Kentucky.

A summary of the reclamation enterprises in progress in four States of the Northwest showed that $11,000,000 was being expended in fifteen projects.

The Treasury Department has deposited about $5,000,000 of the $50,000,000 of Government funds to be distributed to assist in moving crops, principally in Washington, Baltimore and Southern cities.

Bids received by the Navy Department for armor plate for Dreadnaught 39 were found to be identical. Secretary Daniels announced he would make an investigation. All the bids will be rejected.

Governor Hodges, of Kansas, explained the "Kansas idea" in lawmaking, by which he would abolish the "two-house" Legislature and would substitute a "one-house," nonpartisan system.

Convicts from Joliet Penitentiary who were put to work on Illinois roads, with the privileges of ordinary laborers, made an agreement among themselves to punish any who violated their paroles.

The Federations of Pullman Conductors of America and Pullman Porters of America were formed at Chicago, with the purpose, it was reported, of making a demand for increased wages.

The population of San Francisco at present is said to be about 465,000, according to Deputy School Superintendent R. H. Webster. This estimate, which he considers conservative, is based on the public school attendance.

That the West was shaping political ideas was thought to be shown by the fact that bankers of Chicago and cities further toward the Pacific were more influential in shaping currency legislation than New York, to whose wishes the Washington legislators gave not the slightest heed.

Representative Tavenner, of Illinois, introduced a bill in Congress which provided for an appropriation of $1,306,000 for the enlargement of the arsenal at Rock Island, Ill., and said the Frankford arsenal, at Philadelphia, could make munitions of war cheaper than the prices quoted by some private contractors.

The controversy existing between the Southern Pacific and the Order of Railroad Telegraphers for the last three months was brought to a close September 11 when an agreement was concluded between W. R. Scott, general manager of the railroad, and E. J. Marion, vice-president of the union.

United States Attorney Charles W. Miller, on September 13 added a huge volume to the immense records of the dynamite conspiracy trials when he forwarded 725 pages, constituting the Government's brief in the appeal of the case to the United States Court of Appeals at Chicago. It is a remarkably brief document when compared to other records in the cases, the evidence given in the trials last winter alone filling 27,000 pages and the defendants' bill of exceptions constituting five huge volumes, totaling 6000 pages.

Labor News.

The Pacific-American Fisheries Company, the largest salmon cannery concern on the Coast, pleaded guilty at Bellingham, Wash., to thirty cases of violation of the child-labor law and a total fine and costs of $630 was paid. More than thirty more cases filed against the company were dropped, as it was shown that in these cases the children had obtained permits to work.

The International Association of Machinists is making much progress in keeping up with general forward movement now being experienced throughout the country. The International's increased membership for the year of 1912 exceeded 15,000. For the month of June, 1913, over 2,500 additional members have been added, and reports indicate the continuance of large accessions to the membership.

D. L. Frawley, employed by the Senate lobby committee to audit the books of the National Association of Manufacturers, testified to the committee that between 1903 and 1913 the association paid $245,000 to Martin M. Mulhall for legislative and campaign work. The audit confirmed in many particulars Mulhall's testimony before the committee. The association spent more than $2,000,000 in those ten years for all of its various activities, Frawley reported.

The strike of Cincinnati laundry workers which was inaugurated a week ago by 100 employes, mostly girls, in three laundries, took a serious aspect when the men and girls belonging to the union in nineteen other laundries were called out. The union organizer claims that 1,400 employes are on strike out of a total of 2,200 women and men employed by laundries in this city. A wage scale with a minimum of $7 a week for girls and $12 for men is asked by the unions.

John Golden, President of the United Textile Workers of America, and George W. Wrenn, President of the Central Labor Union, have been hard at work for some time past to secure an organization of the textile workers in Ludlow, Mass. As a result a new organization of approximately 1,000 members has just been completed, composed of English, Scotch, Poles, and French textile workers. A similar organization previously existed, but on account of the race prejudice when they were involved in a strike they were defeated and compelled to return to work without any concessions being secured.

Mayor Hunt of Cincinnati has just handed to J. M. Hutton, a stock broker, who demanded that the power of the Mayor and police department be exercised to drive out of that city all labor union agitators and organizers, the following sharp reply to the request made: "I have just read with no little surprise your interview appearing in one of the city papers, in which you urge me to commit an unlawful act, to wit, by arbitrary force, to eject labor organizers from this city. You are making yourself one with other agitators who urge their followers on to commit acts of violence. Violation on my part of the right of all citizens of the United States to freely visit this city would be so much disobedience to law as if I should come to your office with a battalion of policemen at my back, break into your safe, take its contents and distribute them among the charitable organizations of the city."

San Francisco Letter List.

Letters at the San Francisco Sailors, Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Abrahamsen, Aslak
Ahlberg, John
Alango, Jack
Alongo, Peter
Alstrom, Andrew
Alver, Ben
Andersen, A.
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Petterson, S. A.
Raash, Otto
Radebrecht, Alfred
Rammerdahl, Knud
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Redmond, Th.
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Revidan, John
Rily, C.
Rivera, A.
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Soder, J.
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Sohne, Edw.
Tammon, Chr.
Theodore, P.
Theorin, John E.
Thoisell, Chas.
Thompson, Ch.
Thornel, Martin
Thorne, Richard
Thorself, Chas.
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Tietjen, B. H.
Tillman, Andrew
Torgersen, H.
Uhlig, Carl
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Valetinsen, G. ,
Valtti, Jalmar
Van Katwyk, John
Van Rosnalen,
Velure, J. J.
Walch, Michael
Waldhouse, John
Wallus, Fred
Walters, Henry
Wathsted, Albert
Welch, L.
Wells, Feo.
Wendel, Emil
Werth, Gustav
Westman, Andrew
Weyer, Paul
Whinner, W.
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Yanger, I.
Zechel, Walter
Ziehr, Ernest
Zoe, Frank
Rohland, Max
Rog, A.
Rosbeik, Gustav
Rosenfeld, Paul
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Roslin, R.
Ross, Bert
Rounberg, Edward
Rudberg, Charlie
Rundquist, O.
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Strand, Konrad
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Tovares, Antonio
Trantmann, Paul
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Truback, H.
Tuppit, C.
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Twaig, F.
Twede, J.
Usar, T.
Usoiv, I.
Volkanen, Veda
Verney, A.
Vleon, C. L.
Vold, O. P.
Voss, Heinrich
Wickstrom, Axel
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Wolferen, Svan
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Anderson, A.
Anderson, Anders
Balda, A.
Brander, M. F.
Buas, Tomas
Cain, P.
Christoffersen, Olaf
Ellefsen, Otto
Faulkner, J.
Gasman, Geo. A.
Ginnoes, F.
Gustavsen, Alfred
Hansen, Karl
Iversen, Reidar
Johanson, Nils A.
Jorgensen, Jorgen
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Karsten, Hugo B.
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Maatson, Olaf
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Pt. Townsend Letter List.

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Rosbeck, Gustaf
Shold, Chas. A.
Varner, C.
Wilson, Gus

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June 30, 1913:

Assets	$55,644,983.27
Capital actually paid up in Cash	1,000,000.00
Reserve & Contingent Funds	1,757,148.57
Employees' Pension Fund..	158,261.32
Number of Depositors.....	62,134

Office Hours: 10 o'clock A. M. to 3 o'clock P. M., except Saturdays to 12 o'clock M. and Saturday evenings from 6:30 o'clock P. M. to 8 o'clock P. M. for receipt of deposits only.

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INFORMATION WANTED.

W. Kahlberg, No. 688, and C. Monsen, No. 1964, are inquired for at the Standard Oil Company's office, at San Francisco.

John West, who was on the steamer Horatius in June, 1912, is inquired for by P. Ivers, River Darling, via Wenthworth, Australia. Please notify Sup't., No. 1 State street, New York.



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INFORMATION WANTED.

Lasker Munter, of Spokane, Washington, born 1884, left home in 1903, is inquired for by his father, Adolph Munter, Spokane, Washington.

John Hansen, who was lookoutman on the S.S. "Argyll" some months ago, is wanted by the Union Oil Co. Anyone knowing his whereabouts please notify the manager Marine Department, Mr. Walter G. Tubby,

Michael D. Harrington, who has been sailing on the Pacific Coast since 1910; last heard of on vessel sailing from San Francisco to Seattle; anyone knowing his whereabouts please notify Dennis J. Harrington, care of Winthrops Yacht Supply Co., Winthrops Beach, Mass.

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INFORMATION WANTED.

Carl Johan Nilsen, a native of Sandefjord, Norway, aged about 33, left his home at 1164 Potrero Ave., Sunday, August 17th. Any one knowing his whereabouts please notify Coast Seamen's Journal.

News from Abroad.

Monks, guided by the barkings of their St. Bernard dogs rescued an American who had fallen into an Alpine ravine.

Militant suffragettes tried to burn Dulwich College, a famous school in the suburbs of London, setting fire to the building in two places.

A tobacco war is expected shortly in England, the Tobacco Products Corporation of America being about to seek control of the English market.

Letters captured from the Greek troops during the recent war between the Balkan allies have been published by Bulgaria to prove Greek atrocities.

Provisional President Yuan, of China, issued a decree announcing he would resign on the restoration of peace, according to a Mukden dispatch.

Two thousand male inhabitants of the district of Kutais, in the Russian Trans-Caucasus, have been imprisoned to enforce the delivery of a murderer to the authorities.

Dr. Douglas Mawson, the Antarctic explorer, and five companies narrowly escaped starvation, a relief ship arriving at Macquarie Island just in time to save their lives.

Fifty thousand persons attended the funeral of the workman slain by the police in a Dublin strike. Four hundred Dublin employers have agreed on a lockout of the strikers.

An American-Japanese parliamentary union for the encouragement of friendly relations was organized by the groups of delegates representing the two nations at the interparliamentary conference at The Hague.

Moritaro Abe, director of the political bureau of the Japanese Foreign Office, was stabbed in Tokio. The attempt at assassination may have been due to the political excitement resulting from the dispute with the United States.

The final results of the recent elections to the Finnish Diet, which are now available, show that the new Chamber will be constituted as follows: Social Democrats, 90; Old Fins, 33; Young Fins, 29, Swedes, 23; Agrarians, 28.

The "Neue Freie Presse" prints a report from Adrianople of the killing of five Turkish officers and the wounding of twenty other persons in a fight which resulted from a quarrel between Young Turks and partisans of Nazim Pasha.

The German military airship L-1 was wrecked in a hurricane in the North Sea recently. The loss of life is estimated at sixteen, among the dead being Captain Metzing, commander of the marine airship division.

The aviator Pegoud, flying in a monoplane at Juvisy, France, described a gigantic letter S while at a height of 3000 feet. For a quarter of a mile he was flying upside down. The achievement is declared to be epoch-making in the attainment of safety in the air.

A wireless communication was sent over 10,000 miles recently by means of the flagship "Australia," which is traveling from Durbane to Albany, Queensland. A message from the Governor of New Zealand to Lord Gladstone at Pretoria was sent from Wellington to the high power station at Sydney, thence to Perth, and thence via the "Australia," in mid-ocean to Cape Town and Durbane.

With the Wits.

Wanted.—"Did the doctor tell you what you had?"

"No. He took what I had without telling me."—Life.

Reckless Spender. — Saphedde — It costs me $25,000 a year to live.

Miss Caustique — How foolishly some people spend their money!—Philadelphia Record.

Weather Note.—A heavy bunch of clouds passed over Hogwallow yesterday bound for a Sunday-school picnic in progress near Rye Straw.—Paducah Hogwallow Kentuckian.

Impossibility.—"No man can serve two masters," observed the good parson who was visiting the penitentiary.

"I know it," replied Convict 1313. "I'm in here for bigamy."—Cincinnati Enquirer.

Subtle Revenge.—Two young bootblacks who have stands close together on Tremont Street quarreled the other day. "I'll get even with that guy yet," vowed the smaller boy of the two.

"Goin' to fight him, are yer, Jimmy?" he was asked.

"Naw! When he gets troo polishin' a gent I'm goin' to say ter that gent soon's he steps off the chair: 'Shine, sir, shine!'"—Boston Transcript.

Tip to the Ambitious.—Louis J. Horowitz, the sky-scraper builder, who in twenty years has risen from a position of $3 a week to one of $100,000 a year, was talking about success.

"I go to bed at 9 o'clock," he said, "and I get up at 5 o'clock. I play a little, but my play is exercise to keep me in good trim for my office. I play to work—as other men work to play."

Mr. Horowitz mused a moment; then in his terse, epigrammatic way he said, shaking his head:

"Success demands sacrifice! Two men set out to achieve fame. One succeeded. The other lived.'—"Washington Star.

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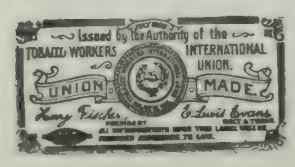
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There is no standard of education required of a pupil entering the School, for no matter how ignorant the seaman may be, even in the rudiments of common education, Captain Henry Taylor will teach and raise him from the depths of ignorance to the height of the average well-informed man, and in a comparatively short interval of time.



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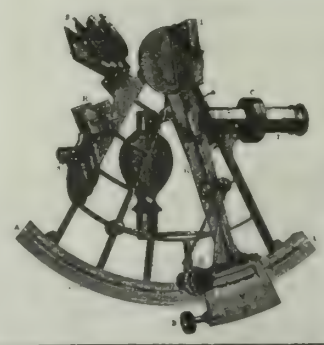
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COAST SEAMEN'S JOURNAL



FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XXVII, No. 3. SAN FRANCISCO, WEDNESDAY, OCTOBER 1, 1913. Whole No. 2245.

THE ATLANTIC COAST SITUATION.

The following statement of facts regarding the Atlantic District, submitted by the International secretary-treasurer, is published for the information of all members of the International Seamen's Union of America and others who may be interested:

Officers and Members, International Seamen's Union of America:

Comrades—In order that every member of the International Union may know the facts concerning the situation in the Atlantic District, I submit this statement for publication in the Journal, in addition to the reports I have already sent to all district unions.

Shortly after the adjournment of the Seattle Convention it became apparent that some decisive action was necessary and unavoidable. The Executive Board, therefore, after very careful consideration and investigation, decided to grant a charter to the Eastern and Gulf Sailors' Association. Such charter was accordingly issued on August 27, 1913.

Following the decision of the Seattle Convention and by further action of the Executive Board, the charter of the Atlantic Coast Seamen's Union, later called the Sailors' Union of the Atlantic, and now calling itself the "Sailors' and Firemen's Union of the Atlantic," was revoked (1) because it had repeatedly opposed the efforts of the International Seamen's Union of America to secure legislation at the hands of Congress, (2) because it had adopted a system of organization entirely at variance with the form of organization prevailing in the International Union, and (3) because it had repeatedly and deliberately misquoted and misrepresented the aims, objects and principles of the International Seamen's Union of America.

The charter supposedly held by the "Sailors' and Firemen's Union of the Atlantic," which was really the original charter issued to the old Atlantic Coast Seamen's Union, was thereupon recalled. The main charter was duly returned to this office without delay, and there are now outstanding only a few sub-charters or branch charters which for some reason have not yet been sent in, although, as you all know, they are entirely void and of no value without the main certificate of affiliation now no longer in existence.

For many years the Atlantic District was in entire harmony with the other districts of the International Union in regard to the general policy to be followed. It was not until the International arrived at a point where success was visible in the legislative field that the opposition by Atlantic officials suddenly developed, going to such an extent that some of them actually appeared before a Congressional committee protesting against the passage of the Seamen's Bill.

This, of course, cannot justly be, and is not, charged up to the entire membership of the so-called "Sailors' and Firemen's Union." On the contrary, it is well known that several of its branches adopted strong resolutions urging Congress to enact the legislation sorely needed by the seamen, but bitterly opposed by shipowners. But, nevertheless, representatives of the organization went to Washington, as the Congressional records will prove, and opposed the enactment of legislation which would benefit the men on the Atlantic even more than those in other districts.

It is a well-known fact that the very men who saw fit to suddenly change front and to work against the interest of seamen in that respect, had formerly themselves introduced resolutions favoring the very legislation which they afterwards so strenuously and strangely opposed. To further this opposition other disagreements, real or imaginary, arose and were energetically fostered by the opponents of the International Union, until the Firemen's Union of the Atlantic became disorganized, and the one time promising Atlantic Coast Seamen's Union found itself in an almost constant internal turmoil, its membership and funds depleted by mismanagement, to a point where a considerable number of its members who desired to remain loyal to the International movement rebelled and formed the new organization which, as herein stated, was eventually chartered by the International Seamen's Union.

The Eastern and Gulf Sailors' Association is now the only union of sailors in the Atlantic District affiliated with the International Seamen's Union of America. As such it is entitled to the cooperation and support of all district unions and to full recognition from all organized labor, including the American Federation of Labor, and the various city central bodies and State federations. It has been in existence since February, 1913, and made its first application for a charter on April 15. That application was referred to the Seattle Convention which met in May and formulated plans whereby it was hoped that harmony among the Atlantic sailors could have been restored had the necessary cooperation been extended by all concerned. But in place of assisting to harmonize matters, action was taken by some of the dissenters to further obstruct.

On July 8, the Eastern and Gulf Sailors' Association again applied for a charter. After further consideration and investigation, and allowing time for the Executive Council of the American Federation of Labor to look into the matter, it was decided that the policy of the International regarding the very important subjects of legislation and form of organization should be maintained and defended, and that steps would therefore have to be taken to protect the International and its district unions in that respect. In accordance with this the Executive Board, as already stated, granted the charter, which was issued on August 27. This action the board firmly believes was absolutely necessary for the best interests of the membership at large and in accordance with the laws and rules of the general labor movement.

We recently issued a statement on the Atlantic situation to the American Federation of Labor, which had offered its services, from which the following is an excerpt:

"In order that our decision not to accept the suggestion providing for the appointment of a committee may not be misunderstood, let me say that the most important question at issue is that of legislation, practically all other differences having arisen during the dispute on that one question. The leaders of the so-called Sailors' and Firemen's Union of the Atlantic have since the latter part of the year 1911 persistently attacked the Seamen's Bill. For many years previous to that these same officers had been, from all outward appearances, as eager for the enactment of the bill as any of us. It was not until it became apparent that we had some real chance to secure its passage and when the shipowning interests became most bitter in their fight against it, that these men changed front and began their attacks.

"Our experience indicates pretty clearly that any compromise with the 'Sailors' and Firemen's Union of the Atlantic' would necessarily involve a compromise on the question of legislation. We cannot agree to anything of that kind; it would be wrong, disastrous to the best interests of all seamen, especially now when we believe our hopes will be realized by the present Congress, and when we feel that our efforts to secure justice, in which we have had the unfailing support of the A. F. of L. and its Executive Council, will soon be realized."

On September 15, Secretary Morrison of the American Federation of Labor, replying to a letter from this office, sent me a copy of a letter addressed to the Central Federated Union of New York City, in which the following instruction appears: "The Central Federated Union is therefore directed to enforce Section 1, Article XI, of the Constitution of the American Federation of Labor and unseat delegates of the independent union of sailors and firemen of the Atlantic and seat delegates from the Eastern and Gulf Sailors' Association, regularly chartered by the International Seamen's Union of America, which is affiliated with the American Federation of Labor."

No doubt, therefore, can now be entertained by anyone as to the good standing of the Eastern and Gulf Sailors' Association in the general labor movement. No sailor should hesitate in joining that organization. Its headquarters are at 1½ Lewis street, Boston, Mass., on the premises formerly occupied by the old Atlantic Coast Seamen's Union, and at the present writing it has already established branches at 40 South street, New York City, and at 1054 Magazine street, New Orleans, La. Branch charters have been issued to those ports, and other branch charters will be promptly furnished when needed.

It is the intention of the I. S. U. of A. to maintain itself on the Atlantic Coast as elsewhere through district unions that really represent seamen, that are under the control and direction of seamen, conducted for the benefit of seamen and the general labor movement. To do this it became necessary, in defense of the principles of our movement, for the Executive Board to take action with reference to charters as herein reported.

With kindest regards to all comrades, I remain

Fraternally yours,

T. A. HANSON,

Secretary-Treasurer International Seamen's Union of America.

Chicago, Ill., Sept. 20, 1913.

BY THE WAY.

Another Clay-Footed Idol.

At a luncheon tendered in his honor by the Commonwealth Club of San Francisco, Secretary of the Interior Lane, in the course of "a few appropriate remarks," etc., is reported to have said:

"It is the men who are really doing things that we must protect in this country to-day."

At first blush, and casually scanning the quoted remark by itself, one might easily be excused for inferring that Secretary Lane was pleading for protection for the workingmen of the country, the producers of all its wealth—"the men who are really doing things." This inference is all the more warranted when one remembers the alleged "popularity" of Mr. Lane, and that he is one of the foremost spokesmen of "the most democratic government we have ever had."

But, alas! the context of the Secretary's remark reveals that he had in mind, not "the men who are really doing things," but the privileged few who are industriously engaged in "doing" all the rest of us. That is, he was publicly and frankly pleading the cause of special privilege.

Truly a remarkable attitude for a Democratic statesman of Secretary Lane's eminence to assume! The life, the substance, the very breath of the Democratic party, are supposedly drawn from the gospel of "equal rights to all, special privileges to none." Take away that gospel from its professed tenets, and there would be absolutely no justification whatever for the existence of the Democratic party.

It is somewhat of a shock, therefore, to behold the Secretary of the Interior unblushingly coming to the defense of special privilege. It is as though one had had a sudden glimpse beneath the drapery of a long cherished idol, and discovered that its feet were made of clay. This because of the prevailing estimate of Mr. Lane's brand of democracy. He has been widely heralded as "a man of the people," "a democrat in the truest sense of the word," "a staunch champion of labor," and much more to the same general effect. All of which makes his reported fall from grace just that much more regrettable.

But surprises of that kind are, after all, so frequent in public life as to greatly strengthen the paradoxical doctrine that it is the unexpected that always happens. For Secretary Lane's reversal of form was distinctly unexpected; especially so to workingmen, who had been led to believe that he was, not only with them, but of them. Well, "'tis a long Lane that has no turning," which makes the turning none the less painful to watch when it is just one more case of "another good man gone wrong."

What the Sam Hill—!
Speculation may be idle,
Theorizing vainer still;
But (odd whims are hard to bridle)—
Who the devil is Sam Hill?

Well, brethren, we've come to the pass in our civilization where the right to work, like kissing, goes by favor. Worse than that. More often than not you have to bribe someone to get a job. After you've got it you have to keep on bribing some other bloodsucker to hold it. Oh, yes, ours is a "wondrously complex civilization," all right—too hopelessly complex, in fact, to be any good. For that which is good is always simple in nature, straightforward, easily understood, sane and normal. And our brand of civilization is none of these things.

"Without the lash of poverty there would be no incentive to work." True, Mike; every word of it—except the last. Instead of writing it "work" it should be "slavery." Work—creative work—is unanimously conceded to be a blessing. And we surely do not need a lash to drive us to seek a blessing! How about that, Mike? Without the lash of poverty there would be no incentive to wage-slavery. That's it; ain't it?

The cost of living may be higher than ever, but, as a merciful offset, life is getting cheaper and cheaper every day. Read the daily fatalities reported by the newspapers, my boy, and get wised up on what a live people we are.

A hint to statesmen—Tax all unused land, or land used for non-productive purposes, its full rental value. Then lie back in your easy chairs and watch a back-to-the-land movement what am a movement. N. B.—Don't let the real estate or landsharks in on this, or it'll be all off.

"Waste not, want not" is a maxim the wisdom of which does not particularly impress the man who never had anything to waste, yet always lived in want.

A strong pull, a long pull, and a pull all together for the co-operative commonwealth! The cause expects every man this day to do his duty.

The man who wrote, "You can't have too much of a good thing," had evidently never suffered from "an embarrassment of riches."

The leader who has "the right dope" is the only leader to follow; all the others are jack-'o-lantern obscurantists. Puzzle: Find "the right dope."

Good wine needs no bush, but a good cause is all the better for a little honest criticism.

Fellow workers: Live fraternally, organize industrially, fight politically, vote wisely, and the world is yours.

Men are the sport of circumstances when
The circumstances seem the sport of men.
—Byron.

Show me what thou readest and I will tell thee what thou art. Read nothing, know nothing.

Liberty without self-restraint is vastly more degrading than any slavery.

What's the Golden Rule between friends? Ask Gallagher.

Worthless thoughts make worthless men.

Capitalism must be destroyed!

EL TUERTO.

"PROGRESS AND POVERTY."

Senator Norris of Nebraska, in advocating an inheritance tax amendment to the tariff bill, used young Vincent Astor as a horrible example. Young Astor, he said, has inherited $80,000,000, which he did not earn. The amendment proposed would, so Senator Norris said, take $43,000,000 of this for public use and Astor could continue to live in luxurious idleness off of the remaining $37,000,000.

It is much to be feared that Senator Norris sees only half the truth, which is, however, a much larger proportion than most of his colleagues see. It is true that Vincent Astor has a fortune which he has not earned. That fortune, however, does not consist of money, but of legalized power to appropriate the earnings of others. That power is capitalized at $80,000,000 because it enables Astor to take earnings every year from others equal to about a year's interest on that sum. His power comes from ownership of land in New York City, on which New Yorkers must live and work. An inheritance tax, such as Senator Norris proposes, will still leave him with power to appropriate the earnings of others, but not to the same extent as now. Now, how would Senator Norris have his inheritance tax collected? Astor does not have $80,000,000 in cash. In order to pay $43,000,000 inheritance tax he would either have to sell or mortgage that much land or the Government would seize and sell it for him. In either case how much better off would the people be whose earnings Astor now appropriates? The new owners of the $43,000,000 worth of land would take that much of what Astor now takes and he would continue to take the rest. What Senator Norris should advocate is taking by government of the rental values that now go into the pockets of Astor and other land monopolists. Then all tariffs and all other taxes on labor could be abolished and no one would appropriate anything produced by others. The American people could then have access to the natural resources of the country without paying tribute to Astor or anyone else, and the object which Senator Norris hopes, but would not attain through his proposed inheritance tax, would be reached.

The Canadian Parliament is one of the few parliaments in the world where speeches in two languages are allowed. This, of course, is due to the large French and English elements in Canada. Naturally this leads to scenes which seem novel to one accustomed to British politics. For instance, when the Canadian House of Commons is sitting in committee, should a French-Canadian start to address the house in French, you may see the English chairman retire from his seat and allow a French chairman to take his place. In the same manner the official English reporters cease work and a staff of French shorthand writers begin.

The earliest successful locomotive in England was completed just 100 years ago. It was named "Puffing Billy." The owner was warned that "if the noise of the engine disturbs the cattle grazing in the lands adjacent to the wagon way (railway), so as to put them off their feed, it may be considered a nuisance."

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Barred the Union Label.

Despite a vigorous fight waged on the floor of the congress, the Improved Order of Red Men, who opened their sixty-sixth Great Sun session in Washington, D. C., recently, refused to recognize the labor unions. Representative Frank C. Smith of Illinois, during the morning session, introduced a resolution calling for the recognition of labor unions by printing upon all stationery of the order the allied trade unions' stamp. When his resolution was introduced Great Incohonee Carl Foster ruled it out of order on the ground that the order did not engage in politics or in religion. An appeal was immediately taken by Mr. Smith and the motion put to a vote. Excitement reigned in the hall as the vote was taken, but it was seen that the labor unions were to be denied. The representatives sustained the Great Incohonee, and the labor unions were defeated by a great majority. As a result, the union label will not appear on any of the printing of the order.

Labors' Dividends Higher.

Most people have probably forgotten that the railroads are still trying to forestall, or at least minimize, a wage advance demanded by the conductors and trainmen on the fifty-two Eastern roads. The board of arbitration named by the companies and the labor unions has not been sitting through the summer, but will meet soon for organization. The tendency in recent years has been for labor to absorb more and more of the revenues of the railroads. In 1902 wages consumed 38.9 cents out of every dollar paid to the carriers. In 1912 labor got 43.9 cents. In the ten years following 1902 the total operating revenues of all railroads in this country increased 64.6 per cent., while operating costs increased 75.5 per cent., and wages 84.9 per cent. At that rate wages would finally absorb the entire margin of profit if not checked by an increase in rates or wholesale reductions in the number of men engaged in the transportation business.

Miners' Rescue Work.

On September 22, 23, and 24 Pittsburgh will be invaded by prominent mining men, surgeons of mining companies, and the miners connected with the rescue and first-aid work from many parts of the United States. Western Pennsylvania and the Pittsburgh district in particular will be largely represented. H. M. Wilson, of the American Mine Safety Association, says that the reports received indicate the meeting will be very largely attended by men interested in the safety of their mining operations. An interesting program of papers and discussions has been prepared. J. W. Paul, of the Bureau of Mines, reports that the arrangements for the mine rescue contest, which will be held at Arsenal Park on September 22, assures the success of this unusual event. Handsome prizes have been offered for the men who compete in showing their skill in doing rescue and recovery work at mines. There will be held a first-aid contest somewhat similar to those held elsewhere in the mining regions. For this a number of handsome prizes have also been received. The Bureau of Mines has arranged a big experimental explosion at their mine at Bruceton. This will be the first explosion exhibit given at the mine since its completion. On September 23, however, it will be possible for those interested in such matters to see just exactly what causes the explosion, how the explosion wave acts, the speed and the pressure and other important items, as these will all be automatically recorded in the instrument room. A number of rescue men, fitted with artificial breathing apparatus, will enter the mine immediately after the explosion, so as to illustrate how they can go into a mine still smoking and full of gas immediately after a disaster.

Will They Do It?

Coincident with the incorporation at Springfield, of the Federation of Pullman Conductors of America and the Federation of Pullman Porters of America, a rumor was started here to the effect that these organizations might be the first steps toward the forming of a real union of the 15,000 or 20,000 conductors and porters employed by the Pullman Company. Up to the present time, all efforts at organization along union lines have been frustrated by the company, although the conductors have a mutual benefit association and the porters have several local fraternal bodies. That the Pullman employes certainly need a union to protect their interests is evident from the fact that the conductors' wages range from but $70 to $95 per month, and the colored porters are paid only from $25 to $40 a month. Either class of employes is absolutely helpless in case a cranky official exercises the right of discharge or discipline.

Notwithstanding the fact that a Pullman conductor has to be a man of the greatest tact in handling the public, and the porters have to stand for all sorts of abuse, they are treated with very little consideration by the company which exploits them.

Defeated the Tobacco Trust.

Macedonia is a great tobacco growing province, and some years ago huge syndicates took the trade in hand, with the usual wage-cutting results. This compelled both growers and workers to organize themselves, and several successful strikes occurred. When wages had been forced up again to the extent of about 45 per cent. the capitalists decided to stop competition among themselves. A great trust was formed, and set itself to reduce the workers to a state almost of serfdom. However, the trade union has undauntedly continued its counter organization, with the result that 60,000 members were enrolled. There were more strikes and fresh victories for the wage-earners. Finally, the capitalists resolved, if possible, to crush the union altogether, by means of a lockout. This determination was reached just before the outbreak of hostilities in the Balkans. Meetings were prohibited, and leaders arrested. Misery and starvation were every-

(Continued on Page 11.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeland Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts Maritimes de France, 33 rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S, Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federacion Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

Practically all the patternmakers in London, England, to the number of 700, are out on strike for a standing wage of £2 10s. a week. An official of the Amalgamated Society of Engineers said that the strike would be confined to London, and that, although a conference was pending between the union and the employers, the men would not go back until their demands were met in full.

The decree promised by the Spanish government to settle the strike of textile workers at Barcelona was published recently. A sixty-hours' week is the chief provision, and heavy fines will be inflicted upon employers who contravene the regulations. The money thus obtained will be paid into the men's sick funds. An association for the protection of the workers' rights has been formed, and members of all parties on the Left have joined it.

The report on the mines and quarries in the Newcastle (England) district states that 114 fatal accidents resulted in 116 deaths, all being single fatalities except one case of a fall of ground and another case of premature explosion of a shot, causing the loss of two lives in each case. Of the fatal accidents, 11 causing 12 deaths occurred in Cumberland; 55 causing 55 deaths, occurred in Durham (North), and 48 causing 49 deaths occurred in Northumberland.

The plumbers at St. Thomas, Ont., made a demand for an increase, but because their employers appeared not disposed to grant the increase immediately, a strike was called. The officials of the Labor Council took the matter in hand and secured an adjustment of the difficulty. The employers have now agreed to pay a scale of 35 cents per hour until November 1, when it will be further raised to 37½ cents per hour, this being the scale formerly demanded by the men.

The International Transport Workers' Congress, which held its sessions at Caxton Hall, London, England, recently, was composed of delegates from England, France, Sweden, America, Germany, and Italy, and represented over a million workers. Herr O. Schumann presided. The chairman said that since the movement started their power had increased tremendously, and they now numbered in their ranks considerably over a million workers. Every day they were learning to appreciate more the importance of international solidarity.

Throughout Spain a strike of miners is threatened and the Prime Minister has declared that it is a revolutionary movement, promoted by three or four agitators, a bold statement considering the notoriously miserable conditions of the Rio Tinto and other miners. As a matter of fact, at a meeting in the North, as many as 1,729 miners have voted for the strike and only seventy-two against, and at another, 8,348 were in favor of a fight and only 182 against the strike. The present movement started among the 25,000 miners of the Huelva (Rio Tinto) district, and is being joined by 24,000 miners in Asturia, 14,000 in Vizcay, 10,000 in Murcia, and 7,000 in Santander. The miners demand a 25 per cent. increase in wages, and the introduction of the principle of the minimum wage.

SAN PEDRO, CAL.

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EXCLUSIVE AGENT FOR
DOUGLAS SHOES
427 FRONT STREET SAN PEDRO

S. G. SWANSON
FOR THE BEST THERE IS IN TAILORING
641 SOUTH BEACON STREET
Next door to Postoffice,
Los Angeles "Waterfront"
SAN PEDRO, CAL.

INFORMATION WANTED.

Kasper Olsen, a native of Fredrikstad, Norway, age about 25, is inquired for. Address Christ Hansen, Port Ludlow, Wash.

UNION LABEL OF THE
United Hatters of N. A.

When you are buying a FUR HAT, either soft or stiff, see to it that the Genuine Union Label is sewed in it. The Genuine Union Label is perforated on the four edges exactly the same as a postage stamp. If a retailer has loose labels in his possession and offers to put one in a hat for you, do not patronize him. Loose labels in retail stores are counterfeits.

JOHN A. MOFFITT, President, Orange, N. J.
MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

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Fix your clothes, sew the rips, repair the tears, fasten the buttons, etc. We really clean your clothes by our
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which is entirely different from the mere "sponging and pressing" method.
We Call and Deliver
The French Dye Works
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SAN PEDRO, CAL.

INFORMATION WANTED.

This is to certify that on the 27th day of February, 1911, one Mathias Lagman, then nineteen years of age, was a seaman on board the S. S. "Paloma," Cuban flag; that when said vessel was lying at anchor in the Port of Cabarian, P. R., at about 8 o'clock in the evening, Lagman, who had been working with other men at painting, was walking between decks in the dark, when he fell through hatch No. 4, which had been left uncovered. He was picked up in the hold and it was found that he was paralyzed from the waist down. This young man was subsequently taken to Russia, where his mother, who is very poor, is taking care of him.

It is believed that the owners were negligent in failing to have the hatch covered, and in failing to have or furnish proper lighting for the 'tween decks at the point where Lagman fell. If these facts can be proven, some relief might be obtained for this unfortunate boy.

The following are the men who signed on the articles with Lagman, and who had been working with said Lagman:

C. Jones, C. J. Johnson, F. Johan, M. Lanhard, E. Randal, W. Paulson.

Any seaman who will locate these men or send their addresses to the Legal Aid Society, No. 1 Broadway, New York City, will be doing a great favor to said sailor, and to S. B. Axtell, attorney-in-charge.

For similar reasons we desire to communicate with the following men who were members of the crew of the "Lyman M. Law" in October, 1911, when Edward S. Tennberg was severely injured on the trip between Boston and Norfolk:

Adolph Dittmer, John Olson, Harold Herman, Charles Newberg, James J. Kelly.

San Pedro News Co.
Sixth and Beacon Streets, San Pedro, Cal.
Dealers in
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Los Angeles Examiner and All San Francisco Papers on Sale. Agents Harbor Steam Laundry

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KANE & BRUCE, Props.
We have the best alleys and pool tables on the Pacific Coast.
Light and ventilation perfect.
Cool and pleasant at all seasons.
CIGARS TOBACCO SOFT DRINKS

INFORMATION WANTED.

Charles Edward Latham, native of Auckland, N. Z., age 23, last heard of at Callao, September, 1911, is inquired for by his brother. Address, Henry Thomas (No. 550), Sailors' Union of the Pacific, San Francisco, Cal.

Adolf Theining, a native of Vannersborg, Sweden, is inquired for by his mother. Address, Coast Seamen's Journal.

Walter Jorgesen Clang, born in Aaland Yetta, Ostro Yetta, is inquired for by his uncle, John Clang. Address Coast Seamen's Journal.

George Alfred Hall, last heard of on the Sch. "Sehome" in June, 1913, will please communicate with his brother, Walter Hall. Address 790 18th street, Oakland, Cal.

Any one knowing the whereabouts of Enoch Joseph Horsfold, 18 years old, native of New Zealand, please communicate with Coast Seamen's Journal.

NOTICE.

Any sailor or fireman having baggage stored with John Krehmke, 407 Drumm St., will please call on Mrs. John Krehmke, 1209 Central Ave., Alameda. Baggage to be kept 60 days from to-day, then sold to defray expenses.

MRS. JOHN KREHMKE,
1209 Central Ave. (Martin Station), Alameda.

San Pedro Letter List.

Anderson, Edw. -1739	Kroman, M.
Anderson, Marius	Kallas, M.
Andersen, Morris	Lang, C.
Anderson, Gust	Lindberg, Billy
Anderson, W. -1630	Lewis, George
Andersen, A. -1645	Leideker, C.
Allen, August	Lauritson, George
Andersen, A. P.	Lindeberg, Ernest
Annell, Albert	Lemke, Richard
Anderson, Ernst	Lewet, Frenchie
Anderson, David	Linderman, Gust
Anderson, Hemmind	Lindgren, Gust
Anderson, Lewis	Lister, W.
Anderson, Patrick	Livingston, F.
Andersen, P.	Loining, Herman
Anderson, Sam	Lutzen, W.
Anderson, Soren	Mayer, W.
Bringsund, Harald	Makinen, Oskar
Behrsin, Jacob	Maatta, John
Bergh, Borge	Moulas, Nick
Bengtsson, C. -1924	Merieult, Gaston
Benson, Helge	Mickelsson, A. -1105
Berhus, Emil	Miller, John
Buchtman, F.	Mohle, N. S.
Blakstad, Ed.	Nichols, Walter
Cristensen, H. -1366	..elsen, Julius
Casasio, Joe	Nelson, Ernest
Carlsson, Aksel -1220	Nelson, Hans
Chifpman, Wealie	Olsen, Ferdinand
Collberg, C.	Olsen, Oswald
Doyle, W.	Olsen, W.
Dischler, Peter	Ogilvie, Wm.
Dougal, A.	Olsen, Sekutar
Davidson, W.	Owen, Fred
Dreger, Jack	Olsen, Marius
Ekholm, F.	Olsen, Olav
Eckart, T. G.	Olsen, Nick
Eriksson, C. -333	Pekman, Ernest
Farrell, Henry	Peterson, Oscar (Reg. Letter)
Fiebe, Fritz	Persson, Hjalmar
Falbom, Richard	Repson, E.
Felsch, Charley	Rajala, Wictor
Flanagan, Jack	Reshe, G. H.
Forjensen, Olaf	Sandblom, Konrad
Gramley, Mr.	Samuelson, Wivtor
Gutman, Jack	Sandstrom, O. H. -1810
Gronland, Oskar -414	Simpson, L. C.
Holmstrom, Fritz	Smith, William
Hjorth, Knut	Schroeder, Hans
Hausman, Mr.	Sanne, Rudolph
Hansen, C.	Sauders, Swedrup
Hansen, Pete -1877	Sevardseh, E.
Hass, James	Sievers, G. P.
Halvorsen, O.	Smith, H. D. -2015
Hansen, Herald	Staar, Chas. -2601
Hansen, Johannes	Sundquist, E. Aug.
Hansen, Martin H.	Thogersen, Peder
Helenius, Oskar	Thorsen, Joe
Hintza, Yrjo	Torgersen, Anton
Holtsman, Harry	Ulappa, Kosti
Johansson, J. -2266	Warkala, J.
Jorgensen, Fred	Wilemson, H.
Jensen, Jens B.	Willis, F. S.
Johansson, Fritz W.	Wirtanen, Charles
Jonasson, O. M.	Werner, Paul
Johansen, Walter	Wene, K. J.
Jensson, John -2203	Zorning, Arthur
Johnson, Ben	Zoe, F.
Johnson, Fred	Packages and Photos.
Johnson, Andrew	Anderson, Hilding
Kumlander, Emil	Kroman, M.
Kalnin, E.	Larsen, James Chr.
Klahn, K.	Nordman, John

Honolulu, H. T.

Albrect, Chas.	Karlson, Hans
Andersen, W.	Karlsen, Oskar
Andersen, M. C.	Kjassgaard, Hans
Andowety, H.	Langer, Robert
Anderson, E.	Laymbrag, H.
Anderson, C. E.	Lintlanen, Ernest
Anderson, E. K.	Lindberg, T.
Anderson, A.	Ludwigsen, Arne
Berthele, M.	Marx, Albert
Baker, M.	Machado, H.
Bode, W.	Mafo, E. S.
Carlson, C.	Methenen, E. K.
Carlson, A.	Olander, Carl
Christensen, A.	Olsen, J. H.
Clausen, J.	Person, Edmond
Colbert, M. J.	Pitschkun, W.
Douglas, G. A.	Pelusan, D. E.
Edgeston, C. J.	Russell, W.
Ehlert, An.	Reinink, H.
Eaton, Neva I.	Rasmundsen, G.
Glaaormither, C.	Silhus, W.
Gordon, James	Slan, C.
Hansen, Pet.	Schiff, Ch.
Haralsen, W.	Sorensen, E.
Hanson, Jorg.	Suvert, H.
Hansen, Christ.	Sjablom, G.
Haven, Francis	Stenars, A. W.
Hevaroso, H. B.	Salversen, S.
Hapstad, Sigurd	Schates, A.
Irwin, Robert	Vilvot, J.
Ivans, Carl	Williamson, R. A.
Trike, Willie	Zornow, Herbert
Jensen, Hans	

INFORMATION WANTED.

William Moran, who left Buffalo forty-two years ago, at the age of 12 years, is inquired for by his sister. Address Mrs. Catherine Moran Fossett, 421 Normal avenue, Buffalo, N. Y.

Albert Christensen, native of Byrum Laso, last heard of in San Francisco in 1910, is inquired for by his brother. Address, H. C. Christensen, Scandinavian Sailors' Home, San Francisco.

Albert Smith, a native of Cork, Ireland, who left the American ship John C. Meyer, on Feb. 20, 1911, is very anxiously inquired for by his wife. Please notify British Consul General at San Francisco.

Fred (Albin) Swanson, a native of Malmo, Sweden, aged about 25, is inquired for. Address, Coast Seamen's Journal.

Pacific Coast Marine.

In the thirty-second annual report of the Canadian Pacific Railroad, the shareholders are asked to approve the purchase of two steamships for the Pacific Coast service, 395 feet long, 54 feet beam, capable of making 22½ knots per hour at sea, and to cost approximately $1,000,000 each, for the large and growing passenger business between Vancouver, Victoria and other ports on the Coast.

The schooner "Santa Cruz," Captain Nidever, went on the rocks at Rincon, Cal., during the night of September 19 and pounded to pieces. Captain Nidever and his crew of three men escaped through the surf. The "Santa Cruz," a small vessel owned by the Santa Cruz Island Company of San Francisco, was on its way from San Pedro to Santa Cruz island and lost her bearings in the fog.

A shell from a three-inch gun, supposed to have been fired during target practice at Fort Worden was found imbedded in the masonry of an inside wall in the basement of the Port Townsend Lumber Company's building on the main street. The shell, which is supposed to have struck the water and been deflected from its course, tore a great hole in the wall, but did no serious damage.

For failure to produce a bill of health from Victoria, B. C., and Santa Rosalia, Mexico, Captain H. W. Dernier, master of the British bark "Celticburn," was fined $5000 by the Customs office of the Puget Sound District. The "Celticburn" arrived in Port Townsend from Victoria August 31. Captain Dernier had applied for relief from the fine on the ground that he took charge of the vessel at Victoria, B. C., and knew nothing of the management of the vessel.

Two libels demanding reinbursement for cargo damaged in transit on board the coastwise steamer "Rochelle" were filed in the United States District Court at San Francisco on September 23. One of the libels, filed by Balfour, Guthrie & Co., contains four different counts, totaling a claim of $1195. The second libel was filed by Allen & Lewis, whose claim is $2193. A libel was also filed against the schooner "C. A. Thayer" by H. C. Christensen, who claims $365 as wages due him.

It is announced a new steamship company is to establish a line of traffic between Panama and the Los Angeles harbor as soon as the Panama Canal is open. The company is said to have three vessels ready for service as soon as the canal is opened. Each of these vessels has a carrying capacity of 1500 tons dead weight and accommodations for 100 passengers. It proposes to ply between all coast ports from the canal to the Los Angeles harbor and develop trade possibilities now lying dormant.

The Union oil tanker "Washtenaw" and the barge "Simla," which were ashore on Rodgers Ledge, near Point Gorda, arrived at San Francisco on September 26. The "Washtenaw" got free without any assistance, but the "Simla" required the aid of the steamer "Adeline Smith" before she cleared the rocks, on which she pounded for fourteen hours. The "Washtenaw" and the "Simla" went ashore in the fog at 10 o'clock Wednesday morning. Both vessels will have to lay up for some time for repairs.

The "Santa Cecilia," fourth of the new liners constructed at Cramps for the coast to coast service of W. R. Grace & Co., was successfully launched a few days ago. With the launching of the "Santa Cecilia" the quartet of handsome vessels is now afloat. The "Santa Cruz" has already made two trips between here and the other coast, the "Santa Clara" is now en route on her maiden voyage from the Atlantic to the Golden Gate, and the "Santa Catalina" will leave the East side next month and will be followed by the "Santa Cecilia" in November.

According to latest reports the opening of the Panama Canal will be carried out on schedule, on October 10. By that time the last barrier between the Atlantic and the Pacific will have been removed for the water to gush into the big ditch. Elaborate ceremonies have been outlined for the great day, and no less a personage than the President of the United States will be the chief figure at the historic event. President Wilson is said to have arranged all the affairs of state so he can make a quick trip down to the canal and back.

The new steamer under construction at the St. Helens Shipbuilding Company's yard for Charles R. McCormick & Co., San Francisco, which will be ready to launch in October, will be named the "Celilo." She is to be a duplicate of the "Multnomah" and "Merced," each of which has capacity for handling 1,000,000 feet of lumber and accommodations for sixty cabin passengers. After launching she will be towed to San Francisco to have her machinery installed, and is expected to be ready to go in regular service between San Francisco and Portland before the end of the year.

Having safely transferred her passengers at sea to another vessel, the steam-schooner "Iaqua," Captain Arthur Self, which struck on Saunders reef during the fog on September 25, was towed into San Francisco by the Redstack tug "Fearless" on September 26. The "Iaqua" was aground for four hours and received damage to her stern post by pounding on the rocks. The vessel took to leaking badly aft, but Captain Self managed to get her off into deep water, where the pumps kept her free. The steam-schooner "Sea Foam" hove in sight on Thursday morning and the "Iaqua's" fourteen passengers were transferred to that vessel to continue their trip north.

The four-masted schooner "Transit," which was crushed in the ice at Point Barrow, was worth probably $75,000, though Captain John B. Backland, her owner and navigator, bought her for very much less several years ago. Her cargo is estimated to have cost $25,000, including supplies for trading stations in the Arctic owned by Backland. When the "Transit" sailed for the North last May she carried coal and other supplies for the Government schools north of Nome, taken on Backland's own account, because the Sundry Civil bill had failed of passage by Congress and the schools would have been without fuel, there being no Government money to buy it for them.

The most important step thus far toward the operation of the Panama Canal took place on September 26 when the sea-going tugboat "Gatun," drawing twelve and one-half feet of water, was passed successfully through the Gatun locks, and to-night floats on the bosom of Gatun lake. This was the first attempt made to operate the locks on the canal, and the result was highly pleasing to Colonel Goethals, chairman of the Canal Commission, and canal officials generally. All day long hundreds of persons, men, women and children, withstood the burning rays of the tropic sun to see the act of passing the first vessel from sea level to the level of Gatun lake, which reached a height of a little over sixty-five feet, or within twenty feet of its normal level.

It is reported from Honolulu that the Pacific Coast Steamship Company has been conducting negotiations which may lead to the purchase from the Interisland Steam Navigation Company of the steamer Kilauea. The local concern, which has suffered several ship losses in the past few years, the most recent one being the steamer "State of California," is said to be desirous of obtaining the "Kilauea" for the coastwise service. The "Kilauea" is practically new, and was built at the Union Iron Works. She has accommodations for over 100 passengers, and is said to be suitable for traffic on this Coast. On account of a dull period in the islands, subsequent, it is said, on the sugar tariff discussion, the "Kilauea" as well as several other vessels of the Interisland fleet, have been laid up.

By a "gentlemen's agreement" between Collector of Customs J. O. Davis on the one hand, and the employes of the Navy yard on Mare Island on the other, the latter may continue to be ferried to and from their work, between the Navy yard and Vallejo, on the Pacific Motor Boat Association's launches. A complaint reached Captain John K. Bulger, United States supervising inspector of hulls, to the effect that the two launches were constantly crowded beyond the limits allowed by law. Captain Bulger investigated and it was found that the complaint was well founded. Then Collector Davis visited the Navy yard, together with Captain Bulger, and made a "gentlemen's agreement" with the employes to the effect that only 150 men shall cross the channel on either of the launches at one time.

Wholesale desertions from the United States gunboat "Yorktown," Captain G. B. Bradshaw, became known upon the warship's arrival at San Francisco on September 26 from long service on the West Coast of Mexico and Central America. In all, thirty-eight men are said to have "jumped ship" at various ports. According to the gossip of the crew, the desertions were the result of long-sustained stops at lower coast ports, during which the men were denied shore liberty. With the arrival of the Yorktown at San Pedro, after over five months' sojourn in Mexican and Central American waters, during which there was little opportunity for the jackies to stretch their sea legs ashore, thirteen men failed to return to the ship. There were also a large number of desertions at Panama and Corinto, Nicaragua, where the men chafed under the standard of discipline set by Captain Bradshaw. For three months the "Yorktown" lay at Corinto, and but little shore liberty was accorded the men, this precaution being taken to prevent the possibility of a disturbance ashore.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone, Kearny 394; (Advt.)

International Seamen's Union of America.

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.

THOS. A. HANSON,
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(Continued on Page 11.)

Coast Seamen's Journal

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BY THE
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I. M. HOLT.....Manager

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, OCTOBER 1, 1913.

A LIE NAILED!

"Labor" and "Labor leaders" are frequently charged with crimes of which they are as innocent as a new-born baby. It is impossible, therefore, to reply to all the lies of that nature which appear in print. However, the Sunnyvale Standard, of Sunnyvale, Cal., in its issue of September 19 publishes a more brazen and malicious lie than has appeared in print for some time past, and it seems to be necessary to waste some valuable space to take that libelous sheet to task.

Here is a part of the Standard's editorial calumny:

> The startling announcement was made recently that the State Federation of Labor had endorsed the action of certain large business interests in filing affidavits in Washington to the effect that Hindoo immigrants were unobjectionable in California, and that the bars should be let down and the dusky hordes of the Orient given free admission. We are not surprised at certain moneyed interests wanting Hindoo labor or any other labor that is cheap and servile; for capital is absolutely indifferent to patriotism, to love of race or to Christian civilization or to anything else but money making. But what surprises us is that the Labor Councils of the State should endorse the incoming of a horde of Asiatic coolies whose presence will not only be a menace to American homes, but to every vital interest of white labor. We can only suppose that money has purchased the acquiescence of certain labor leaders, who are out for their own pockets, not for the toilers whom they are supposed to represent. If the black hordes of India do gain admittance to this State through the falling down of the labor leaders before the money god, we predict that when the white laborers themselves realize their predicament there will be some tar and feathers and ropes provided for the traitors.

So much for the alleged "traitors." The facts in the case are as follows:

A few weeks ago a telegram was received by the California State Federation of Labor from a prominent trade-union official at Washington stating that "Big Business" of the Pacific Coast had filed affidavits in Washington certifying to the desirability of Hindoos and that the latter were unobjectionable to Californians, etc. Promptly upon receipt of this information a night lettergram was sent to the various Central Labor Councils of the State urging them to immediately adopt resolutions protesting against the admission of Hindoos and secure affidavits from employers and business men generally in contradiction of the affidavits on file in Washington. The request of the State Federation met with immediate response. Ringing resolutions protesting against the misrepresentations of "Big Business" have been adopted throughout the State and copies forwarded to the Commissioner-General of Immigration at Washington. At the instance of Labor, numerous affidavits in rebuttal from fair-minded employers have also been filed in Washington, and as a whole there can be little or no doubt about the unanimity of Labor upon the subject of Hindoo immigration. All of this can be easily verified by the records.

Hence, it is evident that some one has handed the Sunnyvale editor a story which he ought to have investigated before writing his utterly ridiculous and unwarranted tirade against "Labor leaders."

BETTER FORECASTLES.

Continued agitation for improved forecastles has finally brought results in at least one country's vessels.

Revised instructions regarding the survey of masters' and crew spaces have just been issued by the British Board of Trade. They will not come into force until February 1, 1914, but in the meantime special attention is directed to the undermentioned paragraphs, wherein important alterations are embodied:

5. Inspection by surveyors.
11 and 15. Prohibition of working gear, hawse holes, cables and chain lockers in crew spaces.
14. Dividing bulkheads of lamp-room, or paint or oil store-room to be of iron or steel.
15. Crews' living quarters to be in houses or poops rather than in lower forecastles.
16. Electric lighting recommended.
17. Position and size of overhead ventilators. Mechanical ventilation plans to be submitted.
18. Cork cementing of bare iron surfaces in new ships.
18 and 22. Access to bunks, deep bunk boards, iron bunks.
21. Crew spaces to be cut off from coffer dams, oil fuel, and pump spaces.
23 (new). Heating arrangements in crew spaces.
24. Water-closets, seating, soil pipes and valves, flushing arrangements, ventilation, dividing bulkheads to be iron or steel, self-cleansing pans, etc.
25. Mess table and seats, provision lockers, and space for oilskins, etc.
26 (new). Provision of hospitals for crew.
31. General regulations as to cleansing.
33. Submission of builders' drawings at an early stage in the construction.

Among the many good points in the new regulations the prohibition of working gear, hawse holes, cables and chain lockers in the crew's quarters is particularly commendable.

That the issuance of these revised instructions is in a great measure due to the influence of the rapidly-growing National Sailors' and Firemen's Union of Great Britain and Ireland need hardly be told. That the new regulations regarding forecastles should be made public at this time is gratifying because Great Britain is the leading maritime nation and it will ill become American shipowners to further protest against those features of the Seamen's bill which aim to provide more space for the crew's quarters on American ships. The competition bugaboo has been worked to perfection by the American shipowner in frightening timid legislators. However, now that America's principal competitor on the seas has taken the lead in making the seamen's life a little more attractive it is to be hoped that Congress will hereafter disregard the selfish pleas of certain interests and enact the one measure which will improve the lot of American seamen.

THE COASTWISE TRADE.

Diligent inquiry shows that there is no available report giving a detailed or in any way satisfactory statement of the coastwise trade of America. It is generally known, however, that the figures have risen to vast proportions, far outreaching all totals of foreign trade, and standing as perhaps the most monumental fact in water transportation.

The opening of the Panama Canal will make trade between Pacific Coast ports and points on the United States Atlantic seaboard as much coastwise trade as it is between Boston and New York or San Francisco and Seattle, and it is bound to be enormous. The East buys millions of dollars' worth of citrus fruits of California. All this may come by water at much less than the present railroad rate. But that is not all. A recent dispatch from Los Angeles, for instance, states that 3250 carloads of celery, cauliflower, cabbage, lettuce and tomatoes are being raised this year for Eastern markets, an increase of 1083 carloads over last year. When the Canal is open all this food may be profitably brought to Atlantic ports in refrigerated ships for a great deal less than the present railway rates.

On the Western side of the continent is an increasing production for the East. In the East all shipyards seem to be crowded, turning out new ships, and the announcement has just been made that the Hamburg-American line is asking for bids for three large passenger ships to ply between Atlantic and Pacific ports through the Canal—a move which means the invasion of the American coastwise trade by one of the largest foreign corporations. This particular event has an obvious and deeply significant meaning for the men who earn their livelihood on American ships and should bring them to a realization of the necessity of meeting new conditions.

Otherwise the activities of foreign shipping companies in this respect are not surprising. The American coastwise trade leads the world and it is just on the edge of marvelous possibilities; hence the largest steamship line in the world wants to get into it, even though it has to slip in under American laws. And if the American law is not what it ought to be, it should be amended promptly and effectively.

Another—perhaps even more far-reaching—result of the opening of the Canal is the turning of a great tide of immigration from Southern Europe to the Pacific Coast. These newcomers will add to the production of fruits and vegetables, and thus in a few years the Eastern markets will be getting much of their food from the Pacific Coast, and in that manner greatly increase shipping via the Panama Canal.

It is the human aspect of this great question with which we are most concerned. Will the opening of the Canal lower the economic condition of the workers already on the Pacific Slope, or will we be able to hold our own and march onward uninterruptedly? This is a question of tremendous importance and consequence to the working class of the West, and it should be met and discussed with greater interest than has heretofore been exhibited!

Organized labor too often commits the common error of neglecting its friends in order the more sedulously to cultivate its enemies.

The H. M. S. "New Zealand" passed through Vancouver Narrows recently on a Sunday afternoon and received a most enthusiastic reception from the multitudes crowded on the shores in Stanley Park. The weather was at its best and the inspiring strains from the bands both on ship and shore lent great animation and effect to the scene. One would have thought that all Vancouver had left the city and gone out to the headlands to catch the first glimpse of the incoming warship with her setting of accompanying steamers. A sight of the crowd, however, that had gathered in the vicinity of Coal Harbor, where the vessel shortly afterwards dropped anchor, would have corrected this impression.—Press item.

The people of Australasia and British Columbia have many things in common. Not the least of the ties that bind them is their mutual desire—or rather determination—to keep both nations free from yellow invasion and preserve their respective countries as a heritage to the white race of the future. And the unusually enthusiastic reception accorded to the H. M. S. "New Zealand" was probably inspired to a great degree by that common danger and the silent but deep aversion toward the unwelcome intruder of the Orient.

New York, September 20.—When the Imperator sailed to-day for Cherbourg, on her fourth return voyage across the Atlantic, one of the $5000 suites de luxe was occupied by I. W. Hellman Jr., a San Francisco banker, who is going to Paris for his first vacation in fourteen years. The $5000 suite has twelve rooms, including an exercise runway for pet dogs.—Press item.

Brother Hellman is to be pitied. Only one vacation in fourteen years and then to be compelled to put up in a measly $5000 suit of only twelve rooms. Fortunately, however, his pet dogs will be able to exercise in their private runway, and thus the monotony of a dreary journey across the Atlantic will be greatly relieved. It must be particularly gratifying to the overworked and underpaid non-union employes of the privately owned San Francisco street-car lines that Mr. Hellman should be so kind and considerate to his dogs. No doubt they will hereafter make special efforts to load up the cars and gather in the nickels with even greater zeal than heretofore. Mr. Hellman needs the money—for his dogs!

It was learned recently that second officers on the Canadian Pacific Railway steamers on the British Columbia coast are paid $70 per month, while the Chinese head cook receives $75. A communication was then addressed by a certain mutual admiration society known as the "Imperial Merchant Service Guild," to the C. P. R., respectfully urging a slight raise for the white officers. So far as we have been able to learn there has been no response from the company. Still, some of the British authorities can not understand why there is a scarcity of naval reserve officers in the merchant marine. Can you beat it?

To say that the creator is greater than the created is well enough as a generalization, but we should be careful not to use that saying in justification of conditions the tendencies of which are in their nature uncontrollable. For instance, we should not say that the creator of a fire in a powder magazine is greater than the thing actually created, i. e., the explosion that follows as a natural sequence. So, in industrial affairs a body of free and intelligent men may easily enough create a condition of affairs that will inevitably reduce them to a state of helplessness.

Demand the union label upon all purchases!

COMMENT ON SEAMEN'S BILL.

The following boost for the Seamen's bill appeared in a recent issue of the Portland Labor Press:

The passage of Senate Bill No. 4, called the Seamen's bill, during the present session of Congress, is hopefully expected by the seamen, by their friends and that part of the people who occasionally use ships to travel on. The bill provides for the repeal of sections of the old law which subject American seamen to involuntary servitude. The bill further aims at more safety at sea for crews and passengers by providing that ships, according to their size, must carry a certain number of seamen and that these seamen must be able to prove that they have the qualifications of seamen. This bill will also tend to equalize the running cost between American and foreign vessels trading to American ports. According to international maritime law these foreign vessels come under the regulations of this bill.

Appeals to Senators and Congressmen to support this bill have brought forth encouraging replies.

The following letter was reecived from Senator Chamberlain, a member of the Committee on Commerce, which has the bill in charge:

"United States Senate, Washington, D. C., September 11, 1913.

"E. H. Crandall, Secretary, Portland, Oregon.

"My Dear Sir—I beg to acknowledge the receipt of your favor of the 6th instant, advising me that the Central Labor Council of Portland is in favor of Senate Bill No. 4, to promote the welfare of American seamen, etc. In reply permit me to say that I am in favor of this measure and am co-operating with the President of the Seamen's Union in an endeavor to get it reported out of the committee. You may rest assured that I will do all I can in this behalf. I have the honor to remain,

"Yours very respectfully,
"GEO. E. CHAMBERLAIN."

It is reported that Sherman Allen, Assistant Secretary of the Treasury, has made a demand on Joseph York, master of the wrecked schooner "George W. Wells," either to prove or withdraw his charges against the life-savers of the Ocracoke and Portsmouth stations, on the Carolina coast. During a 100-mile gale, September 3, the life-savers rescued twenty-two persons, including two women and two children, from the schooner. After exhausting themselves in an attempt to launch lifeboats the life-savers waded into water up to their necks to shoot a line to the schooner. Captain York says he and his crew were forced to sleep in wet clothing after the rescue and that the life-savers have formed a combination to buy all wrecked vessels, thereby forcing him to accept $800 for the wreck.

A disposition on the part of a trade union to talk with its employers is no sign of its inability to adopt other means of securing justice if need be. And, per contra, the trade union that denies or ignores the wisdom of conferring whenever possible generally displays little stomach for sterner methods when forced to meet them.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Sept. 29, 1913.
Regular weekly meeting came to order at 7:30 p. m., E. A. Erickson presiding. Secretary reported shipping slack, lots of men around. Shipwreck Benefit was awarded to an additional member of the crew of the steamer "State of California." A Quarterly Finance Committee was elected to examine the Union's accounts for the past three months.

JOHN H. TENNISON, Secretary pro tem.
84 Embarcadero. Phone Kearny 2228.

Victoria, B. C., Sept. 22, 1913.
Shipping slack; few men around.
ARCHIE KING, Agent.
Old Court Rooms, Bastion Square.

Vancouver, B. C., Sept. 22, 1913.
Shipping medium; prospects uncertain.
W. S. BURNS, Agent.
N. E. corner of Hastings and Main streets. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Sept. 22, 1913.
No meeting; no quorum. Prospects uncertain.
H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, Sept. 22, 1913.
Shipping and prospects poor.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Sept. 22, 1913.
Shipping dull; prospects uncertain.
JACK ROSEN, Agent.
P. O. Box 6. Tel. Main 557.

Portland Agency, Sept. 22, 1913.
Shipping slack.
G. A. SVENSON, Agent.
P. O. Box 2100. 51 Union Ave. Tel. East 4912.

Eureka Agency, Sept. 22, 1913.
Shipping dull; prospects better.
JOHN ANDERSEN, Agent.
227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, Sept. 22, 1913.
Shipping fair.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Sept. 15, 1913.
No meeting; no quorum. Shipping dull.
JACK EDWARDSEN, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Sept. 25, 1913.
Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping slack, plenty of men ashore. A Quarterly Finance Committee was elected.
EUGENE STEIDLE, Secretary.
Phone Kearny 5955.

Seattle Agency, Sept. 18, 1913.
No meeting. Shipping slow.
LEONARD NORKGAUER, Agent.
Grand Trunk Dock, Room 203-205. Phone Main 2233. P. O. Box 214.

San Pedro Agency, Sept. 18, 1913.
No meeting. Shipping dull; few men ashore.
HARRY POTHOFF, Agent.
P. O. Box 54.

Portland Agency, Sept. 18, 1913.
No meeting. Prospects medium.
THOMAS BAKER, Agent.
New Grand Central Hotel, Room 108, Third and Flanders Streets. Phone Main 1528.

DIED.

John McLoughlin, No. 93, a native of Ireland, age 45, died at Honolulu, H. T., Sept. 11, 1913.
Samuel Peterson, No. 1469, a native of New Jersey, age 23, died on board the steamer "Mariposa," Sept. 18, 1913.
Johan Anton Taddiken, No. 593, a native of Germany, age 33, was drowned from the schooner "City of Papeete," Sept. 24, 1913.

A. F. OF L. CONVENTION CALL.

Headquarters, 801-809 G Street N. W.,
Washington, D. C., Sept. 10, 1913.

To All Affiliated Unions, Greeting:

You are hereby notified that, in pursuance to the Constitution of the American Federation of Labor, the Thirty-third Annual Convention of the American Federation of Labor will be held in Seattle, Wash., at Eagles Hall (or at another hall which the Executive Council may later select), beginning ten o'clock Monday morning, November 10, 1913, and will continue in session from day to day until the business of the Convention has been completed.

Representation.

Representation in the Convention will be on the following basis: From National or International Unions, for less than 4,000 members, one delegate; 4,000 or more, two delegates; 8,000 or more, three delegates; 16,000 or more, four delegates; 32,000 or more, five delegates; 64,000 or more, six delegates; 128,000 or more, seven delegates, and so on; and from Central Bodies and State Federations, and from local trade unions not having a National or International Union, and from Federal Labor Unions, one delegate.

Organizations to be entitled to representation must have obtained a certificate of affiliation (charter) at least one month prior to the Convention; and no person will be recognized as a delegate who is not a member in good standing of the organization he is elected to represent.

Only bona fide wage-workers, who are not members of, or eligible to membership in other trade unions, are eligible as delegates from Federal Labor Unions.

Delegates must be selected at least two weeks previous to the Convention, and their names forwarded to the Secretary of the American Federation of Labor immediately after their election.

Delegates are not entitled to seats in the Convention unless the tax of their organizations has been paid in full to September 30, 1913.

It is, of course, entirely unnecessary here to enumerate the imminent important subjects with which our forthcoming Convention will concern itself, but the reminder is not at all amiss that every effort must be made to broaden the field and means for the organization of the yet unorganized workers, to strive to bring about, more effectually than ever, a better day in the lives and homes of the toilers, to defend and maintain by every honorable means in our power the right to organize for our common defense and advancement, for the exercise of our normal and constitutional activities to protect and promote the rights and interests of the workers; and to assert at any risk the freedom of speech and of the press and the equal rights before the law of every worker with every other citizen. These and other great questions of equal importance will, of necessity, occupy the attention of the Seattle Convention.

Therefore the importance of our movement, the duty of the hour and for the future, demand that every organization entitled to representation shall send its full quota of delegates to the Seattle Convention, November 10, 1913.

Do not allow favoritism to influence you in selecting your delegates. Be fully represented.

Be represented by your ablest, best, most experienced, and faithful members.

Credentials.

Credentials in duplicate are forwarded to all affiliated unions. The original credentials must be given to the delegate-elect and the duplicate forwarded to the American Federation of Labor office, 801-809 G street Northwest, Washington, D. C.

The Committee on Credentials will meet at the headquarters of the American Federation of Labor six days previous to the opening of the Convention, and will report immediately upon the opening thereof at Seattle; hence secretaries will observe the necessity of mailing the duplicate credentials of their respective delegates at the earliest possible moment to Washington, D. C.

Grievances.

Under the law no grievance can be considered by the Convention which has been decided by a previous Convention, except upon the recommendation of the Executive Council, nor will any grievance be considered where the parties thereto have not themselves previously held conference and attempted to adjust the same.

EXECUTIVE COUNCIL AMERICAN
Fraternally,
FEDERATION OF LABOR,
SAM'L GOMPERS, President.
FRANK MORRISON, Secretary.

A HISTORIC MURDER AFLOAT.

One of the most interesting murder cases ever recorded afloat has been given its final stage by the release from prison of the man sentenced for the crime and about whose guilt there was always some doubt. The case will be well remembered by all shipping men as that of the Boston barkentine "Herbert Fuller," which was also well-known in New York. The question at all the trials was as to whether the man at the wheel of the vessel could not have committed the murders in the cabin and returned to the wheel without being noticed, it being a fine calm night in June. This might have been made out if Bram, the second mate, had admitted that he was asleep on his watch on deck and did not hear the occurrence, but Bram never made such a claim and no charge against the man at the wheel (Brown), who had rather a bad character record, was made out. The case is sketched in the following dispatch:

Atlanta, Aug. 27.—Faultless behavior for 7 years in the Federal Prison, during which he has been a great force for good, according to Warden Moyer, has convinced the Government authorities that Thomas M. C. Bram, convicted of a triple murder on the high seas, is an innocent man, and as a result he was set free to-day on the parole system. The Government acted under the new law which extends the terms of parole to life men. He was tried in the United States District Court in Boston twice, and both times was found guilty and was sent to the Massachusetts State Prison, where he was kept for eight years and five months. In 1906 he was sent to Atlanta. Friends have enlisted themselves in Bram's behalf and a few days ago his application for parole was favorably acted upon. Everybody liked him and the warden was glad to aid in getting him his freedom.

"Brown accused me falsely," said Bram solemnly to-day. "I do not know who committed the crime. But I hope to know some day. I know only that I did not do it. The aim of my life is to find the guilty man. I would be willing to suffer his own punishment for him in order to clear my name. The first thing I am going to buy is a bunch of flowers, and I'm going to send them to Warden Moyer. He has been kind to me. Then I am going to get me a room and go into it by myself and have a good cry. I've got to have that cry before I can realize it's true. Then I'll want to pray a little. And after that I want work."

Bram was charged with the murder of Capt. Charles I. Nash, his wife, Laura A. Nash, and the first mate of the barkentine "Herbert Fuller" in mid-ocean, when on a voyage to South America in 1896. The bodies were found in different compartments on the vessel, hacked to pieces, and were taken into Halifax, where Bram and others of the crew were placed under arrest. A Boston passenger, Lester H. Monks, was likewise aboard the vessel. The testimony at the trials was to the effect that after the killing of the three persons was discovered, Monks and Bram, who was second mate, kept a watch on one of the sailors, Charles Brown, or as he was also known, Julius Westerberg, believing his actions peculiar, and waited with drawn revolvers on the deck until daylight, lest they should be attacked by him or other sailors. Brown, on the other hand, declared that while standing at the wheel in the stern of the vessel, he was able to look through the window into the captain's cabin, and said that he had seen Bram kill Captain Nash. On the first trial of Bram the case went to the jury on January 1, 1897, after a trial of some weeks, and a verdict of guilty of murder in the first degree was reached. Bram was sentenced March 9 to be hanged June 17. A new trial was granted, and in the interval a new Federal statute had been passed, which enabled a jury in a United States court in a capital case to find a new form of verdict, "Guilty, but without capital punishment." This was the verdict which the second jury found against Bram in 1898. Bram was confined in the State Prison at Charlestown from the date of his conviction until November 26, 1906, when he was removed to the Federal Prison at Atlanta, Ga. It is understood a clerk in the Department of Justice at Washington, who had considerable opportunity for observing Bram while at Atlanta, was favorably impressed by his conduct and actions, and that District Attorney French made a favorable report to the Department of Justice on the petition for a pardon.

There are said to be more deaths than births in Prussia, and the only augmentation of the population is by illiterates from the Near East. France has just voted large grants to parents who have more than two children, and it is considered likely that other states suffering from the loss of native population may do likewise.

The most valuable lessons that trade unionism can learn are the lessons of patience and mobility—the lesson of how to wait for victory and the lesson of how to change a position in a fight.

OVERTIME FOR SEAMEN.

An interesting award relating to overtime pay for seamen was handed down recently by the New Zealand Supreme Court. Following are the facts in the case, copied from the records:

McTighe vs. The Northern Steamship Company (Limited).

In the Supreme Court, Auckland.—Before Sim, J.—21st and 29th April, 1913.—A. E. Skelton for appellant; McGregor for respondent.

Agreement—Construction of—Overtime—Eight-hour Day—Sea Watches to count as part of Eight Hours—Sea Watch kept after Cargo worked.

An agreement between a seaman's union and certain shipowners contained the following clause dealing with the hours of labor in port: "Deck hands—The hours of labor of deck hands in all ports, bays and roadsteads shall be eight, between the hours of 7 a. m. and 5 p. m. Sea watches on days of arrival and departure shall count as portion of the eight hours, except when the ship arrives and leaves the same port on the same day, when the eight hours of deck hands may be worked at any time during the twenty-four hours; sea watches to count as portion of the eight hours." The overtime rate for working cargo was fixed at 1s. 6d. per hour, and for other classes of work 1s. 3d. per hour, and a day for the purposes of the agreement meant from 12 midnight to 12 midnight.

Held, That, except when a ship arrived and left the same port on the same day, in deciding whether a deck hand was entitled to 1s. 6d. per hour or 1s. 3d. per hour for overtime worked, the time worked in sea watches on any particular day in which there was work in port must be counted as part of the eight hours whether the sea watches were kept before or after the cargo was worked.

This is an appeal from a decision of the Magistrates' Court at Auckland.

The appellant was employed as a seaman on the respondent company's steamer the "Kanieri." He worked overtime on certain days, and the question to be determined is whether he is entitled to be paid for this at the rate of 1s. 3d. or 1s. 6d. per hour. The answer to that question depends on the proper construction of clause 12 (a) of an agreement made between the Federated Seamen's Union of Australasia and certain shipowners, including the respondent. That clause is as follows:

"12. Hours of Labor in Port.

"(a) Deck hands: The hours of labor of deck hands in all ports, bays, and roadsteads shall be eight, between the hours of 7 a. m. and 5 p. m. Sea watches on days of arrival and departure shall count as portion of the eight hours, except when the ship arrives and leaves the same port on the same day, when the eight hours of deck hands may be worked any time during the twenty-four hours; sea watches to count as portion of the eight hours."

By clause 3 of the agreement the overtime rate for working cargo is fixed at 1s. 6d. per hour, and for other classes of work 1s. 3d. per hour. The appellant was paid at the lower rate for the overtime in question. He claims that he ought to have been paid at the higher rate, and the present action was brought to recover the difference—namely, 3s.

The view taken of the question by the Magistrate (Mr. Kettle) was that, under the agreement, a worker's time runs on continuously until he has worked the required eight hours, and if any work is done by him after the expiry of the eight hours that work must be paid for as overtime under clause 3 according to the kind of work actually done. According to this construction the plaintiff has been paid all that he was entitled to receive for overtime, and judgment accordingly was given for the respondent.

The difficulty in the way of accepting this construction of the agreement is that it does not give full effect to the language of clause 12 (a). That clause fixes the hours of work of deck hands in ports, bays, and roadsteads at eight per day. When the ship arrives at and leaves the same port on the same day these hours may be worked at any time during the twenty-four hours. On other occasions the eight hours are to be worked between 7 a. m. and 5 p. m. The clause provides explicitly that sea watches on days of arrival and departure shall count as portion of the eight hours—that is to say, as part of the time which a seaman may be required to work in port before being entitled to be paid overtime. A day for the purposes of the agreement means from 12 midnight to 12 midnight (clause 30). It seems to me that the only way in which full effect can be given to the provision in clause 12 (a) is by taking all the time worked in sea watches on any particular day in which there has been work in port, and counting that as part of the eight hours, without regard to the particular hours when these watches were kept or to the question of how they stand in relation to the work in port on that day. It was admitted that sea watches kept on any day before any cargo had been worked must be treated as part of the eight hours. The agreement does not make any distinction between such watches and watches kept after cargo had been worked, and there is nothing in the language used to justify these two kinds of watches being treated differently for the purposes of clause 12 (a). They both must be treated, I think, in the same way for the purposes of that clause. That is the effect of the language used by the parties, and it is not unreasonable to conclude that it correctly expresses the real intention of the parties. The primary duty of a seaman is in connection with the navigation of the ship. If on any particular day he has to work in connection with both the navigation of the ship and the handling of cargo, the parties may be supposed to have intended that the first-mentioned work should be counted first for the purposes of the day's work, although in fact the sea watches did not come first in point of time.

I think, therefore, that the appellant's claim is well founded. The appeal is allowed, and judgment entered for the appellant for 3s., with costs in the Magistrates' Court to be fixed by the Magistrate. The appellant is allowed £5 5s. for the costs of the appeal. As the question is an important one, the respondent may have leave to appeal to the Court of Appeal if it desires to do so.

By taking the case to the highest British court, the Privy Council, the Canadian Pacific Railway has won its case against the owners of the Norwegian steamer "Kronprins Olav" on account of the collision with the liner "Montcalm" in September, 1910. The C. P. R. have had another experience of much the same character. When the "Empress of Britain" rammed and sank the "Helvetia," it was confidently asserted that the former was to blame, and that she would have to pay for the loss of the "Helvetia," as well as her own damage. It was even reported that the C. P. R. had agreed to pay £60,000. When the case came up for trial in England, both vessels were found to blame, but the proportions were five-twelfths against the "Empress of Britain" and seven-twelfths against the "Helvetia," so that the C. P. R. had the best of the action.

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,

V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION

570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y.....55 Main Street
Telephone Seneca 936 R.

CLEVELAND, O.....1401 W. Ninth Street
Telephone Bell Main 1842.

MILWAUKEE, WIS.....133 Clinton Street
Telephone South 240.

ASHTABULA, O.....21 High Street
Telephone 552.

NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

DETROIT, MICH.....7 Woodbridge Street, East
Telephone 3724.

SUPERIOR, WIS.....1721 N. Third Street
Telephone, New, Broad 385.

BAY CITY, MICH.....108 Fifth Avenue
OGDENSBURG, N. Y.....70 Isabella Street
CONNEAUT, O.....922 Day Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue
PORT HURON, MICH.....517 Water Street
ERIE, PA.....107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

HEADQUARTERS.

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DETROIT, MICH.....27 Jefferson Ave, East
SUPERIOR, WIS.....1814 Fourth Street
OGDENSBURG, N. Y.....70 Isabella Street
BAY CITY, MICH.....108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.

HEADQUARTERS.

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ASHTABULA, O.....74 Bridge Street
TOLEDO, O.....54 Main Street
DETROIT, MICH.....7 East Woodbridge Street
PORT HURON, MICH.....517 Water Street
CONNEAUT, O.....922 Day Street
OGDENSBURG, N. Y.....70 Isabella Street
NORTH TONAWANDA, N. Y.....152 Main Street
SUPERIOR, WIS.....1721 N. Third Street
BAY CITY, MICH.....108 Fifth Avenue
ERIE, PA.....107 E. Third Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue

UNITED STATES MARINE HOSPITALS AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS.

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS.

Ashland, Wis.	Ogdensburg, N. Y.
Ashtabula Harbor, O.	Oswego, N. Y.
Buffalo, N. Y.	Port Huron, Mich.
Duluth, Minn.	Manitowoc, Wis.
Escanaba, Mich.	Marquette, Mich.
Grand Haven, Mich.	Milwaukee, Wis.
Green Bay, Mich.	Saginaw, Mich.
Houghton, Mich.	Sandusky, O.
Ludington, Mich.	Sault St. Marie, Mich.
Manistee, Mich.	Sheboygan, Wis.
Erie, Pa.	Superior, Wis.
Menominee, Mich.	Toledo, O.

SEA LAWS OF THE 17TH CENTURY.

There is a code of rules called Sea Lawis belonging to the sixteenth century, and another drawn up by the convention of the burghs in 1602, to "mak ane substantiell forme and ordour for mayntening and advancing the tredd and handling be sey amang thame that hes to do thairwith," which gives a good deal of information on various matters connected with shipping, especially as regards the relations between skipper and mariner. Minute regulations were made as to the sailors' wages, to remedy the abuse of mariners "craweing and desyring of wadgeis at their awin plessour." They were to receive "scottis half hyreis" at the beginning of a voyage, and another instalment of pay when they reached the port for which they were bound. Then they were to serve homeward or to another port as the skipper decided, and were forbidden to leave the ship for any "occasioun that may occur betwixt him and his maister, or . . . betwixt him and his collegis, or any other excuis that may be alegeit." Nor were they to refuse to join the ship if the skipper thought the wind good. If they did he could hire another in the sailor's place, and the latter had to give up what he had received and pay a fine of ten marks. Also, if any mariner became stubborn and disobedient on the sea he was to be put on land and another hired. Provision was made for procedure in case any on shipboard tried for some reason to delay the voyage or make the master return sooner than he intended. The means they took were varied, and included letting the ship's drink, wine or beer, run out and spill; making warlocks secretly in the ship; and raising discord against the captain "givand him evill and unhonest words drawand thare wapins compelland him to submit him to thare simple will wch is a thing of most evill example and pernicious consequence and sould nawayis be sufferit." Such offences were to be judged by the captain with the advice of others on the ship. Those who made leagues or bands against the skipper or the steersman were also to be punished, and the sailors were not to control the master in choosing his company or in going where he pleased.

The personal relations of the master and his crew were not unnoticed. If the master gave any of them one "buffet with is neif or palme" he was to "suffer and byde" it, but if he struck him again the stricken one might return the blow. But if any shipman dared to strike his master first the penalty was the loss of a hundred shillings or of his "neif," at the master's will.

Apparently the catering was not always of the best, but no mariner was to "dispyse, conteme, or lichtle the schipis wittuallis, nor zit desyre or crawe ony other intertenement within the schip bot sic as hes bene commoune vsit of auld." Salt meat must have been wearisome diet, but no sailor was to press the skipper to buy fresh flesh or fish against his will when they came to a harbour. Meals at unwonted times were not approved of, and anyone who compelled the cook to prepare such was fined ten marks, but the cook, if he connived at this habit and kept the fault secret, had to pay five pounds. "Superfluous" drinking and making banquets were offences which were also punished by a ten mark fine.

According to one writer the Scots marines provided their own food; for one of the objections of the English merchants to the Union was that the Scots could freight their ships so cheaply, partly because they "go not to sea as our men goe, everyone for wages in certainty and feeding on the Victualles or Owner on the best Beefe Porke Beere Biskett of the finest Wheat . . . But everyone finds himself the whole Voyage eates no Bread but Oaten Cakes made of Bean baked on the hearth and salt ffish fryed on the Coales from hand to mouth by himself." The same pamphlet tells how "everyone in their ships is a kind of Merchant himself and will be sure to bring some Lynnen Scotch Cloth or Such like from home upon his own Account and make a like Returne of some Commodities which the fforeign market yieldeth"—a practice forbidden by the English merchants for fear of ruining their own market. The skippers were ordered to warn the mariners to bring each his own "furing," as this parcel of goods which he was allowed to take with him was called, to the ship as soon as its lading was begun.

Provision was made for the treatment of a mariner who received "skaith in the schipis laubour," if it was not his own fault, and of any who were too ill to remain on board. The skipper had to send the seick and deceissit to land and provyid for him ane herbere, with ane to awaitt vpoun him, an furneiss him with meitt and licht, as his necessitte requyreiss." If any skipper was "schip-brokin" he and his company were to save the ship and goods if they possibly could, and any mariner who did not do his utmost to help was to lose his hire and to be held an unhonest man and unworthy to be received amongst the company of his fellows.

The skippers and sailors belonged chiefly to the East of Scotland. The Fife and Forth ports and Aberdeen and Dundee tradded to the Baltic countries. Holland, France, and Spain, and occasionally as far as the Azores, and some of their ships were employed by French merchants. They suffered a good deal from pirates of Algiers and Morocco, and many applications were made for authority to take contributions for ransoms, sometimes at the parish churches all through the country, or occasionally permission was given for one person to travel about the country collecting where he could. The burghs on the West had at this time but little trade, chiefly to France and Ireland. The trade with the West which was to bring fortune to them did not begin till late in the seventeenth century.—Theodora Keith, in the Sailors' Magazine.

ATLANTIC LINERS.

The comparative length, displacement and horsepower of Atlantic liners is shown in the following compilation:

Name.	Date.	Length, feet.	Displacement, tons.	Horse power.
Great Eastern	1858	680	27,000	7,650
Britannic	1874	455	8,500	5,500
Umbria	1885	500	10,500	14,300
Campania	1893	600	18,000	30,000
K. Wilhelm der Grosse	1899	625	20,800	30,000
Deutschland	1900	662	23,600	36,000
Kaiser Wilhelm II.	1903	678	26,000	38,000
Adriatic	1907	725	38,000	40,000
Lusitania	1907	790	45,000	68,000
Olympic	1908	860	48,000	72,000
Imperator	1913	900	50,000	80,000

As a tree is strengthened by pruning, so the labor movement may be improved by cutting out those elements that properly belong in some other movement.

FACTS ABOUT CANCER.

The study of cancer in many countries is leading to the collection of data that are of much interest. As frequently noted, statistics in general seem to reveal an increase in cancer; but whether this may not be the outcome of greater accuracy in diagnosis is a question concerning which there is still a difference of opinion. Obviously, on the basis of the figures and facts now available, the solution of the question as to whether or not cancer is on the increase is most difficult. In the future the conditions for reliable comparisons will be more satisfactory.

The reports on cancer statistics coming from different countries are sometimes so much at variance as to suggest either that the mode of life and external conditions must play a large part in cancer or that the statistics given do not represent the true state of affairs. One example of this discrepancy may be cited. It is generally believed that cancer affects women much more frequently than men. Statistics from England and other countries indicate that it is so; but in Norway this does not seem to be the case.

Soegaard's recent analysis of the statistics gathered in Norway by the Norwegian cancer committee shows a greater number of men to have cancer than women. The difference in favor of men is not large—of 37,046 deaths from cancer during 1865-1895, 18,413 were in men and 18,633 in women, who constitute 51.5 per cent of the Norwegian population—but the point is that here the conditions noted in many other countries appear to be reversed. The Norwegian statistics also show a preponderance of cancer of the stomach, which is not the case in statistics from other countries. In a series of 9,528 deaths from cancer, 5,990, or 62.9 per cent, were caused by cancer of the stomach. For the ten years 1896-1907 following the period covered by this series, there were 19,263 deaths in Norway due to cancer, of which 12,582, or 65.3 per cent, were from cancer of the stomach. In the province of Nordland there were 1,235 deaths from cancer during 1896-1907, of which 913, or 73.9 per cent, were from gastric cancer.

The statistics from Norway, evidently gathered with real care and under favorable conditions, differ from results elsewhere; they sho wa greater frequency of cancer in they show a greater frequency of cancer in the stomach. Either statistics are at fault or social and other conditions play a decisive part in the development of cancer. If the latter is the case, which seems reasonable enough, the fundamental importance of accurate statistical studies of cancer under different conditions is self-evident. If these studies reveal that in certain countries, communities or districts there prevails cancer of certain organs or of certain types then, says The Journal of the American Medical Association, the next step would be to discover and eliminate the conditions in which the prevalence depends. There is great need in this country for the accurate study of cancer from this angle.

After all, the "labor question" is but an arithmetical question. Unfortunately, however, we still lack agreement upon the formula by which to solve it.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

where. But for eleven months the men, splendidly led, held out, and at last they have achieved the victory they deserved. The trust has capitulated entirely; the lockout is withdrawn, trade unionism is to be recognized, and a great uplift has been given to the labor cause.

What the Figures Show.

Striking figures are presented in the report just completed by the United States Bureau of Statistics in regard to union scales of wages and hours of labor throughout the United States for the years 1907 to 1912, inclusive. Wages have been increased and hours have been decreased within the last six years in thirty-nine of the most important industrial centers. The data were furnished by the officials of labor unions, and the information used was taken from wage scales, written agreements, and trade-union records wherever available. Figures in the table are based on a comparison of rates of wages on May 15 of each year, and the hours prevailing during the whole year. The following figures are the result of a comparison of the hours of labor per week in 1912 with those of 1907, and the wages are those of May 15, 1912, compared with those of May 15, 1907. So are the figures shown in the following table:

Occupations.	Per cent. of decrease in hours. Per week; 1912 compared with 1907	Per cent. of increase in wages per hour; May 15, 1912, compared with May 15, 1907
BAKERY TRADES.		
Bakers, first hands	17.7	22.0
Bakers, second hands	6.6	26.6
Bakers, third hands	10.1	40.7
BUILDING TRADES.		
Bricklayers	2.1	5.5
Building laborers	2.5	6.5
Carpenters	1.2	11.1
Cement workers (finishers)	1.8	5.7
Cement workers' helpers	.7	16.2
Cement workers' laborers	1.4	17.5
Gas fitters	.1	9.1
Hod carriers	3.0	5.9
Inside wiremen	1.3	15.4
Inside wiremen's helpers	2.6	11.7
Marble setters	1.5	5.1
Painters	1.9	12.6
Plasterers	.9	5.0
Plasterers' laborers	1.0	8.2
Plumbers	1.2	10.7
Sheetmetal workers	1.7	12.9
Steamfitters	2.0	13.1
Steamfitters' helpers	1.7	15.1
Stonemasons	1.8	5.8
Structural ironworkers	2.7	11.1
MARBLE AND STONE TRADES.		
Granite cutters	2.0	5.3
Stonecutters	.5	1.6
METAL TRADES.		
Blacksmiths	2.1	10.3
Blacksmiths' helpers	2.2	16.4
Boilermakers	1.6	15.6
Boilermakers' helpers	2.4	16.9
Coremakers	2.3	13.8
Machinists	2.2	9.6
Molders, iron	1.3	7.4
Patternmakers, wood	2.8	8.3
PRINTING TRADES, BOOK AND JOB.		
Bookbinders	11.1	16.8
Compositors, book and job	...	10.0
Electrotypers:		
Batterymen and builders	4.2	17.5
Finishers	5.3	12.8
Molders	5.1	12.7
Linotype operators	.2	7.0
Press feeders	9.8	22.6
Pressmen, cylinder presses	6.0	21.0
Pressmen, platen presses	5.1	14.8
PRINTING TRADES, NEWSPAPER.		
Compositors, day work	.5	10.4
Compositors, night work	.1	6.1
Linotype operators, day work	.4	8.6
Linotype operators, night work	.3	5.9
Pressmen, web presses, day work	1.5	12.1
Pressmen, web presses, night work	1.5	9.1
Stereotypers, day work	1.7	9.1
Stereotypers, night work	1.6	9.0

Why They Didn't Shoot.

Sensational stories are current regarding the conference between the Government officials and mine leaders, which resulted in a settlement of the gold mine strike on the Rand on July 5 last. Some of the labor leaders assert that General Louis Botha, former premier of the Union of South Africa, and General Smuts, Minister of the Interior, Mines, and Defense, were compelled at the point of a revolver to sign the agreement. General Smuts has issued a denial of this. After the settlement was signed at the Carlton Hotel, according to Secretary Bain, of the Trades Federation, and Secretary Matthews, of the Miners' Association, all the conferees stood on the balcony of the hotel and observed soldiers with rifles leveled ready to fire at the crowd of demonstrators in the street. Two of the labor leaders again covered General Botha and General Smuts with revolvers. "One more shot and you are dead," said one of them. The ministers thereupon commanded the soldiers not to shoot.

Japan's Unemployed Problem.

Like many other great cities, Tokyo has an unusually large number of unemployed, and it is increasing at an alarming figure. Many of those locating there come from the country with high ambitions. In a short time they discover that all desirable positions have been previously preempted and find it extremely difficult to secure employment. This summer the number of unemployed has been exceptionally large, most of the men being in the prime of life, and are sometimes found in desperate condition, wanting for the actual necessaries of life and having nothing to eat for days at a time. This same condition is reported to be true of many of the larger cities, and no doubt is one of the causes which is forcing the Government to seek some place to locate this large surplus in order to avoid serious complications, and a probable revolution, unless some means is secured to relieve the extraordinary pressure that is felt at the present time.

To Adopt A. F. of L. Plan.

The French General Confederation of Labor is said to be split into two factions, one known as the "Red," and the other as the "Yellow," designated as the conservative and the revolutionary groups. Other subdivisions are also said to exist as the result of syndicalism and opposition to three-year service in the army. One faction to-day is advocating a general strike. The other and larger group is inviting labor unions to redouble their activities and is encouraging the growing opposition among the working classes. This last is the official attitude of the Confederation of Labor, and as the "Reds" are dominant, this rather vague program is taken by the French government as a sign that the numerous arrests of labor leaders, for antimilitary teachings, have had effect. It is predicted that Confederation will scarcely need a dissolution order from the Government, but that it will fall of its own accord. Whatever happens, there is a strong movement on foot throughout France among labor leaders to build up a new Confederation upon the ruins of the old, patterning it as far as possible after the American Federation of Labor in the United States.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters:
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Branches:
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PORTLAND, Ore., New Grand Central Hotel, Room 110, Third and Flanders Sts.
SAN PEDRO, Cal., P. O. Box 54.

UNITED FISHERMEN OF THE PACIFIC.

Headquarters:
ASTORIA, Ore., P. O. Box 138.

Branches:
LA CONNER FISHERMEN'S UNION.
LA CONNER, Wash.
GRAYS HARBOR FISHERMEN'S UNION.
ABERDEEN, Wash., P. O. Box 34.
DUWAMISH FISHERMEN'S UNION.
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SKAGIT RIVER FISHERMEN'S UNION.
FIR, Wash., P. O. Box 6.
COQUILLE RIVER FISHERMEN'S UNION.
PROSPER, Ore.
ALASKA FISHERMEN'S UNION (Local No. 2), KETCHIKAN.
LORING, Alaska.
ALASKA FISHERMEN'S UNION (Local No. 3).
PETERSBURG, Alaska.

ALASKA FISHERMEN'S UNION.

Headquarters:
SAN FRANCISCO, Cal., 93 Steuart St.

Agencies:
SEATTLE, Wash., 84 Seneca St., P. O. Box 42.
ASTORIA, Ore., P. O. Box 138.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA

29 ERSKINE STREET, SYDNEY, N. S. W.

Domestic and Naval.

The contract for floating the British steamship Gleaen, ashore at Ocroakock, N. C., has been awarded to the Weatherspoon Wrecking Company, of New York.

The U. S. Navy Department has accepted the bid of D. B. Dearborn, New York, for the transportation of coal from the Atlantic Range to Honolulu by the American sailing ship "John Ena," 4,200-4,300 tons' capacity, at $6.00 per ton.

After a brave fight to keep her from sinking, the barge Anna M. McNally arrived at Norfolk on September 12 in command of Captain William Eggers. She broke adrift during a storm off the Virginia coast a week ago. She had 6½ feet of water in her hold when she arrived. Her deckload of lumber was carried overboard.

Collision with a whale caused such serious damage to the Danish steamer "Vladimir Reitz" that the vessel was forced to put in at St. Johns, N. F., for repairs. The accident occurred about 250 miles east of St. Johns. The whale struck the steamer head-on, knocking a four-foot hole in the bow. The accident is believed to have killed the whale, which sank immediately, its blood discoloring the water over a large area. The steamer left Campbellton, N. B., September 11 for Plymouth, England, with lumber. She will discharge her cargo to permit repairs to be made.

A large Paris factory is busy filling an order for thousands of mattresses which are pronounced unsinkable mattresses. An unnamed experimenter recently discovered a vegetable substance which is light, supple and soft enough for use as mattresses in berths aboard ship, and at the same time unsinkable. Every passenger on a ship furnished with these mattresses—if they are what is claimed for them—will have an ideal life preserver right in his bed. Several large steamship companies are said to have decided to replace their present bedding with these new mattresses.

The insurance of the Hamburg-American Company's mammoth new liners, "Imperator" and "Vaterland," are now being placed at Lloyd's. The values of these latest Atlantic greyhounds run well over $10,000,000. The "Imperator" is said to have cost in the neighborhood of $6,000,000 and her insured value was put at $5,250,000. A sum of $1,750,000 was insured in Hamburg and London, with the understanding that the underwriters should be free from claims of under 1 per cent.; a sum of $500,000 was covered against risks of total loss and general average and $2,000,000 was insured in a pool wherein the Cunard and White Star companies participate.

The list of large fore-and-aft rigged sailing vessels in the coastwise trade is being steadily depleted by the elements. At the present rate, the end of this type of craft is already in sight and the best-known firms of American sailing shipowners are either having built, or contemplate building, steamers. Another of the large schooners which has just been added to the long list of wrecks is the "George W. Wells," which stranded South of Hatteras, while on a voyage from Boston for Fernandina. The report says that her crew, with two women and two infants, were rescued with great difficulty by the life savers of the Ocracoke and Durant life saving stations.

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Abrahamsen, Johannes	Johnson, A.
Anderson, H.	Jeusen, Hans -2114
Andersen, A. -1352	Jensen, G. S.
Alonzo, J.	Johanson, Knut
Absalomsen, O. M.	Johannesen, Olaf
Alexis, H.	Johanson, K. J.
Agerup, K. B.	Johanson, Theodor
Andersen, O. -1719	Johnson, G.
Anderson, A. -1821	Johnson, Olaf
Anderson, H. Torni	Kalning, J.
Anderson, Ragnvald	Krutz, Ivan
Anderson, David	Klebnikoff, I. W.
Anderson, I.	Korber, Th.
Anderson. Hjalmar	Kreutz, Karl
Behr, Henry	Karsima, N.
Burholtz, F.	Karrell, J.
Borgen, K. S.	Kolberg, Joe
Brox, H.	Larsen, L. A.
Brower, G.	Larsen, Charles
Broberg, Chas.	Little, Sid
Buckow, C. W.	Ljunggren, Edmund
Christensen, Anton	Lof, Oscar
Crosley, J.	Larson, Ingvald
Carlson, Thure	Larsen, Axel -1746
Davidson, Jacob	Larson, John
Davis, Joseph	Lovera, P.
Dylwik, E.	Lackey, C.
Dall, Carl	Larsen, L.
Ellinsen, H. O	Larsen, John
Enig, Herman	Larsen, A.
Ehlert, August	Larsen, Fred
Edvardsen, Anton	Lundgren, K. J.
Ekwall, G. A.	Marks, T.
Ellison, Sam	Martins, Paul
Eliason, C.	McPherson, R.
Erikson, Axel	McCarthy, J.
Eskilsen, Lars	Mortensen, J. C.
Evanger, Nils	Murphy, D.
Fonslund, Victor	Mynchmeyer, H.
Fredriksen, Harold	Maver, J. S.
Fjellman, Geo.	Macdonald, N.
Freeman, J.	Martinsen, Harold
Franzell, A.	Maki, Ivar
Fjelstad, K. M.	Mathisen, Nils
Forsen, Alex	McNeary, J.
Fortune, John	McDougall, J.
Framness, Ivar	Miller, J. C.
Gaugserud, O. K.	Mikkelsen, K. -1620
Gehler, F.	Moore, J. M.
Grant, J. J.	Muir, J.
Grantley, C. W.	Munroe, W.
Gunderson, L. S.	Martinsen, Ragnvald
Hansen, A. M.	Newland E.
Hansen, Hans	Nielsen, F. M.
Helpap, A.	Nilsen, T. H.
Hansen, Hans P.	Nielsen, C.
Hansen, N. S.	Nelson, H. J.
Hoglund, Ephraim	Nicholsen, F. E.
Holst, L.	Nilson, Andrew
Hubner, Herman	Neilsen, Edvard
Jaeger, F. J.	Nielsen, Alfons
Jacobsen, Torgils	Nilsen, Albert
Jacobsen, Johan	Nylund, Arthur
Johnson, Jo-	Olsen, Ole

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Abramis, George	Larsen, Engvald
Anderson, Sam	Larsen, Martin, -1710
Anderson, Gust, -1808	Larsen, Soren
Anderson, Nils	Lerch, Paul
Anderson, Ole	Lewik, Karl
Andersen, Mike	Lemarchand, Louis
Anderson, Otto	Lendeman, Ruhtil
Anderson, Erik B.	Lundsoor, Oskar
Allexander, John	Lundmark, Heege
Albrechtsen, Page	Lundquist, Ernest
Androllo, A.	Macrae, Allexander
Bergman, Karl W.	Marchand, Louis
Brodig, Wm. G.	Mattson, Maurits
Bults, Ernest	Miller, Chas.
Buckmer, W.	McManus, John
Carlsen, Charlie	McMahon, Jack
Chase, W. P.	Meinke, Rudolf
Christensen, Albert	Meyer, W.
Colman, E.	Nelson, Anton
Conway, M. E.	Nelsen, C. J.
Collins, Frank	Nielsen, Kristian
Cunnicham, W. P.	Nielsen, Edward
Dahl, Henry	Nilsson, Osvold
Day, Aca	Narberg, John
Dennis, Charlie	Narman, Ludwig
Dorff, William	Ohlsen, Charles
Edstrom, John	Olsen, Severin
Ehrenbaugh, W. J.	Olsen, Ausgar
Ekham, Frans	O'Brien, Jack
Fredrickson, H. G.	Person, Charles
Gjertz, P.	Perouse, Andre
Gordia, Piet	Petrich, Theodore
Gulliksen, Amandus	Petersen, Aage
Hall, G. A.	Peterson, Hans
Hansen, Bernard	Peterson, Heinie
Helin, Waldemar	Petterson, Einar
Henriks, Waldemar	Pedersen, Peter
Henke, Ernest	Pratt, M. L.
Hellman, Albin	Rantio, Jacob
Helenius, Oskar	Raetz, August
Hohm, E.	Rasmussen, Thor
Huntington, E. R.	Roed, Halfdan
Hoch, Gore	Sandstrom, Hugo
Hultman, A.	Sanders, Chas.
Johansen, Johan F.	Simens, O. L.
Johnsen, Chris	Schulz, Robert
Johnson, Axel	Saule, J. L.
Johnson, Jack	Swanson, John
Johnson, Ole C.	Swenson, Carl Oscar
Johnson, W.	Saukha, August
Johnson, H.	Swenson, John B.
Kalberg, Wm.	Thomas, A.
Karlson, K. E.	Tamford, B. A.
Kenny, James	Trost, Peter
Kealy, James	Wall, W. H.
Kikur, Allesander	Warren, Chas. B.
Koop, Nick	Wadren, G. F.
Kronstrand, H. T.	Westlund, Gust
Kristensen, W.	Wehl, J.
Koalvik, Oscar	Wiejurecht, Ernest
Laine, Frank	Weshart, Jno.
Larsen, John	Welsen, J.
Larsen, George Lurberg	Bunk, Bruno
O'Brien, J. S.	Persson, Johan
Olsen, C.	Petterson, Harry
Olsen, Trygve	Petersen, V. -1447
Olsson, Brov	Petterson, Richard
Olsen, O. -1062	Petterson, S.
Olsen, Ed	Quigley, R. E.
Olsen, C. E.	Rees, W.
Olsen, B. -597	Skubber, H. (Registered)
Omholt, T.	Stahlbaum, E.
Orell, A.	Stone, C. L.
Pedersen, O. A.	Saudburg, C.
Poppe, Geo.	Schuldt, Theoder
Petterson, Karl	Seley, G.
Pedersen, Hedley	Sterr, W. T.
Pedersen, P. C.	Saar, J.
Pedersen, Peder	

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Ahlstrom, Harry	Jacobsen, W.
Anderson, John	Jensen, George
Breien, Hans	Nilson, Anton
Clausen, Fred	Miller, Fred
Debus, Fred	Publicatus, August
Ehlert, August	Plas, Henry
Gudmundsen, Gudmund	Robertson, A.
Hansen, Harald	Syvertsen, Paul
Ismas, Richard	Thorsen, Fredrik
Samuelson, H.	Thomson, P.
Schultz, P. (Registered)	Tyghe, T.
Schultz, Axel	Thienpoint, F.
Scott, Alfred	Thogren, David
Starness, C. O.	Thorsen, Tom
Storek	Veasted, T. P.
Stewart, J. G.	Van Loo, A.
Strauss, W.	Verney, A.
St. Johns, C. R.	Walschwell, A.
Suarth, A.	Warner, Jake
Steel, J. R.	Waters, L. A.
Sharness, C. O.	Wehde, F.
Sperlan, B.	Wessman, John

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Tacoma, Wash., Letter List.

Anderson, Carl	Jorgensen, Peter A.
Anton	Kalberg, Wm.
Berglind, Erik	Kesler, Karl
Conley, J. H.	Kathy, A.
Dehler, Alfred	Melgail, M.
Christensen, Albert	Moren, G. H.
Dehler, Alfred	Nilsson, Edvin
Ellison, Harry H.	Olsen, Olaf
Eidsvoog, Petter	Olsen, Martin E.
Fors, Alfred	Persson, John
Grovefi Albert	Plesner, Levi J.
Hansen, C. M.	Person, Fritz
Hansen, Johannes	Petterson, J. M.
Hangen, Arthur	Simonsen, Sigvald
Hetman, Walter	Seblom, John
Iversen, Ivar	Thorsen, Axel L.

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Aberdeen, Wash., Letter List.

Anderson, -1283	Laine, Herman
Aalto, Waino	Larsen, Lars
Andersen, F. C.	Lorsin, G. L.
Anderson, Axel P.	Lauritzen, George
Arntzen, Werner	London, A.
Andersen, -1352	Mattson, K. A.
Armstrong, Harry	Mortensen, C.
Batchall, Alex.	MacManus, Hugh
Brust, Frank	Muller, I. B.
Behn, Alfred	Miller, Winford
Brown, C.	Mertz, G.
Christensen, Albert	Muller, Walter
Carson, Edward	MacFadden, Wm.
Campbell, M.	Mekerman, Ernest
Donohue, J. O.	Nikolin, E. Miko
Eriksen, -837	Nilson, Jack
Edwards, J. T.	Oksanen, Juko
Edwardsen, Anton	Pankhurst, Thos.
Eissing, B.	Peterson, Axel
Finth, Richard	Pedersen, -1054
Flatten, James	Pedersen, Oscar
Feitz, F.	Petersen, Christian
Graf, Otto	Petersen, Aago
Glase, Gustav	Razehelm, Franz
Hvid, Hans	Runge, V.
Hansson, Alf.	Rommel, Andrew
Hansen, Jens	Sanders, Robert
Hansen, Torleif	Siren, Frans
Jensen, Fredrik	Samuelsen, W.
Jansson, J.	Speckman, Max
Jacobsen, Peder	Schramm, A.
Johansen, Tobias	Siegund, Justus
Jensen, Harry	Thorn, -70
Klepzig, Otto	Quarnstrom, Aleck
Kallio, Fran	Walley, A. J.
Lengtssen, Gottfried	Zoerb, Walter
Lundmark, Helge	Wintura, Fred
Ljungberg, Htrman	Packages.
Larsen, Peter	Hansen, John
Linsler, A. B.	MacGuire, O. F.
Lindroos, A. W.	Sorensen, C. T. F. G.
Laining, Herman	

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Axel Peterson, F. Lundberg, J. Gustafson, M. Garcia, crew of the steamer Riverside, at the time she towed in the Oceana Vance, kindly call at the office of the Charles Nelson Co. for money due them.

Victor N. Kvenen, a native of Belgium, age 32, last heard of in Ashtabula, Ohio, April, 1909, inquired for by his brother John Kvenen, Route 2, Raleigh, Tenn.

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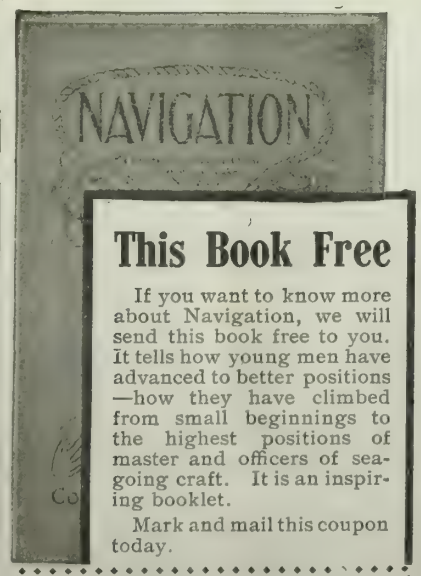
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Home News.

Two men were killed and four injured by an explosion on the United States torpedo boat Craven at sea.

The United States won the revolver team championship at Camp Perry. Argentine was second and Peru third.

It was reported that President Wilson and Governor General Harrison would work for the eventual independence of the Philippines.

Mayor Gaynor of New York City died of heart disease, September 11, while aboard a vessel bound for Europe.

Five persons were killed and at least $100,000 damage caused by a cloudburst that swept Goldfield, Nev. Several mines were reported to be inundated.

The headquarters of the eleventh lighthouse station was ordered to be removed to Milwaukee from Chicago because the smaller city had a more open harbor in winter.

The losses by fire in the United States and Canada in the month of August, aggregate $21,180,700, as compared with $14,158,800 in August of 1912, showing an increase of about 50 per cent.

The population of Kansas is 1,685,621, a gain of 16,325 over 1912, according to official figures announced by the State Board of Agriculture. In 1912 the State lost 17,351 over the census figures of 1911.

The assessed valuation of real estate in New York City this year is $8,010,000,000. This is an increase over last year of $150,000,000. The bulk of the increase comes from new hotels and office buildings.

A Government report showed the cost of living on June 15 was at practically the same level as in November, when the high record of the last quarter century was reached, 60 per cent. higher than between 1890 and 1900.

Death or disability claimed 10,385 victims employed in the industries of California during 1912, according to the annual report of the State Industrial Accident Board Of the 10,385 accidents reported, 412 resulted fatally, and 534 accidents made permanent cripples of the victims.

California led in the United States in gold production for 1912, putting out $20,008,000; Colorado came second with $18,741,200, and Alaska third with $17,198,600. The production of gold in the United States during 1912 amounted to $93,451,000, a decrease of $3,438,500 as compared with the previous year, and the lowest American production since 1907.

The Democratic tariff revision bill passed the Senate on September 9 amid a burst of applause that swept down from crowded galleries and found its echo on the crowded floor of the Senate. Its passage was attended with surprises in the final moments of the voting, when Senator La Follette, Republican, cast his vote with the Democrats, and was joined a few moments later by Senator Poindexter, Progressive.

The body of "Big Tim" Sullivan, the New York politician and member of Congress, was recognized in the morgue of Bellevue Hospital, in that city, as it was about to be conveyed to the potter's field for burial. He had wandered from his brother's house at Williamsbridge, on August 31, and been struck by a railroad train and killed, and the body lay unidentified in the morgue at Fordham during the intervening two weeks.

Labor News.

Announcement has just been made by the Secretary of the United Mine Workers that the paid-up membership on August 31 was 409,158, the largest number in the history of the organization. In all mining sections of the United States and Canada a vigorous and aggressive campaign of organization is being carried on and large accessions are being made.

At the Red Jacket (Pa.) furnace of the Carnegie Steel Company and the Atlantic furnace of the Republic Iron and Steel Company molten iron burst through the base of a stack at each, killing one man and injuring another in each accident. At the Atlantic furnace Samuel Hanna was so burned by molten metal that his body was scarcely recognizable. George Mitchell was burned severely, but probably will recover.

So deplorable were the sanitary conditions found in the ten sweat shops in Philadelphia by the representatives of the State Department of Labor that permits were suspended until the shops were put in healthful condition. No work will be permitted in any of these places until the law is complied with. The reports of the department indicate that not more than 25 per cent. are up to the standard required by the laws of the State. A vigorous campaign is now being carried on to correct the evils which have existed for years past.

Fifteen thousand painters and paperhangers, members of the International Painters and Paperhangers' Union, who were on strike in New York City for twelve days have returned to work, the fight having ended in a complete victory for them. Practically all of the demands of the union were conceded by the employers at a conference between both sides. By the terms of the agreement, which will expire in the first week of September, 1914, the workers win a forty-four-hour work week; a strictly closed shop; not less than $3.40 a day for painters, and 30 and 35 cents a roll for paperhangers.

At the Illinois State Federation of Labor Convention, which will be held at Decatur, October 14 to 18, fraternal delegates from the surrounding States and also from the Engineers, Firemen, Conductors, and Trainmen Brotherhoods will be seated. This movement is hoped to result in much good and eventually to bring into closer relations the interest of the workers represented, and also that it will probably result in other State bodies following a similar course. The Decatur meeting will be the largest in the history of the State Federation; 500 delegates are expected to be present, which will make it a record-breaking meeting.

Officials of the Illinois United Mine Workers have begun preparations to defend a unique charge that would make the organization liable for damages to an employer against whom a strike was called. The bill of complaint has been received. Miners employed by the Boyd Coal and Coke Company, of St. Clair County, Illinois, were called out last April. That company now sues for damages because of the loss of business due to the strike and for loss due to alleged broken contracts with laborers. The court is asked to enjoin the officers of the mine workers from further interference with the mine or from inducing the men to remain away from the mine.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Abrahamsen, Aslak
Ahlberg, John
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Cambrou, G. C.
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Carlmark, B. G.
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Carroll, A. R.
Chaler, Buntista
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Dahl, Ben
Dahler, H. N.
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Danielson, D.
Dellas, James
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Dillon, Patrick
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Dohmann, ——
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Egeland, O. O.
Ehringer, F. W.
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Ekwall, Gust
Elholm, Peter
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Fredrichs, C.
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Glannus, Alex
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Griel, Bernhard
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Jarl, Haakon
Jensen, G.
Jensen, George
Jansen, Hans
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Anderson, F.
Anderson, G.
Anderson, Gus
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Andreasen, -1477
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Blair, Francis
Blindheim, O. C.
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Bluchner, Frank
Blumel, W.
Boe, Karl C.
Boyes, C.
Boy, George
Bradley, Clifford
Brander, W.
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Brims, H. W.
Bringarud, Harold
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Smith, Donald
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Van Katwyk, John
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Rounberg, Edward
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Stangland, Peter E.
Staniland, Herbert
Staph, Andreas
Stein, Emil
Stolt, A. J.
Stoltzerman, E.
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Strand, Konrad
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Strauss, Walter
Stromsberg, Ivar
Sundberg, K. K.
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Svedstrup, E.
Swanson, Chas.
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Swanson, Ole
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Swarthey, Jack
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Swensen, B.
Torpensen, Guwald
Torsgren, Carl
Torstenson, F.
Tovares, Antonio
Trede, Hans
Treucrek
Truback, H.
Tuck, W.
Tulujonscki, Carl
Tuppit, C.
Twaig, F.
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Voss, Heinrich
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Winther, Johan
Wolferen, Svan
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Yoivola, Gust
Zorb, W.
Zoring, Arthur
Zunbauer, Karl

PACKAGES.

Apply to Secretary of Sailors' Union of the Pacific.

Anderson, A.
Anderson, Anders
Balda, A.
Bay, George
Brander, M. F.
Buas, Tomas
Cain, P.
Christoffersen, Olaf
Ellefsen, Otto
Faulkner, J.
Gasman, Geo. A.
Ginnoes, F.
Gustavsen, Alfred
Hansen, Chr. M.
Hansen, Karl
Iversen, Reidar
Johanson, Nils A.
Jorgensen, Jorgen
Jorgensen, Oluv
Kaare, Juhl
Kardinal, Otto
Karsten, Hugo B.
Katwijk, J. W.
Knappe, Adolph
Korsberg, Wolmar
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Lindroth, Erik
Lundgren, K. G.
Maatson, Olaf
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Summers, James
Torkildsen, Jonas
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Wakely, R. E.
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Welsen, Julius
Willander, -876

ALASKA FISHERMEN.

San Francisco.

Andersen, F. K.
Bensen, John
Bang, R. O.
Cefalia, Vinzenco
Eriksen, Johan
Husby, Lars
Hansen, C.
Jansson, Carl
Johansen, Johan
Johanson, E. O.
Johansen, A. E.
Johansen, Amiel
Lundgreen, G. Karl
Lundquist, Otto
Larsen, Julius
Lidsten, C.
Osterlund, Albert
Olson, Nels
Peterson, Carl
Peterson, Frank V.
Roelfs, J.
Remmert, J.
Widlund, O. E.
Walrath, G. O.

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Capital actually paid up in Cash	1,000,000.00
Reserve & Contingent Funds	1,757,148.57
Employees' Pension Fund..	158,261.32
Number of Depositors.....	62,134

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INFORMATION WANTED.

W. Kahlberg, No. 688, and C. Monsen, No. 1964, are inquired for at the Standard Oil Company's office, at San Francisco.

John West, who was on the steamer Horatius in June, 1912, is inquired for by P. Ivers, River Darling, via Wenthworth, Australia. Please notify Sup't., No. 1 State street, New York.



Capt Chas. J. Swanson

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SEPT. 1880
Issued by Authority of the Cigar Makers' International Union of America.
Union-made Cigars.
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Phone Douglas 5348

Telephone Kearny 4186
Carlsen & Marchand
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Sailors' Baggage Stored & Cared For
10 MISSION ST., SAN FRANCISCO
Bet. East and Steuart Sts.

INFORMATION WANTED.

Lasker Munter, of Spokane, Washington, born 1884, left home in 1903, is inquired for by his father, Adolph Munter, Spokane, Washington.

John Hansen, who was lookoutman on the S.S. "Argyll" some months ago, is wanted by the Union Oil Co. Anyone knowing his whereabouts please notify the manager Marine Department, Mr. Walter G. Tubby,

Anyone who was on the schooner "Americana" on January 29, when Louis Buttner was injured, is respectfully requested to communicate with the injured man. Address Sailors' Union of the Pacific, San Francisco, Cal.

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INFORMATION WANTED.

Carl Johan Nilsen, a native of Sandefjord, Norway, aged about 33, left his home at 1164 Potrero Ave., Sunday, August 17th. Any one knowing his whereabouts please notify Coast Seamen's Journal.

News from Abroad.

President Billingurst, in a message to the Peruvian Congress, appealed for a $33,000,000 loan.

The site of the harbor of ancient Pompeii was discovered 1250 yards inland from the Italian coast.

London physicians said that the tango dance was responsible for a new disease which they have named fallen stomach.

Four spectators were beheaded by a runaway aeroplane at Buechenbeuren, Prussia. The two men in the machine escaped unhurt.

At the closing session of the Zionist Congress in Vienna $100,000 was subscribed for the proposed Jewish university in Jerusalem.

Two soldiers were killed and another Zeppelin airship narrowly escaped destruction when the German military dirigible Z 5 ran away at Leipsic.

The Carnegie commission for the investigation of the Balkan atrocities has definitely confessed the failure of its undertaking, according to a Berlin statement.

Sir Oliver Lodge, in his presidential address before the British Association, argued for immortality, expressing his conviction that personality persisted beyond death.

San Domingo revolutionists, it was reported, have seceded from the Government and formed a new State.

Asiatic cholera is spreading in Russia. Eight provinces have been declared "infected."

An American collector, supposed to be Henry C. Frick, has acquired for $100,000 an organ nearly 300 years old, which is described as the finest instrument of its kind in the world.

Madame Curie, co-discoverer of radium, declared that England should keep its eyes on Prof. Ernest Rutherford, whose experiments with radioactivity were likely soon to confer an inestimable boon on mankind.

A workman in London, England, found on a sidewalk practically the entire pearl necklace, valued at $650,000, which was stolen on July 16, while in transit by mail from Paris to London. His reward is said to be $50,000.

The Vorwaerts, the organ of the German Social Democratic party, reports that the Socialist national committee has elected Deputy Friedrich Ebert as party leader to succeed August Bebel who died at Zurich on August 13.

The British Trade-Union Congress, recently in session, ordered that a wireless message of congratulation and good will be forwarded to President Gompers. The following is the message: "British Trade-Union Congress heartily congratulates you upon recovery to health and return to business. Bowerman."

A remarkable flight, establishing a cross-country record, was made by the French aviator, Ernest Guillaux. With a passenger he covered 118 miles from his home at Savigny-sur-Braye to Paris, in fifty minutes. This was at the rate of nearly 142 miles an hour. Guillaux recently was awarded the single-day record of 859¾ miles.

British Indians in South Africa, who number 140,000, threaten a passive strike for the redress of grievances, according to a Johannesburg dispatch. They declare that they are discriminated against by the immigration and local laws and propose to break the statutes. If arrests follow, it is asserted, the Indians will cease work.

With the Wits.

Will Resume.—Mrs. Newrocks—Dear me. We must leave Paris tomorrow, and we are only up to page nineteen of the guide-book.

Mr. Newrocks—Mark the place, and we'll come back next year and begin at page twenty.—Puck.

The Easiest Way.—"How did Calkins get the right to stick that 'Hon.' in front of his name? He never was in Congress, was he?"

"No, but he once impersonated a member of Congress over the telepone."—Buffalo Express.

Outclassed.—"Did she come to the door when you serenaded her with your mandolin?"

"No; but another fellow came along and brought her out with an auto-horn."—Louisville Courier-Journal.

A Humane Mayor.—The mayor of a little commune in the Pyrenees has just issued the following decree: "Whereas the young people of the commune are wont to meet and dance every Sunday after mass, and the noise they make frightens the cocks, hens, and other animals of the village, and whereas the result is prejudicial to agriculture; we hereby prohibit dancing within the bounds of the commune during the hours in which the domestic animals take their repose."—Westminster Gazette.

Enterprising.—The honest farmer who took in summer boarders greeted the new arrivals with truly rural enthusiasm.

"I swan, I'm right deown glad to meet ye," he cried as he extended his horny hand. "Heow's th' folks to hum?"

The man of the party looked at the enthusiast with some suspicion.

"Farmer," he said, "your dialect strongly reminds me of the stage variety."

The agriculturist grinned.

"It's all right, ain't it?" he asked. "I gave an actor feller a month's board free to teach it to me."—Cleveland Plain Dealer.

An Invitation

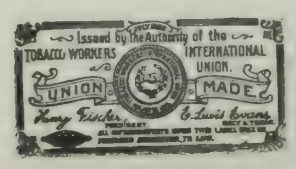
We invite deposits from every one—rich, poor, old and young. We recognize no classes, but treat large and small depositors with the same courtesy and consideration.

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The class of teachers of Navigation in the past have been those having simply a knowledge of Navigation, and Navigation only. Conditions have changed, and the American seamen demand a man as a teacher with higher attainments than one who has only the limited ability of a seaman. The Principal of this School, keeping this always in view, studied several years the Maritime Law, and is now, in addition to being a thorough teacher of Navigation and its kindred subjects, a regularly admitted Member of the Bar.

There is no standard of education required of a pupil entering the School, for no matter how ignorant the seaman may be, even in the rudiments of common education, Captain Henry Taylor will teach and raise him from the depths of ignorance to the height of the average well-informed man, and in a comparatively short interval of time.



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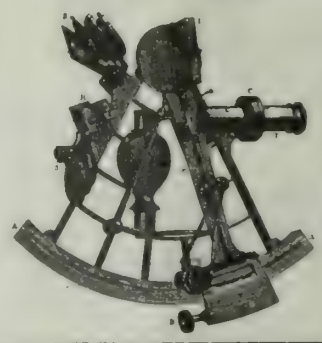
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Under Capt. Christensen's personal and undivided supervision, pupils of this favorably known school are taught all up-to-date requirements for passing a successful examination before the U. S. Inspector. As only a limited number of pupils will be accepted at one time, delay and loss of time will be avoided while preparing for examination.



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Furnishing Goods, Hats, Caps, Trunks, Valises, Bags, Etc., Boots, Shoes, Rubber Boots and Oil Clothing. Seamen's Outfits a specialty.

If you want first-class goods at the lowest market price, give us a call. Do not make a mistake—Look for the Name and Number.

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ARGONAUT SHIRTS

CALIFORNIA STATE

COAST SEAMEN'S JOURNAL

FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XXVII, No. 4. SAN FRANCISCO, WEDNESDAY, OCTOBER 8, 1913. Whole No. 2246.



NEW SAN FRANCISCO HOME
of the
Sailors' Union of the Pacific and the Alaska Fishermen's Union

BY THE WAY.

"Prohibition does not prohibit" when the thing prohibited is just an effect of a cause not touched at all. This should by now be patent even to so valiant windmill fighters as our good friends, the Prohibitionists. A large part of the territory of the United States already has so-called prohibition, yet our per capita consumption of liquors is steadily increasing. A demonstration like that would convince sane men that they were on the wrong track. But it is about as hard a proposition to make the average rock-ribbed Prohibitionist see the bottom cause of the drink evil as, according to Dr. Johnson, it is to get a joke into a Scotchman's head. He is so obsessed with the immediateness of the Demon Rum that he can not see, just behind it, its creator and keeper, the Demon Profit; for it is as certain as anything capable of mathematically exact demonstration can be, that if we eliminate all profits from the manufacture and sale of liquors, nine-tenths of the evils flowing from the liquor traffic would die natural deaths. The remaining tenth we could taper off on until the use of alcoholic beverages had been whittled down to an irreducible minimum. Wherefore, Mr. Prohibitionist, if you want to put the Demon Rum on the bum, you must first put the absolute, everlasting kibosh on the Demon Profit. Any political economist worth his salt can tell you how to do that. And there you are. Go to it. Put the skids under the profits of the liquor traffic, and watch the brewers, distillers and rum-sellers shrivel up like cockroaches on a red-hot shovel.

The question of what to do with the night-blooming coryphees who are to be driven from San Francisco's "Barbary Coast" into the outer humdrum of respectable (!) society seems to fall well within the category of things which no fellow can find out. "They have become accustomed to such short hours and big wages," say the clubwomen, "that it will be practically impossible to furnish them with suitable employment in private life with its comparatively long hours and small wages." It's a dilemma, all right. It also brings on another train of thoughts. What, for instance, becomes of those unfortunate legislators and other public servants whom Vox Populi in its periodical tantrums relegates to the obscurity of private life? Like the "Alice Smiths" of the "Barbary Coast," they have had such a soft thing in the matter of hours and wages that the stern realities of honest labor must strike them as simply terrible. Compared with questions of this magnitude, that other puzzle of the ages, What becomes of all the old pins? takes rank as the veriest piffle. Yes, brethren, the world is full of all kinds of queer problems and all kinds of queer guys worrying over 'em.

Don't worry, Mr. Haut-Ton. Men will never be "reduced to a dead level" while Nature persists in making every man different from every other man. But because Nature thus ordains it, that is no good reason why we should go above her head and create artificial inequalities among ourselves. This we do by conferring special privileges on some and depriving others of certain inalienable rights. And these things we stupidly do without the least regard to the natural inequalities of men. Which shows that we are at loggerheads with Nature. Which, in turn, shows that we are a precious lot of bumptious pinheads; for none but self-complacent fools would dare to take issue with Nature on anything whatsoever. Wherefore, if we would aspire to wisdom, let us fall in with Nature's ways. Let us do away with all artificial inequalities among ourselves. Make of life "a fair field and no favors, and may the best man win." Then if any man gets to the front, he gets there because he is fit for a place in front.

"As land values increase so must the number of homeless and landless increase. To them the census statistics on land values mean little short of a sentence to perpetual slavery."—The Dallas (Tex.) Democrat.

Little by little the light is breaking through the denseness of popular ignorance on the subject of land values. Pretty soon there will be enough of it to show up publicly the man who holds land out of use for a rise in value for what he really is, the greatest curse of organized society everywhere. When that day arrives the owner of unused land and the rack-renting landlord will be classed by public opinion with the chattel slave-owners of ante-bellum memory. As a matter of fact, they are a great deal worse. Chattel slavery affected only a small part of us, but landlordism blights all of us. It's the tapeworm burrowing in the vitals of the body politic. General prosperity is impossible where landlordism is rampant. High land values is the meat whereon landlords feed and wax fat. And experience has everywhere shown that the higher the land values are the lower is the general standard of living.

A civilization grounded in the profit system will sanction any vileness that man or devil can frame up. For proof of this take a comprehensive view of our own civilization. If there is any conceivable deviltry not found in its repertory of sins, make a note of the omission and earn the standing reward offered for such discoveries by the Society of Exalted Scoffers and Cynics.

A fellow there was ('twas not you nor I) who wanted to know—begob, he did so—"why life is so cheap with living so high!"

EL TUERTO.

The continual protesting against the cruel, inhuman and unnatural employment of child labor in the Southern cotton mills is slowly but surely having its effect. Public sentiment, an element very slow to assert itself, is gradually waking up to a realization of the barbarousness of the practice, and will some of these days express itself in such certain terms that the drops of childhood's blood will no longer be a part of the fabric made or the thread spun. The blighting of the brightness of childhood and the consequent stunting of manhood and womanhood will have become only a memory. It will take generations, however, to blot from the mind's eye the cruel savagery of the past, and to build up a people with a normal mental and physical equipment which was so debased by the feudal baron system that prospered while the public slept their sleep out, unmindful of the causes of the white and wan faces of the stunted little toilers they met from time to time on the streets. —Tobacco Worker.

SINGLE TAX IN SWEDEN.

The advance which the principles of Single Tax are making in the countries of Europe is nowhere more remarkable than in Sweden. In January last two petitions relative to taxation were handed to the Swedish Minister of State and Finance from members of the provincial legislatures. A few days later these petitions, accompanied by a memorial, were presented also the members of parliament. This memorial is a model of clear and dignified reasoning that, taken in connection with the many representative names attached to the petitions, and the precise and unqualified terms of the latter, shows in a most gratifying manner the strength and rapid advance of the Single Tax movement in the country. During the past four years it sets forth that:

"Whereas customs house taxes, without exception, involve a great and obvious injustice, i. e., take from some for the benefit of others, without giving any reasonable compensation; whereas these taxes retard the development of the country's trade, shipping and other more primary industries; whereas, on the other hand, they largely facilitate the development of trusts and trade combinations, resulting in the prevailing high cost of living, while being, in general, a hindrance to the solution of the social questions; therefore, the undersigned, members of Landsting, wish to declare that the customs house taxes must very soon, and in the shortest possible transition period, be entirely repealed. And we hereby make an earnest appeal to the liberal parties to work with all their power for this object, as required alike by justice and the common welfare. This labor should be forwarded by an official examination into the best modes of preparing substitute taxes or dues which, while preventing idle landholding, manipulation and socially purposeless monopolizing, shall encourage and aid the country's productive forces."

The petition on the land values question ran as follows:

"The undersigned, members of Landsting, do hereby express their approval of the efforts which have been made for bringing about an investigation of the land value taxation system, in the direction which during the last Riksdag was proposed in the second chamber by motion of Mayor Carl Lindhagen. We hold it to be of great importance that this mode of taxation, too, should be an object of examination in connection with the pending readjustment of our communal tax system. We will therefore state as our desire that the government as early as possible take the measures necessary to obtain clearness of view regarding the effects of what is called land value taxation."—Vancouver World.

The knockers and kickers are not the men who spend their money and time to sustain the cause of labor.

Union men and women can materially assist the cause by demanding the label on the products they consume.

For fair products of all kinds consult the JOURNAL'S ad columns.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Union Accomplishments.

In the last issue of the El Paso labor paper, The Texas Union, there is given a résumé of the accomplishments of the Central Labor Union in the four years of its existence. The achievements are as follows: The Barbers' Union has shortened the hours for its members, its membership has doubled, and many members have been assisted during sickness. The Bartenders' Union and the Butchers' Union have been organized, each with a large membership, and have been exceedingly fortunate in securing betterments. The Blacksmiths' Union and the Boilermakers' Union have increased the wages of their members in a substantial manner, notwithstanding the fact that many in the two trades named have been on a two years' strike against the Harriman system. The Brewery Workers' Union, after a serious strike, secured a satisfactory settlement, and during the time mentioned above their wages have been increased on three different occasions. The Bricklayers' Union increased the wages of its members $1 per day, together with securing the Saturday half holiday. The Carpenters' Union has grown from forty-five members to approximately 300, and while its members received $3 and $3.50 for a nine-hour day at the beginning of the period under consideration, now they are receiving $5 for an eight-hour day and have a Saturday half holiday. This is but the story of achievement that is being made in every city, village, and hamlet where workmen maintain their unions.

Farmers Lucky.

A publishing concern which puts out several agricultural papers, has just issued a statement, reported to be based upon the latest crop report, that the agricultural products of 1913 show a decrease of 22 per cent. over 1912, but that the year's gross revenue for the farmers will be 6 per cent. more than last year. The article states that the reason for this extraordinary condition is the high prices per unit for several of the large cereal crops. Corn, for example, will show a total volume of 29 per cent. under that of 1912, but with a value of 42 per cent. greater. Speaking of the cotton crop, it says: "Although nearly a million bales less than last year, a decrease of 5 per cent., its price of around 14 cents per pound to the planter will make the cotton crop worth the unprecedented aggregate of $950,000,000. In other words, the cotton growers will receive a total of around $125,000,000 more than last year, or a total increase of 22 per cent. This will be the greatest amount ever paid to planters in the history of the cotton industry."

Pearl Button Workers Win.

After a bitter struggle lasting twenty weeks, the pearl button workers of New York, who were on strike for a shorter workday, an increase in wages and recognition of their union, won all their demands, the outstanding bosses yielding after a lengthy conference. As a result, 800 workers have returned to work, 700 of the 1,500 originally involved having previously made settlements with their bosses. Four representatives of the organization, the Pearl Button Workers' Union, Local 14077, of the A. F. of L., were in conference with the bosses several hours before the settlement was reached. The A. F. of L. financed the lengthy struggle. Only one boss, employing twelve workers, refused to yield, and the strike will continue at his place. P. F. Duffy, the A. F. of L. organizer, who has been prominent in the fight, declared recently: "The settlement is a clean-cut victory for the workers. It has taught the bosses a lesson in that they can not beat a mass of strongly organized insistent workers. The organization has been materially strengthened by the strike. The workers stuck together valiantly." The victorious workers will only work nine hours per day hereafter instead of the ten and twelve hours, as before, and they will get increases in wages varying from 10 to 20 per cent. The bosses have agreed to recognize the union.

The Men Should Win.

In a communication addressed to Secretary Morrison by John B. Lennon, Treasurer of the American Federation of Labor, the following comments are made on the situation as he sees it: "Our meeting was a great success. The miners are in excellent humor and maintain the best of order under a mighty severe strain from the detectives and militia. The men ought to win, as the industry is really tied up. Employers, however, refuse to meet with any one representing the strikers to talk over the situation. If they continue to maintain that attitude, the fight will be continued all winter, and the strikers will require much help. Moyer and Monahan are both here and appear to have great influence with the strikers, being apparently capable and careful fighters. The situation, in fact, at this time looks good." Governor Ferris held a two hours' conference with Attorney General Fellows and other State officials, and a representative appearing in behalf of the miners. At the conclusion of the conference the Governor and head of the State Railroad Commission took up the matter of arbitration with representatives of the company, as a plan had been devised which it was thought might lead up to an arbitration and result in settlement of the strike. The plan agreed upon, it is said, will result in the withdrawal of the Western Federation of Miners from the controversy. That the managers of the copper companies should request the strikers to return to work and that then the Governor appoint a board of arbitration to investigate the grievances of the strikers, leaving the three points of difference, namely, an eight-hour day, increased wages, and the placing of two men on a machine instead of one to be disposed of by arbitration. On submission of this proposition to Allen F. Rees, attorney for the mine owners, he telegraphed the Governor, as follows: "Can not act along lines of your telegram, because of conditions which seem to make it impossible." By the rejection of these overtures it would

(Continued on Page 11.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeland Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts Maritimes de France, 33 rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S, Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federacion Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

The total number of claims to unemployment benefit made at Labor Exchanges and other local offices of the Unemployment Fund in Great Britain during the four weeks ended July 25, 1913, was 68,806. During the four weeks ended June 27 the total was 68,058.

Returns relating to unemployment in June were received by the Dutch Government Statistical Office from trade unions and municipal unemployment funds with a total membership of 63,968. The percentage of members out of work during the month was 3.9, as compared with 4.2 in the preceding month and 2.9 in June, 1912.

At its recent annual session the British Trade Union Congress elected I. H. Gwynne, of the Tin and Sheet Millmen's Society, and T. Greenall, of the Miners' Federation of Great Britain, as fraternal delegates to the coming convention of the American Federation of Labor, which will be held in Seattle this year.

Eight cases of recourses to the law of 1892 on conciliation and arbitration were reported to the French Labor Department during June, the initiative being taken in two cases by the work people, in one case by the parties jointly, and in 5 cases by a Justice of the Peace. In two cases the employers declined to take part in conciliation proceedings, while in six cases conciliation committees were formed, resulting in the settlement of five disputes.

The average number of days worked per week by persons employed underground in coal mines of France during June was 5.97, as compared with 6.0 in the previous month, and 5.98 in June, 1912. Taking surface and underground workers together, 91.8 per cent. worked full time (six days or over per week), and 7.95 per cent. from 5 to 6 days. In the previous month the corresponding percentages were 94.5 and 5.5, and in June, 1912, 94.07 and 5.90.

All emigrants landing in Canada between March 1 and October 31 must possess $25 (£5 4s.), and children $12.50 (£2 12s.) each, and double these sums in the winter, and sufficient traveling money, except that the following need have sufficient traveling money only: (1) Farm laborers and female servants, if going to assured employment as such; (2) certain relatives of residents in Canada. It is said that owing to the over-supply of mechanics and laborers in the West these restrictive regulations are being rigidly enforced.

It is reported that the Brazilian Government has recently treated all workers associating themselves with the trade-union movement most despotically and brutally. The reason for same may be found in a dockers' strike which took place at Santos and which passed off peacefully. After the strike four Spaniards were arrested and deported without any offense having been proved against them. Twenty-eight Spanish workers are languishing in prison at Rio de Janeiro, transportation awaiting them also. The Government describes them as "disturbers of the peace," as "dangerous anarchists," and uses such expressions as an excuse for the most shameful persecutions of the workers.

SAN PEDRO, CAL.

Cannon's Clothing Store

Headquarters for
UNION-MADE CLOTHING FOR SEAFARING MEN
Special Low Price on
SEA BOOTS AND OIL CLOTHING
Men's Suits Made to Order
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M. BROWN
THE SAN FRANCISCO CLOTHING STORE AND OUTFITTER
EXCLUSIVE AGENT FOR
DOUGLAS SHOES
427 FRONT STREET SAN PEDRO

S. G. SWANSON
FOR THE BEST THERE IS IN TAILORING
641 SOUTH BEACON STREET
Next door to Postoffice,
Los Angeles "Waterfront"
SAN PEDRO, CAL.

INFORMATION WANTED.

Kasper Olsen, a native of Fredrikstad, Norway, age about 25, is inquired for. Address Christ Hansen, Port Ludlow, Wash.

THE UNITED HATTERS OF NORTH AMERICA — UNION MADE — REGISTERED

UNION LABEL OF THE
United Hatters of N. A.

When you are buying a FUR HAT, either soft or stiff, see to it that the Genuine Union Label is sewed in it. The Genuine Union Label is perforated on the four edges exactly the same as a postage stamp. If a retailer has loose labels in his possession and offers to put one in a hat for you, do not patronize him. Loose labels in retail stores are counterfeits.

JOHN A. MOFFITT, President, Orange, N. J.
MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

WILL BE A MOTHER TO YOU
Fix your clothes, sew the rips, repair the tears, fasten the buttons, etc. We really clean your clothes by our
French Dry Cleaning Process
which is entirely different from the mere "sponging and pressing" method.
We Call and Deliver
The French Dye Works
612 BEACON STREET
SAN PEDRO, CAL.

INFORMATION WANTED.

This is to certify that on the 27th day of February, 1911, one Mathias Lagman, then nineteen years of age, was a seaman on board the S. S. "Paloma," Cuban flag; that when said vessel was lying at anchor in the Port of Cabarian, P. R., at about 8 o'clock in the evening, Lagman, who had been working with other men at painting, was walking between decks in the dark, when he fell through hatch No. 4, which had been left uncovered. He was picked up in the hold and it was found that he was paralyzed from the waist down. This young man was subsequently taken to Russia, where his mother, who is very poor, is taking care of him.

It is believed that the owners were negligent in failing to have the hatch covered, and in failing to have or furnish proper lighting for the 'tween decks at the point where Lagman fell. If these facts can be proven, some relief might be obtained for this unfortunate boy.

The following are the men who signed on the articles with Lagman, and who had been working with said Lagman:

C. Jones, C. J. Johnson, F. Johan, M. Lanhard, E. Randal, W. Paulson.

Any seaman who will locate these men or send their addresses to the Legal Aid Society, No. 1 Broadway, New York City, will be doing a great favor to said sailor, and to S. B. Axtell, attorney-in-charge.

For similar reasons we desire to communicate with the following men who were members of the crew of the "Lyman M. Law" in October, 1911, when Edward S. Tennberg was severely injured on the trip between Boston and Norfolk:

Adolph Dittmer, John Olson, Harold Herman, Charles Newberg, James J. Kelly.

San Pedro News Co.
Sixth and Beacon Streets, San Pedro, Cal.
Dealers in
CIGARS, TOBACCO, STATIONERY
Los Angeles Examiner and All San Francisco Papers on Sale. Agents Harbor Steam Laundry

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WHEN IN SAN PEDRO
Don't forget the
GLOBE BOWLING ALLEY AND BILLIARD ROOM
UNDER GLOBE THEATRE, SIXTH ST.
(Next building west of Sailors' Union Hall.)
KANE & BRUCE, Props.
We have the best alleys and pool tables on the Pacific Coast.
Light and ventilation perfect.
Cool and pleasant at all seasons.
CIGARS TOBACCO SOFT DRINKS

INFORMATION WANTED.

Charles Edward Latham, native of Auckland, N. Z., age 23, last heard of at Callao, September, 1911, is inquired for by his brother. Address Henry Thomas (No. 550), Sailors' Union of the Pacific, San Francisco, Cal.

Adolf Theining, a native of Vannersborg, Sweden, is inquired for by his mother. Address, Coast Seamen's Journal.

Walter Jorgesen Clang, born in Aaland Yetta, Ostro Yetta, is inquired for by his uncle, John Clang. Address Coast Seamen's Journal.

George Alfred Hall, last heard of on the Sch. "Sehome" in June, 1913, will please communicate with his brother, Walter Hall. Address 790 18th street, Oakland, Cal.

Any one knowing the whereabouts of Enoch Joseph Horsfold, 18 years old, native of New Zealand, please communicate with Coast Seamen's Journal.

NOTICE.

Any sailor or fireman having baggage stored with John Krehmke, 407 Drumm St., will please call on Mrs. John Krehmke, 1209 Central Ave., Alameda. Baggage to be kept 60 days from to-day, then sold to defray expenses.

MRS. JOHN KREHMKE,
1209 Central Ave. (Martin Station), Alameda.

San Pedro Letter List.

Anderson, Gust	Kinnar, K.
Anderson, W. -1630	Kashluhn, Frank
Annell, Albert	Larsen, A. B.
Anderson, Ernst	Larsen, Axel, -1768
Anderson, Hemmind	L. Edward
Anderson, Patrick	Lindholm, Erik A.
Anderson, Soren	Lass, John
Alexandersen, Paul	Lovgreen, Otto
Anderson, O. E., -1762	Lauritson, George Lundberg, Carl
Ahlstrom, Anders	Lindroth, Gustaf
Andersen, K. P., -1717	Lassen, Johan Leino, G. F.
Anderson, Ed., -1739	Lewis, George
Anderson, George, -1812	Lindeberg, Ernest Lemke, Richard
Anderson, Mr.	Lewet, Frenchie
Berndt, Hugo	Linderman, Gust
Behrsin, Jacob	Lister, W.
Bergh, Borge	Loining, Herman
Benson, Helge	Mayer, W.
Berhus, Emil	Makinen, Oskar
Buchtman, F.	Maatta, John
Blakstad, Ed.	Moulas, Nick
Cristensen, H. -1366	Merleult, Gaston Miller, John
Carlsson, Aksel -1220	Makele, Gustav W. Moureau, H.
Carlson, Gust. W.	Mayers, P. M.
Carlson, Gustaf	Mikkelsen, Harald
Collins, E. F.	Nelsen, Julius
Dean, J.	Norminen, John E.
Dreger, Jack	Nelson, Hans
Erdt, Anton	Olsen, W.
Ekholm, F.	Olsen, Sckutar
Eriksson, C. -333	Owen, Fred
Farrell, Henry	Olsen, Marius
Flebe, Fritz	Olsen, Olav
Fallbom, Richard	Osterberg, John
Grantley, Mr.	Pomaret, Leotard
Gusek, Bernhard	Pedersen, A., -1564
Hunt, Gust.	Petersen, Aage
Halvorsen, H., 2229	Peterson, Tom
Hansen, Nils, -989	Pedersen, Peder
Hannus, Alex	Phillips, K.
Hokonsson, Axel	Pekman, Ernest
Hansen, Peter	Repson, E.
Hjorth, Knut	Rantman, Robert
Hausman, Mr.	Rudowitz, H.
Hansen, C.	Rignell, J. V.
Hass, James	Saarine, Hemming
Hansen, Herald	Schroeder, Ernst
Hansen, Johannes	Stephan, M.
Helenius, Oskar	Sanders, Charles
Hintza, Yrjo	Spieler, Albert
Iversen, Ivar	Sievers, Herman
Jensen, Jens B.	Schonke, Frank
Johnson, George	Sievers, G. P.
Jorgensen, Jorgen	Thorsen, Joe
Jones, Eddie	Torgersen, Anton
Johnson, Gunnar	Thomsen, Th.
Johnson, H., -2213	Woodland, Lewis
Johansen, Halvard	Wilson, A.
Jorgensen, Fred	Warkala, J.
Jensen, Jens B.	Zorning, Arthur
Johansson, Fritz W.	Packages and Photos.
Jonasson, O. M.	Larsen, James Chr.
Johansen, Walter	Nordman, John
Kramer, Otto	

Honolulu, H. T.

Albrect, Chas.	Karlson, Hans
Andersen, W.	Karlsen, Oskar
Andersen, M. C.	Kjassgaard, Hans
Andowety, H.	Langer, Robert
Anderson, E.	Laymbrag, H.
Anderson, C. E.	Lintianen, Ernest
Anderson, E. K.	Lindberg, T.
Anderson, A.	Ludwigsen, Arne
Berthele, M.	Marx, Albert
Baker, M.	Machado, H.
Bode, W.	Mafo, E. S.
Carlson, C.	Methenen, E. K.
Carlson, A.	Olander, Carl
Christensen, A.	Olsen, J. H.
Clausen, J.	Person, Edmond
Colbert, M. J.	Pitschkun, W.
Douglas, G. A.	Pelusan, D. E.
Edgeston, C. J.	Russell, W.
Ehlert, An.	Reinink, H.
Eaton, Neva I.	Rasmundsen, G.
Glaaormither, C.	Silhus, W.
Gordon, James	Slan, C.
Hansen, Pet.	Schiff, Ch.
Haralsen, W.	Sorensen, E.
Hanson, Jorg.	Suvert, H.
Hansen, Christ.	Sjablom, G.
Haven, Francis	Stenars, A. W.
Hevaroso, H. B.	Salversen, S.
Hapstad, Sigurd	Schates, A.
Irwin, Robert	Vilvot, J.
Ivans, Carl	Williamson, R. A.
Trike, Willie	Zornow, Herbert
Jensen, Hans	

INFORMATION WANTED.

William Moran, who left Buffalo forty-two years ago, at the age of 12 years, is inquired for by his sister. Address Mrs. Catherine Moran Fossett, 421 Normal avenue, Buffalo, N. Y.

Albert Christensen, native of Byrum Laso, last heard of in San Francisco in 1910, is inquired for by his brother. Address, H. C. Christensen, Scandinavian Sailors' Home, San Francisco.

Albert Smith, a native of Cork, Ireland, who left the American ship John C. Meyer, on Feb. 20, 1911, is very anxiously inquired for by his wife. Please notify British Consul General at San Francisco.

Fred (Albin) Swanson, a native of Malmo, Sweden, aged about 25, is inquired for. Address, Coast Seamen's Journal

Nils Johnson, who was wrecked in the American bark Oasis, Sept. 2, 1887, is inquired for by W. F. Hohenschild, Berkeley, Cal.

Pacific Coast Marine.

George H. Pierce, master of the U. S. transport "Dix," died suddenly August 25 of heart disease while the vessel was bound from Manila to Japan.

James Knox, U. S. Shipping Commissioner at Tacoma, has received an official request from Washington for his resignation. Mr. Knox was appointed by President McKinley in July, 1900.

It was announced that the Yale and Harvard, steamers of the Pacific Navigation Company, will dock hereafter at Redondo Beach. They will discontinue using San Pedro, it was said, on account of the arbitrary speed limit in that port.

Captain F. M. Dunwoody, senior captain of the United States Revenue Cutter Service, with headquarters at Port Townsend, has removed his headquarters to Seattle and with this office all branches of the Customs service for the Washington district will be assembled in Seattle.

Six members of the crew of the steamer "City of Sydney," five of whom are charged with larceny on the high seas for broaching cargo and mail baskets on board the steamer, and one with smuggling at this port, were arrested at San Francisco on Federal warrants.

The Pacific Mail liner "Newport," which was sunk at Ancon and subsequently raised again, has been undergoing repairs at the Union Iron Works. The vessel will once again enter the field of usefulness within a month. The repairs will have cost in the neighborhood of $215,000 and are rapidly moving to completion.

Herr R. Blohm, of the Hamburg shipbuilding firm of Blohm & Voss, is at present visiting the more important harbors of the Pacific Coast, in connection with the projected establishment of a local branch of the Hamburg company on the opening of the Panama Canal. It would serve in the first place as a repair yard for the new coasting steamers of the Hamburg-American line.

At present there are five submarine bells in operation on the various American lightships on the Pacific. The latest to be installed was on the gas buoy at Cape Blanco. Among the vessels equipped with the submarine signal apparatus are those of the American-Hawaiian Company, the Pacific Coast Steamship Company, the Toyo Kisen Kaisha, the Matson Navigation Company and the Pacific Mail Company.

The Chilean government contemplates a heavy increase in the import duty on lumber. It is claimed that the duty will be absolutely prohibitive and involve a loss to Pacific lumber merchants of close on $1,000,000 a year or a failure to dispose of 98 per cent. of the fir lumber at present shipped from the Pacific Coast to Chile. During 1912 the lumber exports of Chile from the United States were valued at $912,076, with indications of a healthy increase.

A survey is being made in order to determine officially the location of the rock which caused the loss of the "State of California." Captain Thomas H. Cann, Jr., master of the ill-fated vessel, and three divers who examined the rock, declare it is in the middle of a channel marked as clear water on the Government charts now in use. The reef is about 100 feet square, with six or seven sharp pinnacles, several of which are only three fathoms from the water level at low tide.

Col. A. W. Yates, U. S. Quartermaster Department, has awarded a contract to the E. J. Dodge Lumber Co., Portland, for the transportation of 3,125,000 feet of Oregon fir from the Columbia River to Pearl Harbor, Hawaiian Islands, at a rate of $6.40 per thousand. It was the lowest bid. A contract for furnishing a similar cargo previously had been awarded to the F. S. Loop Lumber Co. The lumber will be carried to Pearl Harbor by the steamer "St. Helens" in two trips.

The steamers "Governor" and "President" will be converted into oil-burners as soon as the new liner "Congress" has taken her place in the service between San Diego, San Francisco and Puget Sound. The "Governor" is expected to be converted first and will be followed by the "President." The installation of oil burners in the "President" and "Governor" is primarily to allow more room for cargo. Neither of the vessels can at present carry enough coal for a round trip voyage and cargo space must be utilized for coal.

The power schooner Wasp was wrecked on August 25 off the mouth of the Kuskokwim river in Alaska. She left Good News bay, south of the Kuskokwim, on August 24. The next day she met with a heavy gale and was driven upon a rock, which stove a hole in her hull. The six men who were on board launched a dory and set out to row to St. Michael. For five days they were in the small boat without food or water, and they were nearly dead when they arrived at St. Michael yesterday. Besides Captain Charles Knudson and his crew of three there were on the Wasp A. N. Evans, Commissioner of Education for Alaska, and Frank Wraskey, former Delegate to Congress and now a trader at Seammon bay, Yukon delta.

For a consideration of $550,000 the floating dry dock of J. T. Heffernan has been sold to the Seattle Construction and Dry Dock Company. The big dock, which was built twenty years ago at Port Hadlock, is 385 feet long and 100 feet wide and has a capacity for vessels up to 8000 tons. The ground on which Heffernan's ship building and repair plant is located at the head of the east waterway was recently acquired by the Seattle Port Commission for $440.000 and will be used for the new overseas terminals. This purchase gives the Seattle Construction and Dry Dock Company a total of three dry docks and a marine railway, including its original wooden dock and a $500,000 steel dock just put into commission.

The barkentine Amaranth has been wrecked on Jarvis island, near the place where the long missing schooner Americana, also of San Francisco, drove ashore. It is stated that Captain Nielsen, who was accompanied by his wife, and the members of the crew are safe at Tutuila and will come home by steamer. The Amaranth was bound from Newcastle for San Francisco with a cargo of coal. It is presumed that she went ashore early in the passage from Australia. The Amaranth's cargo was consigned to Hind, Rolph & Co. N. Andrews of San Francisco is listed as the managing owner of the vessel, which was of 1109 gross tons, 209 feet long, 42 feet beam and 18 feet deep. She was built at Benicia in 1901.

Disaster has placed a temporary blockade on the plans of the Union Steamship Company for a new cargo service between Australia and San Francisco. Cable advices state that the steamer Tyrone, which was to follow the Canada Cape, now on the way, may be a total loss off Otago heads, near Dunedin. The Tyrone, which came out from Liverpool and was bound for Sydney via Melbourne, was to have left the former port in October for San Francisco laden with a heavy cargo of frozen meats and general freight. The advices stated that it was feared in shipping circles that the steamer would be an absolute loss because of her dangerous position on the rocks. The Canada Cape, first of the freighters to come here in the new Union service was laden with the largest cargo of frozen beef and mutton ever sent in this direction. A part cargo of the cold storage product is consigned to this port, while most of it goes to British Columbia.

It is reported that Harry Olsen, known as the typhoid king, whose case is comparable to "Typhoid Mary" of New York fame, is to remain in the Federal Marine Hospital in San Francisco for an indefinite period, until proper arrangements for his disposal are made by agreement between the State Board of Health of California and the United States authorities. This is the result of a conference between Dr. W. F. Snow, secretary of the California State Board of Health, and Dr. Rupert Blue, surgeon-general of the Federal service, held recently in Washington and from which Dr. Snow just returned. According to the health authorities, Olsen has been resonsible for thirty-three or thirty-four cases of typhoid, of which four or five have resulted in death. Under the existing laws, the Federal authorities have no provision for taking care of extraordinary cases such as his presents, and neither is there statutory provision for the maintenance of a hospital by the California State Board of Health to take care of such an emergency.

A cable dispatch received from Sydney, Australia, says that the American schooner Americana, which cleared from the Columbia river March 3 and which has been posted as missing by Lloyd's is a wreck on the coast of Jervis island. The crew of the Americana, under command of Captain Charles Johnson, are safe at Samoa and will return to the United States by the next steamer. The Americana is breaking up under the severe battering of the stormy seas that prevail in the South Pacific and is a total loss. The crew of nine men took to the small boats and rowed 1400 miles to Samoa, suffering great privations. When the men reached Samoa they were in a state of collapse from exhaustion and the hardships they had endured. The Americana, a steel vessel of 839 net tons, sailed from Astoria, Or., with a cargo of 948,000 feet of lumber. She was built in 1892 at Grangemouth, Scotland, and was owned by the Charles Nelson Company. Mrs. Charles Johnson, wife of the captain of the Americana, who lives at 4126 Twentieth street, San Francisco, received the news of the escape of her husband and his crew with great joy. Mrs. Johnson said that she had not given up hope, although the Americana had been posted as missing, and practically all shipping men gave the vessel and her crew up as lost.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone, Kearny 394. (Advt.)

International Seamen's Union of America.

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.

THOS. A. HANSON,
570 West Lake St., Chicago, Ill.

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(Continued on Page 11.)

Coast Seamen's Journal

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PAUL SCHARRENBERG.....Editor
L. M. HOLT.....Manager

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, OCTOBER 8, 1913.

OUR NEW HOME.

For many years the organized seafarers and fishermen of the Pacific Coast, who make their home in San Francisco, have looked forward to the day when their unions may occupy a home of their own. The half-tone on the first page of this issue shows far better than mere words that the hopes and dreams of seamen and fishermen in this vicinity are about to be realized, in a most substantial manner.

Excavating work for the construction of a three story, steel frame building on the lot recently purchased by the Maritime Hall Association has actually commenced. The lot is located on Clay street, 150 feet east of Drumm street, extending through to Commercial street—the lot being 50 by 119 feet 6 inches.

The building will be erected upon a pile foundation and have a heavy basement construction which will be diaphragmed water proofed, the party walls being of reinforced concrete and the street fronts in brick.

Both street frontages will be built up of the finest materials, using granite, glazed polychrome terra cotta and ivory enameled pressed brick. Over each of the main entrances will be placed a graded mosaic, colored panel depicting Neptune and his trident, etc.

The first story will have plate and prismatic glass fronts and be leased out for commercial purposes. The second and third stories of the building will contain the offices of the Maritime Unions and also the required meeting rooms, library and recreation rooms.

The interior corridor finish will be in marble terrazzo, with marble margins and base. The floors as well as the base in the main library and reading rooms and in the meeting halls will be of Magnesite composition. The wood finish will be in oak and selected pine, finished in fumed and natural tones.

The main meeting hall will be decorated and finished in ornamental plaster, in allegorical designs.

Every detail has been worked out with the greatest care and the building committee spent several weeks in examining the most modern buildings of San Francisco in order to incorporate in the specifications for this structure the very best materials in the line of finish and fixtures.

The property is owned jointly by the Sailors' Union of the Pacific and the Alaska Fishermen's Union. Neither of these organizations is incorporated under the laws of the State and it therefore became necessary to organize the Maritime Hall Association, composed of five members elected by the Sailors' Union of the Pacific and five members from the Alaska Fishermen's Union.

Following are the men who represent the two unions on the Maritime Hall Association: From the Alaska Fishermen's Union, I. N. Hylen, Charles F. Hammarin, Chris. Petersen, John Greenway and Martin Johnsen; from the Sailors' Union of the Pacific, Ed. Andersen, E. A. Erickson, Walter Macarthur, John H. Tennison and Frank Johnson.

The architects, Messrs. Chas. Paff & Co., who designed the building have drawn the plans for many of San Francisco's most handsome and up-to-date structures.

Mr. E. F. Burke was awarded the contract and, as stated, the dirt is already flying in healthy clouds and everything is being done to bring the building to an early completion.

The members of the Maritime Hall Association are entitled to much credit for faithful services already rendered and no one doubts that the building when completed will be a credit to them and to every member of the two unions.

The lot was purchased and paid for some time ago for $44,000. The contract price of the building complete in every respect is $57,750. And the entire amount is available in the treasuries of the two unions.

When the building is completed everything in connection therewith will have been paid for in full. There will be no mortgage, no bonds or any outstanding obligations of any nature whatsoever.

Here's luck to the architect, the contractor, and the union building trades mechanics who will erect our new home!

UNION DOMINATION VS. SAFETY.

At last we have been told definitely what is causing all those disastrous wrecks on the railroads. We used to think that the awful sacrifice of life on certain railroads was due to frenzied finance. We had been led to believe also that the old wooden cars were somewhat to blame for the heavy loss of life in the collisions which seem to be "just happening" with an uncanny regularity.

Now it appears, however, that the average man's guess upon the underlying reasons for these calamities was away off the mark. The "respectable" press has just discovered the real nigger in the woodpile. It is labor-union domination that has caused all these wrecks. It is labor-union domination that caused those ancient wooden passenger coaches to crumble and incinerate the helpless victims in the ruins of each succeeding smash-up.

Who would have thought it? After striking and struggling for safety ever since their inception, the labor unions are now accused of framing and formulating rules that cause death and disaster.

If the labor unions have accomplished anything at all, they have surely led in establishing safeguards for the prevention of accidents. Wherever it has been possible to compare the number of accidents in a unionized mine, factory or workshop of any description with the roll of accidents in a similar plant employing unorganized labor, the figures proved that the employment of organized labor invariably meant greater safety for employes and the public.

Union domination in the transportation industry has reduced the excessive hours of toil of employes; it has insisted that a sufficient number of experienced and competent men shall be employed on each train and ship, thus insuring better service and greater safety for all.

Union domination of barber shops, bakeshops, breweries, etc., has done more to protect the public health, by insisting upon proper sanitary conditions, than all other reform agencies combined.

Union domination of mines has saved thousands of lives by insisting upon proper precaution in handling powder, etc.

The advantages of union domination in any given industry to the people generally are so manifold that it seems needless to continue the enumeration. But perhaps it is not altogether inappropriate at this stage to dwell upon the alleged superior merits of dollar domination.

Dollar domination of an industry stands for "the people be damned" policy. In the dollar dominated industry the sign of the $ is the fetish which all are expected to worship—from general manager down to office boy. Safety must invariably take a back seat when dividends are the first and main consideration.

Dollar domination locked the factory doors and was responsible for that awful sacrifice of lives in those holocausts which have taken place recently in the East.

Dollar domination loads the modern ocean liner to the gunwales with human freight, but does not provide her with an efficient or sufficient crew to take care of the precious cargo in case of emergency.

Dollar domination has killed and maimed more innocent men, women and children in the industries of this country than the total number of lives that were sacrificed in the Civil War and all other wars of this nation combined.

The case of the editorial writer who complains about union domination of the railroads is a sad one—for ere long he will find himself minus a job. Call it unrest or anything we may choose—the people are going to put an end to the private exploitation of public utilities, and particularly to the private mismanagement of our modes of transportation. They are just now trying it out on street-cars, and the operation of street-cars by the people, solely for the convenience and comfort of the people, is proving decidedly popular out West. And the successful experiments of this nature clearly foreshadow the doom of dollar domination in general.

The tendency of trade unions, as of other bodies of men, to act upon sentiment rather than reason, would be more dangerous than it is, were it not for the intervention of that strongest of all forces, instinct.

Where the respective limits of any given trade are recognized there is no room for dispute regarding the jurisdiction of each. Any dispute that does occur in such case may be safely referred to extraneous causes.

FIREMEN NOMINATE OFFICERS.

At the last regular meeting of the Marine Firemen, Oilers and Watertenders' Union of the Pacific the following were nominated as officers for the year 1914:

President, William Davock; Vice-President, Albert P. Costello; Financial Secretary and Business Agent, Patrick Flynn; Recording Secretary, John Keville; Treasurer, Andrew Pryal; Directors (five to be elected), David Walker, Frank Burke, Walter Hogan, A. Tye, W. Schmidt, W. Wenzel, Leo Strand and A. Kennedy; First Patrolman, C. J. Harrington; Second Patrolman, John T. Clark; Janitor at Headquarters, James Gallagher; Seattle Agent, John Carney; Seattle Patrolman, John M. Lyons and Edward Drennon; San Pedro Agent, William Meehan; Portland Agent, Thomas Farrell and Richard Fuhrmann; Delegates to the convention of the International Seamen's Union of America (three to be elected), John Carney, C. J. Harrington, John T. Clark, Bernard McDonough, Thomas Reynolds, James Reimers and Peter Williamson.

A contemporary calls attention to the fact that in British Columbia licenses to cut timber on Government land are issued by a public official and bear this condition:

This license is issued and accepted on the understanding that no Chinese or Japanese shall be employed in connection herewith.

This surely is discrimination with a vengeance against the cocky Japs and is said to be nothing unusual in the province. It seems rather strange that we have not heard a roar from the Mikado against this "outrageous" treatment of his subjects by an ally. If the allies of Japan are permitted to thus officially discriminate and effectively boycott the little brown men, it might become advisable for Uncle Sam to follow Great Britain's example and become another ally of Japan. Any practical method which will quietly but effectively keep the Jap at home, or prevent him from acquiring a greater foothold on the Pacific Slope, should be welcomed.

The strikes of cloakmakers, printing pressmen and press assistants at San Francisco are deserving of every support. In both instances the strikes were originated in order to secure a very moderate increase for the lowest paid workers. The highest paid mechanics who quit their jobs to help the lowest paid had nothing to gain personally and they displayed a commendable spirit of fraternity and courage in staying by the less fortunate toilers in their trade. Both strikes are progressing favorably with every prospect for complete victory. The organized workers of San Francisco and California have seldom had the opportunity to support a more worthy cause than the strikes referred to. Here's best wishes for their success.

In a state of universal organization among the workers one meal would be worth all the money in the world. In that event the advantage would lie with the stomach most inured to abstention. In other words, hunger would be the ally, not the enemy, of the workers.

The most powerful labor organization is that which in addition to the ability to "put up a fight" has the brains to put up a good argument in justification or prevention of the last resort.

MODERN FISHING CRAFT.

That the spice of modernity has pervaded every nook and cranny of the social system and that under its inexorable decree even the byways of the sea have been made to give up many of their most cherished fancies, is evidenecd by the present-day fishing craft. One of the last things to be affected by the times was the professional fishing boat, but so complete has finally become the change in her that her old friends would not now recognize her. There is an old saying in the navy, that "in the old days they had wooden ships and iron men; now they have iron ships." And it is hard to conceive the degree of scorn an old salt can put into those words. Nevertheless the demand of the times is setting aside all other considerations, and commercial customs and necessities have influenced the fisherman along with the banker. The fisherman no longer goes to the Grand Banks or to Newfoundland in his smack, nor after putting in a cargo of fish waits for the wind to blow him back. He now returns under the power from the auxiliary engine or "kicker" that most of the fishermen carry.

The cry of the tar "now they have iron ships," applies literally to the fishing trade also, and at any large fishing port are to be found steel-hulled schooners, with two or three masts, taking the place of the old wooden sloops in which those redoubtable fishermen and whalers went up to and inside the Arctic circle and back on dead reckoning.

The days of the bark, the brig and the full-rigged ship are gone, never to return, and all modern craft which are not steam throughout are schooners or sloops with auxiliary steam power. But the inference to be drawn from the expression, "in the old days they had wooden ships and iron men; now they have iron ships," that the superiority of the present day vessel has produced a corresponding decadence or inferiority of the man does not follow at all. On the contrary, the seafaring man of today is more thrifty, more dependable, better educated and better equipped in every way than ever before. He is just as good a sailor and a better business man. He knows just as much about how to keep his boat out of trouble as he ever did and he knows vastly more about how to supply humanity with what it requires.

In perusing the fascinating tales of Stevenson, and some of the lesser lights that have followed him, one has the consciousness of a sentimental regret at the passing of the old barks, to make room for those more in keeping with the times. But our soberer senses and knowledge tell us that the human race is better off for a change that has spelled such great improvement in so considerable a class of men as those who follow the sea.—Christian Science Monitor.

A certain philosopher has said that "instinct guided by reason is never wrong." This observation explains much of the success of trade unionism, which is primarily an expression of the instinct of self-preservation.

The trade union is a standing challenge to that miserable old cynicism, "Every man for himself, and the devil take the hindmost."

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Oct. 6, 1913.
Regular weekly meeting came to order at 7:30 p. m., R. Tunnell presiding. Secretary reported shipping slack with lots of men around.
JOHN H. TENNISON, Secretary pro tem.
84 Embarcadero. Phone Kearny 2228.

Victoria, B. C., Sept. 29, 1913.
No meeting.
ARCHIE KING, Agent.
Old Court Rooms, Bastion Square.

Vancouver, B. C., Sept. 29, 1913.
Shipping quiet; prospects uncertain.
W. S. BURNS, Agent.
N. E. corner of Hastings and Main streets. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Sept. 29, 1913.
Shipping dull, with few men around.
H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, Sept. 29, 1913.
Shipping and prospects poor.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Sept. 29, 1913.
Shipping dull; prospects uncertain.
JACK ROSEN, Agent.
P. O. Box 6. Tel. Main 557.

Portland Agency, Sept. 29, 1913.
Shipping slack.
G. A. SVENSON, Agent.
P. O. Box 2100. 51 Union Ave. Tel. East 4912.

Eureka Agency, Sept. 29, 1913.
No meeting; shipping slack.
JOHN ANDERSEN, Agent.
227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, Sept. 29, 1913.
Shipping fair.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Sept. 22, 1913.
Shipping dull; prospects poor.
JACK EDWARDSEN, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Oct. 2, 1913.
Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping slow. Nomination of officers for the ensuing term was proceeded with. Nomination of delegates to the International Seamen's Union Convention will take place at next regular meeting at headquarters and the branches, October 9th. The Secretary's quarterly financial report was read and adopted.
EUGENE STEIDLE, Secretary.
Phone Kearny 5955.

Seattle Agency, Sept. 25, 1913.
No meeting. Shipping slow.
LEONARD NORKGAUER, Agent.
Grand Trunk Dock, Room 203-205. Phone Main 2233. P. O. Box 214.

San Pedro Agency, Sept. 25, 1913.
No meeting. Shipping dull.
HARRY POTHOFF, Agent.
P. O. Box 54.

Portland Agency, Sept. 25, 1913.
No meeting. Few men ashore; prospects improving.
THOMAS BAKER, Agent.
New Grand Central Hotel, Room 108, Third and Flanders Sts.

DIED.

Victor Matson, No. 109, a native of Sweden, age 38, died at San Francisco, Oct. 3, 1913.

NORWEGIAN LABOR CONGRESS.

The Congress of the Norwegian trade-unions took place in Christiania, June 22-29. Twelve hundred delegates representing approximately 63,000 members were present.

The trade-unions of Denmark, Sweden and Germany were represented.

According to the business report of the secretary, the membership rose from 45,940 to 63,000 during the three years covered by the report. The number of affiliated organizations increased by seven. During this period 753 wages movements involving 92,365 workers had been entered upon.

The number of stoppages of work was no less than 162, in which 57,711 workers were involved. One million seven hundred and three thousand, six hundred and seventy-one kronen (one krone equals 27 cents) were expended in strike pay.

The attempts at organization among the seamen and the agriculture and forest workers were successful, their unions having been formed during the period under review. The trade-union report was almost unanimously adopted after a lively discussion.

The most important matter for discussion was that concerning system of organization, and the tactics of the trade-unions. At this point the syndicalist element which has been noticeable in the Norwegian trade-union for the last few years was discussed.

The syndicalist section had introduced propositions which had not the effect of weakening the national centralization, but which recognized in federations the administrative organs of the National Center only. Local trade councils should be formed which should formulate the local principles of the national centralization. The discarding of tariff agreements and trade-union benefit institutions was demanded.

The tariff agreements to be replaced by "recognized working conditions," the character of which the speaker himself could give no information.

The congress rejected the syndicalist proposals, only twenty or twenty-one votes being in favor of them. In respect to the supplementing of the strike funds and instruments by means of sabotage and other syndicalist methods, the congress decided by an overwhelming majority to leave such tactics severely alone. A resolution leaving the form of organization the same as before was adopted.

It was decided almost unanimously to establish local trade-union councils, the duties of which should be the furthering of the propaganda work, provision of meeting rooms, local organization, public meetings of the trade-unions, etc. It was decided during the discussion over the regulations to raise the minimum subscription which an affiliated organization might contribute to its strike funds from $1.75 to $2.50. Eleven organizations with 7300 members were affected by this decision. The Congress therefore rejected the motion for the reduction of thc eompulsory strike benefit of the national center.

The congress protested as one man against the attempt on the part of the Liberal government to introduce compulsory courts of arbitration in the case of labor disputes. As soon as the expected bill is submitted to the Parliament the central organization will call an extraordinary trade-union congress for the purpose of deciding the steps to be taken.

In connection with the question of mutual strike benefit among the Scandinavian countries, the congress became a party to the decision of the Danish Trade-Union Congress. As the Swedish trade-unions have arrived at a different decision, the question has been postponed, and the voluntary system of financial assistance in great struggles remains.

The co-operative provision stores movement is to be most zealously supported and joint action with its central to be brought about.

UNEMPLOYMENT SUPPORT.

In Denmark unemployment funds are granted state and municipal support, according to the law of 1907. Accordingly the organized workers have now established unemployment funds for those callings for which none had previously existed. As regards membership and administration, the unemployment funds and trade-union organizations are identical. The only difference is that unemployment funds are conducted separately and are under state control. These funds have received 6,400,000 kronen (one krone equals 27 cents) from public moneys since 1907, while the income derived from members' contributions amounted to 9,000,000 kronen. Eight million kronen was paid in benefit.

All these unemployment funds are connected with a labor bureau which is managed entirely by the workers. The employers have absolutely no control over same.

For some time a brisk agitation has been carried on for the introduction of municipal labor exchanges throughout the whole land. The government quickly took up the matter, circularizing all interested bodies; same has now submitted a bill to this effect to the Parliament. The government has been given to understand by the National Center that the universal introduction of municipal employment bureaus would be welcomed as a means of fighting the exploiting tactics of the private employment offices. The municipal employment bureaus to cease supplying labor to any factories affected by a strike.

The law mentioned was passed during the last parliamentary session and came into force July 1 last. Generally speaking, the organized labor is satisfied with this law, and is convinced that under the law it will be able to make its influence felt and further expand its already powerful organization. The following are the chief points of this law:

The Ministry of the Interior is entitled to regard such employment bureaus as are established by town or district councils as public institutions. The labor bureaus, with the exception of the one in Copenhagen, are under the management of a body chosen by the district council. If it is so desired by even one of the councilors, then the vote must be taken on the representation basis. The management consists of three workers, three employers and the chairman who may be neither employer nor employe. The members of this body receive no salary, but sufficient may be granted to cover losses through attending meetings.

The bureau in Copenhagen is the central office for the whole country. It is to be managed by a salaried official specially appointed by the king or government. This official is at the same time chairman of a management board of at least ten members consisting of workers and employers in equal number. Two members of the board are to be appointed by the Minister of the Interior upon the proposition of the workers and a similar number on the proposition of the employers. The remaining members to be chosen at the meeting of the town council and if desired on the representation system.

The services of the bureau are rendered free of charge to the workers of all grades. These bureaus do not cease operations during strikes, but all those seeking work are informed, if any trade-union organization has given notice of a strike. Notices, etc., to this effect may be posted up in the offices.

All official publications, etc., must be first approved by the ministry. In case the employment bureau sends a worker away from his place of residence, the latter may be entitled to half his fare. The various labor bureaus are pledged, under a ministerial regulation, to co-operative action among themselves and with the central office, as well as to the compilation of unemployment statistics.

Those unemployment benefit funds and branch offices recognized by the state have to submit to the bureaus a weekly list of all those members (names and addreses) drawing unemployment pay, as well as a list of those unemployed receiving no benefit—as far as this is possible. Members of approved unemployment funds are given preference by the bureaus.

All the business and documents of these funds are confidential and no unauthorized person has access to same. Each local labor bureau has to submit a statement of accounts every year to the Minister of the Interior, certified by the district administration. The cost of these employment bureaus is to be defrayed out of the district funds, but a state grant may be provided in the budget and distributed among the different bureaus by the Minister of the Interior. The additional grant may not exceed one-third of the total annual expenditure of the bureaus. The Minister of the Interior was authorized to establish employment bureaus in those districts, where none exist on July 1, 1915.

REDUCING CORPULENCE.

The JOURNAL does not vouch for the accuracy of the following story which appeared in the recent issue of the Nautical Gazette:

"Many of the greatest inventions have been the result of discoveries made by accident. Here is the great hint for the reduction of human corpulence, discovered on a recent trip of a transatlantic liner. A fat man had gone aboard thinking to stow away in a boat, but concluded it would be easier to get inside the mouth of a big ventilator. He had with him a loaf of bread and a bottle of water. The ventilator got narrower toward the bottom, which was in the engine room, and the man stuck, but after three days, what with the hot air and starvation, he became thin enough to slip through."

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THE "TITANIC" MYSTERY.

Much of the mystery that surrounds the sinking of the White Star liner "Titanic," with 1,600 of her passengers, on April 15, 1912, may be dispelled by the discovery of a wreck, believed to be part of the hulk of the ill-starred vessel, standing on end in the Atlantic Ocean off the Grand Banks of Newfoundland, practically in the spot where the disaster occurred. Captain Remnant of the British steamship "Luciline," which recently arrived at Philadelphia from Bordeaux, reported sighting the derelict and the United States hydrographic office has begun an investigation to learn more about the wreck.

Should the vessel sighted by the "Luciline" prove to be the remains of the "Titanic," the story of the memorable wreck would be rewritten. The fact that, after more than a year, the hulk stands vertically in the waves, protruding eight feet or more above the surface, would indicate that a submerged ledge of rock had prevented the wreck from going to the bottom of the sea. If such a ledge exists—and evidences of one were reported as long ago as 1723—then it is probable that the foundering of the "Titanic" was caused by the hidden obstruction ripping open her hull, as much as by her collision with the iceberg. It may be that the frozen mountain was anchored in the path of the big steamer by grounding on the sunken rocks. Should these theories prove to be facts, Captain Smith, who was in command of the "Titanic" and perished when his vessel went down, would be absolved of the charge of lack of vigilance. Damage suits against the International Mercantile Marine, based on the disaster, would fall, leading admiralty lawyers say, for the same reason.

Captain Remnant of the "Luciline," is inclined to believe that what he saw was the skeleton of the "Titanic," or a part of it. He reported that on July 5, in latitude 39.40, longitude 48.19, he sighted a comparatively old wreck, standing vertically in the water, with about eight feet of its length extending above the waves. The "Titanic" went down in latitude 41.40, longitude 50.14. The wreck was covered with a marine growth of camparatively recent formation, tending to show that it had been in the water a little more than a year.

The derelict had the appearance, Captain Remnant said, of being held down by anchors in shoal water, and of being buoyed up by water-tight compartments. He is of the opinion that it is the forward part of the "Titanic," which, it was said, split in two just before it sank.

Mariners say there is every reason to credit the existence of a submerged ledge of rock at or near the spot where the "Titanic" was destroyed. On various occasions three different obstructions of such a character have been reported. The position occupied by the wreck reported by the master of the "Luciline" is remarkably close to the point where breakers were seen by Hervagault in 1723, in latitude 41.02, longitude 49.23. Breakers were again reported in the same spot in 1827 and in 1855 an obstruction, consisting of three sunken rocks, with a long ledge, was reported in latitude 40.27, longitude 49.06. The calculation of the position of the grave of the "Titanic," latitude 41.40, longitude 50.14, as well as those of the sunken rocks, are all approximate, and probably are the same spot.

Lieutenant Commander Landenberger, United States hydrographer, said the matter is one of the utmost importance. He asserted that the Government should dispatch a surveying vessel to the scene of the disaster to establish or disprove at once the existence of the sunken ledge. The fact that an old wreck was seen there, he said, is an evidence that some such menace to navigation exists in that part of the ocean.

It is thought that the sunken rocks may be the pinnacles of mountains whose base is the bed of the ocean. Geographers assert that such peaks exist in both the Atlantic and Pacific oceans. Many of the Southern Pacific Islands, it is said, were formed by coral insects and in other ways, with the summit of a submarine mountain as the nucleus.

RUSTING OF SHIP'S PLATES.

Experiments have recently been carried out by the German naval authorities with a view of discovering some means of preventing the rusting of ship's plates. The results are said to have been interesting and surprising. It was shown that in some cases the color which was intended as a protection was actually an inducing cause of rust. Polished steel plates were painted with stripes, and in order to distinguish them the stripes were numbered, the figures being painted over the stripes in oil colors. It was then discovered that rust had started immediately beneath the figures—that is to say, precisely under the spot where it might have been thought that the protection was strongest. Similar observations were made in connection with iron objects other than plates. A further series of experiments was then begun with different kinds of paint. Highly polished steel plates were painted with one, two, three and four coats of different descriptions of paint. Each coat was allowed to dry thoroughly, and then steam of no particular pressure was passed over the plates. After some time the paint was removed, and it was found that the plate with only one coat of paint was not rusted at all, the plate with two coats was slightly rusted, that with three coats was worse, and that with four coats was rusted worst of all. The explanation appears to be that the second coat tends to dissolve the first and make it porous, this condition being increased with each additional coat.

The total lumber cut of Grays Harbor for 1912 was 923,000,000 feet. Of this Aberdeen cut 375,000,000; Hoquiam, 294,000,000; Cosmopolis and Montesano, 54,000,000 feet. The shingle cut amounted to 517,000,000 feet. Chehalis County has within its borders approximately thirty-five billion feet of standing timber. Other timber tributary to Grays Harbor amounts to about sixty-five billion, making a total amount of standing timber tributary to Grays Harbor about one hundred billion feet. In these mills and logging camps there is an annual payroll of something in excess of five million dollars.

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NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships. Fraternally yours,

LAKE SEAMEN'S UNION,
V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION

570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y.....55 Main Street
Telephone Seneca 936 R.

CLEVELAND, O.....1401 W. Ninth Street
Telephone Bell Main 1842.

MILWAUKEE, WIS.....133 Clinton Street
Telephone South 240.

ASHTABULA, O.....21 High Street
Telephone 552.

NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

DETROIT, MICH.....7 Woodbridge Street, East
Telephone 3724.

SUPERIOR, WIS.....1721 N. Third Street
Telephone, New, Broad 385.

BAY CITY, MICH.....108 Fifth Avenue
OGDENSBURG, N. Y.....70 Isabella Street
CONNEAUT, O.....922 Day Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue
PORT HURON, MICH.....517 Water Street
ERIE, PA.....107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

HEADQUARTERS.
71 Main Street, Buffalo, N. Y.
Telephone Seneca 48.

BRANCHES:

CLEVELAND, O.....1185 W. Eleventh Street
CHICAGO, ILL.....445 LaSalle Avenue
MILWAUKEE, WIS.....151 Reed Street
DETROIT, MICH.....27 Jefferson Ave, East
SUPERIOR, WIS.....1814 Fourth Street
OGDENSBURG, N. Y.....70 Isabella Street
BAY CITY, MICH.....108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.

HEADQUARTERS.
BUFFALO, N. Y., 55 Main St. Tel. Seneca 2295

BRANCHES.

CLEVELAND, O.....1401 W. Ninth Street
MILWAUKEE, WIS.....151 Reed Street
CHICAGO, ILL.....314 N. Clark Street
ASHTABULA, O.....74 Bridge Street
TOLEDO, O.....54 Main Street
DETROIT, MICH.....7 East Woodbridge Street
PORT HURON, MICH.....517 Water Street
CONNEAUT, O.....922 Day Street
OGDENSBURG, N. Y.....70 Isabella Street
NORTH TONAWANDA, N. Y.....152 Main Street
SUPERIOR, WIS.....1721 N. Third Street
BAY CITY, MICH.....108 Fifth Avenue
ERIE, PA.....107 E. Third Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue

UNITED STATES MARINE HOSPITALS AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS.

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS.

Ashland, Wis.	Ogdensburg, N. Y.
Ashtabula Harbor, O.	Oswego, N. Y.
Buffalo, N. Y.	Port Huron, Mich.
Duluth, Minn.	Manitowoc, Wis.
Escanaba, Mich.	Marquette, Mich.
Grand Haven, Mich.	Milwaukee, Wis.
Green Bay, Mich.	Saginaw, Mich.
Houghton, Mich.	Sandusky, O.
Ludington, Mich.	Sault St. Marie, Mich.
Manistee, Mich.	Sheboygan, Wis.
Erie, Pa.	Superior, Wis.
Menominee, Mich.	Toledo, O.

RUSSIAN WORKERS' CONDITION.

The starvation wages paid to the Russian workers are proved by the following figures, in the International News Letter:

The metal workers in St. Petersburg come first with 473 to 523 rubles (a ruble equals 50 cents) per annum.

In the other industrial districts the metal workers received an average wage of 373 rubles in 1911; all other workers an average of 251.

The workers in the mining industry receive an average wage of 250 rubles. The average wage of the metal workers was 33 rubles per month in the year 1912.

The average yearly wage of the metal workers in the various provinces is as follows: Livland 431 rubles, Archangelsk 423 rubles, Kurland 69 rubles, Estland 353 rubles, Perma 270 rubles, Pskov 234 rubles, Novogorod 215 rubles, Witebsk 169 rubles annually. The wages in the other industries are still lower. In the leather manufactories the workers received 14 rubles per month, sugar factories 9 rubles and in the cotton mills 18 rubles. Seven rubles to 30 rubles are paid in the textile industry.

In consequence of these hunger wages the conditions of life are really pitiful, and under-feeding is not to be avoided.

The Russian factory worker in country districts subsists solely upon bread, kvass, onions, thick gruel and fat. Only Sundays and holidays is any meat eaten.

The town worker must satisfy himself with bread, sausage, cheese, herrings and cucumbers.

A correspondent, writing from among the St. Petersburg metal workers states that the strike among the employes of the firm of G. A. Lessner, machinery manufacturers, has already lasted three months. This strike was brought by the refusal of the employers to dismiss Foreman Lauel. Lauel had without any grounds denounced a youth, Strongin, as a thief, with the result that the latter committed suicide.

The firm is supported by the Employers' Federation.

The workers in the other factories are with the strikers. We now learn that the firm is seeking to obtain strikebreakers from abroad, and request the organizations to make a note of this.

Two labor dailies, the Prawada and the Lutsch, have been published in St. Petersburg since 1912.

The former represented the left wing of the Russian Social Democrats, while the latter represented the reformist party.

On July 5 of the present year, the St. Petersburg courts of justice prohibited both papers, alleging that they "systematically overstepped the legally appointed boundaries and were of a sharply defined party character," calculated to have a demoralizing influence upon the populace.

The following figures will give an idea of the hardships with which these papers had to cope during their existence. The Prawada was first published on April 22, 1912. On the occasion of the first anniversary of these papers the readers were informed that they had been confiscated 41 times, and the editors fined altogether 7,000 rubles, or 47 months' imprisonment. Besides this, the editors were each sentenced to three months' imprisonment. The confiscations of the last few months, which have happened in the case of almost every number, are not included in the figures given.

The fact that the courts of justice have lifted the censor from sixteen confiscated numbers, will suffice to show with what zeal the work of confiscation is being executed.

Indignation has, as a matter of fact, been expressed. The anti-labor press asserted, and quite rightly, too, that it was useless to suppress the legal labor press, as, if the legal right were withheld then the workers would conduct their political efforts and demands, through illegal channels. The labor press is not to be wiped out any more than the labor class itself.

The prohibition of the two papers struck one as being all the more drastic as the Senate had not previously forbidden the publication of Social Democratic journals. The excuse that the papers had assumed a "sharply defined party character" was absolutely absurd. And as regards the "demoralizing influence on the populace," the Pogram papers of the "black hundred" with their incitement of national hate are the greatest offenders in this direction.

That the ruthlessness of the Government cannot quash the labor movement, nor prevent it from publishing its journals is proved by the fact that in the place of the suppressed papers two new labor dailies have come into existence. They are called the Schivaja Schisny and Rabotschaja Prawada. Nos. 2 and 3 of the Rabotschaja Prawada and No. 5 of the Schivaja Schisny have already been confiscated.

The Minister of Commerce has recently published a statement under the heading, "The protection of health and life of the Industrial Workers," giving data concerning accidents.

Seventy-seven thousand, six hundred and eight accidents, 458 resulting in fatalities, were recorded in the year 1910, in the works coming under factory inspection. In the same year 84,882 accidents, resulting in sixty-one deaths, happened in the mining industry.

Altogether 290,578 accidents, 4,562 of which ended fatally, were officially recorded in Russia in the year 1910.

The official figures include by no means all the accidents to workers engaged in industry. According to Bikow, no fewer than 325,000 accidents happen in the Russian industries every year, of which number there are 40,000 cases of serious injury, and 6,000 of death. Capitalism is already making frightful demands upon the Russian workers.

A recent statement to the effect that English may within a few years become the language of Japan makes interesting some late statistics with regard to the use of the leading languages of the world. From these it would appear that English is spoken by 130,000,000 persons, German by 100,000,000, Russian by 70,000,000, French by 45,000,000, Spanish by 40,000,000 and Italian by 30,000,000. For obvious reasons, the use of the Spanish language is growing very rapidly among people of commercial countries, especially those of Germany, England and the United States. —Christian Science Monitor.

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MILL OFFICERS ARRESTED.

Six men were shot and two probably fatally wounded in a riot at the Pope tin mill at Steubenville, Ohio, when the guards fired into 2,000 strikers. The most seriously hurt were P. H. Miller and John Doran, strikers. Chief of Police Frankhauser was hit in the head with buckshot. Twenty strike-breakers left the public square in this city for the mill. They were accompanied by mill guards in an automobile. Near the mill entrance threats were made by persons in the crowd to attack the plant. This was followed by a volley from the automobile. Shotguns and revolvers were used. Chief of Police Frankhauser, who was in the crowd trying to restore order, was one of the first men hit. He was not seriously wounded. As a result of the rioting at the Pope tin plate mill warrants were issued for the arrest of John F. Lloyd, assistant superintendent of the mill; E. M. Menser, manager; John Bradley, captain of the mill guards, and John Reices, a chauffeur. These were later arrested and held on a charge of first degree murder. The authorities declare Reices fired the shot which killed Molar. He was in an automobile with the others arrested, escorting strike-breakers to the mill. The strikers were fired upon and eleven were wounded. Molar later died. Four mill guards are also held in connection with the shooting. Molar was watching the crowd about the mill from the porch of his home when he was shot. Frank Folay, another bystander, shot in the eye, may die also. Others may be arrested also in the attempt to fasten the responsibility for the shooting by the mill guards of a number of strikers, two of whom are expected to die. One, Joseph Miller, is not expected to live. Four guards were arrested in a clash with police and are being held without bond. They were found along the river bank, armed with revolvers and rifles. A United States deputy marshal, of Columbus, served writs of citation on ten strikers from the plant of the Phillips Sheet and Tin Plate Company, who are alleged to have violated the order of injunction granted two weeks ago by United States Judge Slater. A hearing on the contempt charges is fixed for Thursday next at Columbus. At a hearing before a judge the arrested officials, charged with murder in the first degree, were admitted to bail in the sum of $5,000 each.

Under new arrangements between the Navy and Agricultural departments at Washington, the meteorological charts of the oceans and of the Great Lakes published by the Weather Bureau have been discontinued. The August chart of the oceans was the last of the series issued from the Weather Bureau, and the September charts are the last for the Lakes. The special meteorological data, however, will be published on the pilot charts of the oceans, prepared and issued by the Hydrographic Office. The Weather Bureau will continue to collect meterological reports, but the results will henceforth be published by the Hydrographic Office in addition to the other matter published on its charts.

For fair products of all kinds consult the JOURNAL'S ad columns.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

indicate that the strike will be continued indefinitely. One incident which occurred during the week has aroused the sympathy of the people in favor of the strikers.

During a parade an American flag was being carried by one of the paraders when the State cavalry dashed into the ranks of the marchers and the flag was torn from the carrier and trampled under the feet of the horses. This action caused such vigorous protest that a story was given out that the horses became unmanageable. Realizing the serious offense they had committed, the soldiers then gathered up the flag and returned it to its owner. When this incident was called to the attention of President Gompers, he said, "The mine owners have the government agencies at their disposal. They stop at nothing, not even to trampling down the nation's flag." He declared that the militia was at the command of the capitalists and that it was being used in Calumet to defeat the strike in which laborers were seeking to improve their conditions. The Calumet-Hecla Company was organized in 1871, with a capital stock of $2,500,000, of which only $1,200,000 was paid in. It has paid $121,000,000 in dividends during the last forty years, an average of $3,000,000 a year, besides paying over $40,000,000 for equipment, including railway and transportation stock, and also investing about $25,000,000 in other mines. Quincy Adam Shaw, president of the company, draws a salary of $100,000 a year as president and $20,000 a year as director. First Vice-President E. L. Agassiz draws $50,000 a year as vice-president, and $20,000 as a director. James McNaughton, the "big boss" and king of the copper company, draws $25,000 a year as second vice-president, $20,000 as director, and $40,000 as general manager. Several other officers also draw princely salaries. These facts are given to prove that the company is able to meet the demands of the men and still make 300 per cent. dividends for the stockholders.

Favor Municipal Car Line.

San Francisco's recent 3 to 1 vote in favor of municipal railway bonds seems to have started a wave of city ownership sentiment. The transbay cities have decided that they would like to follow suit. To that end a conference of the Mayors of Berkeley, Oakland and Alameda has been called to devise means of taking over the traction lines in those communities, which now are owned by F. M. Smith, the "borax king." Such a move toward municipal ownership may be made under a law that passed the last Legislature. This new statute provides that cities or towns in one or more counties may combine themselves into a "public utility" district to construct or acquire public works to meet the people's needs. The bill became operative on August 11. It is fashioned after a similar law which permits the consolidation of communities to create a water district for the municipal ownership of waterworks.

Breaking Power of the Trust.

An English builder was awarded the contract for the turbine drums for the newest American battleship No. 39 at a little more than one-third the price offered by the lowest American bidder. The accepted bid, $57,436, was submitted by New York agents of the Cyclops Steel and Iron Works, Sheffield, England. It is exceptional for the Navy Department to send a contract abroad, but Acting Secretary Roosevelt held that the action to-day was justified by the tremendous difference between the English and American prices. The Sheffield bid includes the payment of duty, and by giving the work to the foreign builder the United States saves more than $100,000. There were two American bidders, the Bethlehem Steel Company, $169,568, and the Midvale Steel Company, $160,272.

A "Prosperous" Year.

The Bureau of Railway Economics, in a recent statement relative to the earnings of railroads, shows a striking situation. On the basis per mile of railroad the operating revenues increased 8.3 per cent., while the operating expenses increased 8.5 per cent.; operating income, after payment of taxes (that which remains for the bond and shareholders), increased 8.3 per cent. The New York Annalist, in commenting on the situation, says: "It is the best showing the railroads have ever made as to both gross revenues and net income in the aggregate or per mile. These results are owing partly to the natural increase of business and partly to the increase of investment in facilities. The amount of new capital invested during the year, or the amount previously invested, that became productive in these twelve months is not yet susceptible of statistical treatment. However, the increase of more than $62,557,000 (8.3 per cent.) in net income would be 5 per cent. on $1,250,000,000, and it is improbable that the additional capital investments reflected in these earnings were as great as that. The cost of conducting transportation, shown as traffic and transportation expenses, increased relatively much less."

Children's Bureau.

The Children's Bureau, under the United States Department of Labor, has just issued the first part of a handbook of Federal statistics of children. The matter has been compiled from the reports of the 1910 census, and this compilation was undertaken for the purpose of affording a basis upon which to extend the future work of the bureau. One of the conclusions is to the effect that it is important that the welfare of children in the smaller cities and in rural communities be looked after. The figures show that less than one child in five is living in a city of 100,000 inhabitants or over, and that three in five are living in villages of less than 2,500 inhabitants or in distinctly rural communities. In New England and in the Middle Atlantic, North Central, and the Pacific States the percentage of children living in cities of 100,000 inhabitants or over is far greater, reaching as high at 43.4 per cent. in the Middle Atlantic group. In the South Atlantic and South Central States, on the other hand, the percentage living in cities of 100,000 or more is small, the highest being 6.6 in the South Atlantic States, but the percentage in rural districts is high, being above 80 in all Southern divisions.

When a man tires at the "slow progress" of the labor movement a good recipe is to stand off a bit and survey the work actually accomplished.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

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The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA

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Domestic and Naval.

In order to maintain improved communications between Prince Edward Island and the mainland in New Brunswick during winter months, the Canadian Government has decided upon a carferry service to be maintained between Cape Tormentine and Carleton Point.

The first large vessel to navigate the Gatun lake section of the Panama Canal, twenty-four miles in length, a suction dredge, known as No. 82, left its moorings near the Gatun locks recently and steamed to a point north of Gamboa dike. The dredge will begin the removal of 150,000 cubic yards of silt deposited by the currents of the Chagres River.

All the wireless telegraph stations under the control of the Department of the Naval Service of Canada, from the head of the Great Lakes eastward, throughout Canada and Newfoundland, are now provided with the weather forecasts issued daily by the Meteorological Service of Canada, and the same will be transmitted to any ship asking for them, free of "coast station" charges.

A bill dealing with the French Navy is in preparation. Under its provisions recruits who have the merchant marine certificate will be specially trained during the first year, and in the second will become officers of the reserve of the second grade. Those who show the greatest proficiency will have the chance of being promoted in the third year to the rank of sub-lieutenant of the reserve.

The 9,000,000 appropriated by the State of Massachusetts for improvements at Boston has been allotted by the Port Directors as follows: $3,000,000 for a new dry dock; $3,000,000 for the Eastern Railroad pier, and the filling of 170 acres of flats in East Boston; and $3,000,000 for development at South Boston, including the reconstruction of Commonwealth Pier No. 5, now well advanced.

Captain E. H. Derrickson, of the barge Berkes, which was lost in a storm off the Virginia coast while bound for Philadelphia, was rescued after being in the water 28 hours and landed at Newbern, N. C. The Berkes was in tow of the tug Kirkston with two other barges when she was torn away. Captain Derrickson and three men were aboard. With her cargo she was valued at $33,000.

A total of 1,030,434 tons of coal were dumped over the Hampton Roads coal piers during the month of August just ended. The Norfolk and Western led, having dumped a total of 455,269 tons over the Lambert's Point piers, the Chesapeake and Ohio was second with a total dumping of 291,780 tons over the Newport News piers, while the Virginian dumped 283,385 tons over the Sewall's Point pier.

A record number of tourists visited the Panama Canal Zone in the first six months of the present year. From January until July, 18,972 visitors inspected the work, which is nearly as many as the entire number of sightseers viewing the canal in 1912. In the past four years 68,024 tourists have landed in Colon on the Atlantic side, while only a few hundred arrived in Panama at the Pacific entrance.

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Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Abrahamsen, Johannes	Johnson, A.
Anderson, H.	Jensen, Hans -2114
Andersen, A. -1352	Jensen, G. S.
Alonzo, J.	Johanson, Knut
Absalomsen, O. M.	Johannesen, Olaf
Alexis, H.	Johanson, K. J.
Agerup, K. B.	Johanson, Theodor
Andersen, O. -1719	Johnson, G.
Anderson, A. -1821	Johnson, Olaf
Anderson, H. Torni	Kalning, J.
Anderson, Ragnvald	Krutz, Ivan
Anderson, David	Klebnikoff, I. W.
Anderson, I.	Korber, Th.
Anderson, Hjalmar	Kreutz, Karl
Behr, Henry	Karsima, N.
Burholtz, F.	Karrell, J.
Borgen, K. S.	Kolberg, Joe
Brox, H.	Larsen, L. A.
Brower, G.	Larsen, Charles
Broberg, Chas.	Little, Sid
Buekow, C. W.	Ljunggren, Edmund
Christensen, Anton	Lof, Oscar
Crosley, J.	Larson, Ingvald
Carlson, Thure	Larsen, Axel -1746
Davidson, Jacob	Larson, John
Davis, Joseph	Lovera, P.
Dylwik, E.	Lackey, C.
Dall, Carl	Larsen, L.
Ellinsen, H. O	Larsen, John
Enig, Herman	Larsen, A.
Ehlert, August	Larsen, Fred
Edvardsen, Anton	Lundgren, K. J.
Ekwall, G. A.	Marks, T.
Ellison, Sam	Martins, Paul
Eliason, C.	McPherson, R.
Erikson, Axel	McCarthy, J.
Eskilsen, Lars	Mortensen, J. C.
Evanger, Nils	Murphy, D.
Fonslund, Victor	Mynchmeyer, H.
Fredriksen, Harold	Maver, J. S.
Fjellman, Geo.	Macdonald, N.
Freeman, J.	Martinsen, Harold
Franzell, A.	Maki, Ivar
Fjelstad, K. M.	Mathisen, Nils
Forsen, Alex	McNeary, J.
Fortune, John	McDougall, J.
Framness, Ivar	Miller, J. C.
Gaugserud, O. K.	Mikkelsen, K. -1620
Gehler, F.	Moore, J. M.
Grant, J. J.	Muir, J.
Grantley, C. W.	Munroe, W.
Gunderson, L. S.	Martinsen, Ragnvald
Hansen, A. M.	Newland, E.
Hansen, Hans	Nielsen, F. M.
Helpap, A.	Nilsen, T. H.
Hansen, Hans P.	Nielsen, C.
Hansen, N. S.	Nelson, H. J.
Hoglund, Ephraim	Nicholsen, F. E.
Holst, L.	Nilson, Andrew
Hubner, Herman	Neilsen, Edvard
Jaeger, F. J.	Nielsen, Alfons
Jacobsen, Torgils	Nilsen, Albert
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Abramis, George	Larsen, Engvald
Anderson, Sam	Larsen, Martin, -1710
Anderson, Gust, -1808	Larsen, Soren
Anderson, Nils	Lerch, Paul
Anderson, Ole	Lewik, Karl
Andersen, Mike	Lemarchand, Louis
Anderson, Otto	Lendeman, Ruhtii
Anderson, Erik B.	Lundsoor, Oskar
Allexander, John	Lundmark, Heege
Albrechtsen, Page	Lundquist, Ernest
Androllo, A.	Macrae, Allexander
Bergman, Karl W.	Marchand, Louis
Brodig, Wm. G.	Mattson, Maurits
Bults, Ernest	Miller, Chas.
Buckmer, W.	McManus, John
Carlsen, Charlie	McMahon, Jack
Chase, W. P.	Meinke, Rudolf
Christensen, Albert	Meyer, W.
Colman, E.	Nelson, Anton
Conway, M. E.	Nelsen, C. J.
Collins, Frank	Nielsen, Kristian
Cunnicham, W. P.	Nielsen, Edward
Dahl, Henry	Nilsson, Osvold
Day, Aca	Narberg, John
Dennis, Charlie	Narman, Ludwig
Dorff, William	Ohlsen, Charles
Edstrom, John	Olsen, Severin
Ehenbaugh, W. J.	Olsen, Ausgar
Ekham, Frans	O'Brien, Jack
Fredrickson, H. G.	Person, Charles
Gjortz, P.	Perouse, Andre
Gordia, Piet	Petrich, Theodore
Gulliksen, Amandus	Petersen, Aage
Hall, G. A.	Peterson, Hans
Hansen, Bernard	Peterson, Heinie
Helin, Waldemar	Petterson, Einar
Henriks, Waldemar	Pedersen, Peter
Henke, Ernest	Pratt, M. L.
Hellman, Albin	Rantio, Jacob
Helenius, Oskar	Raetz, August
Hohm, E.	Rasmussen, Thor
Huntington, E. R.	Roed, Halfdan
Hoch, Gore	Sandstrom, Hugo
Hultman, A.	Sanders, Chas.
Johansen, Johan F.	Simens, O. L.
Johnsen, Chris	Schulz, Robert
Johnson, Axel	Saule, J. L.
Johnson, Jack	Swanson, John
Johnson, Ole C.	Swenson, Carl Oscar
Johnson, W.	Saukha, August
Johnson, H.	Swenson, John B.
Kalberg, Wm.	Thomas, A.
Karlson, K. E.	Tamford, B. A.
Kenny, James	Trost, Peter
Kealy, James	Wall, W. H.
Kikur, Allesander	Warren, Chas. B.
Koop, Nick	Wadren, G. F.
Kronstrand, H. T.	Westlund, Gust
Kristensen, W.	Wehl, J.
Koalvik, Oscar	Wiejurecht, Ernest
Laine, Frank	Weshart, Jno.
Larsen, John	Welsen, J.
Larsen, George Lurberg	Bunk, Bruno
O'Brien, J. S.	Persson, Johan
Olsen, C.	Petterson, Harry
Olsen, Trygve	Petersen, V. -1447
Olsson, Brov	Petterson, Richard
Olsen, O. -1062	Petterson, S.
Olsen, Ed	Quigley, R. E.
Olsen, C. E.	Rees, W.
Olsen, B. -597	Skubber, H. (Registered)
Omholt, T.	Stahlbaum, E.
Orell, A.	Stone, C. L.
Pedersen, O. A.	Saudburg, C.
Poppe, Geo.	Schuldt, Theoder
Petterson, Karl	Seley, G.
Pedersen, Hedley	Sterr, W. T.
Pedersen, P. C.	Saar, J.
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Ahlstrom, Harry	Jacobsen, W.
Anderson, John	Jensen, George
Breien, Hans	Nilson, Anton
Clausen, Fred	Miller, Fred
Debus, Fred	Publicatus, August
Ehlert, August	Plas, Henry
Gudmundsen, Gudmund	Robertson, A.
Hansen, Harald	Syvertsen, Paul
Ismas, Richard	Thorsen, Fredrik
Samuelson, H.	Thomson, P.
Schultz, P. (Registered)	Tyghe, T.
Schultz, Axel	Thienpoint, F.
Scott, Alfred	Thogren, David
Starness, C. O.	Thorsen, Tom
Storek	Veasted, T. P.
Stewart, J. G.	Van Loo, A.
Strauss, W.	Verney, A.
St. Johns, C. R.	Waischwell, A.
Suarth, A.	Warner, Jake
Steel, J. R.	Waters, L. A.
Sharness, C. O.	Wehde, F.
Sperlan, B.	Wessman, John

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Tacoma, Wash., Letter List.

Anderson, Carl	Jorgensen, Peter A.
Anton	Kalberg, Wm.
Berglind, Erik	Kesler, Karl
Conley, J. H.	Kathy, A.
Dehler, Alfred	Melgail, M.
Christensen, Albert	Moren, G. H.
Dehler, Alfred	Nilsson, Edvin
Ellison, Harry H.	Olsen, Olaf
Eidsvoog, Petter	Olsen, Martin E.
Fors, Alfred	Persson, John
Grovefi Albert	Plesner, Levi J.
Hansen, C. M.	Person, Fritz
Hansen, Johannes	Petterson, J. M.
Hangen, Arthur	Simonsen, Sigvald
Hetman, Walter	Seblom, John
Iversen, Ivar	Thorsen, Axel L.

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Anderson, Ernest	Kaiser, Fred
Anderson, -1283	Kallio, Frans
Aalto, Waino	Loining, Hermand
Andersen, F. C.	Ljungberg, Herman
Anderson, Axel P.	Lengtssen, Gottfried
Arntzen, Werner	Laine, Herman
Armstrong, Harry	Lorsin, G. L.
Berger, C.	Mertz, G.
Behn, Alfred	Mekerman, Ernest
Brown, C.	Nikolin, E. Miko
Carlstrom, John	Olsen, Nils
Christensen, Albert	Oksanen, Juko
Carson, Edward	Peterson, Axel
Duval, Bennet	Petersen, Christian
Edwardsen, Anton	Rommel, Andrew
Finth, Richard	Stangeland, Peter S.
Flatten, James	Schacht, H.
Granberg, Eric	Thorn, -70
Graf, Otto	Walder, Olsen N.
Glase, Gustav	Wincl, Jacob, -1357
Hohn, Arthur	Zoerb, Walter
Herman, Axel	Packages.
Hansen, Ove	Hansen, John
Johansen, Harry	MacGuire, O. F.
Jensen, Harry	

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Victor N. Kvenen, a native of Belgium, age 32, last heard of in Ashtabula, Ohio, April, 1909, inquired for by his brother John Kvenen, Route 2, Raleigh, Tenn.

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INFORMATION WANTED.

William McGrail, of Baltimore, Md., who sailed on the Atlantic and Gulf Coasts as cook for a number of years, is inquired for by his brother, George McGrail, 603 Decatur street, New Orleans, La.

George Campbell is inquired for by his mother. He is supposed to sail out of San Francisco. Any one knowing his whereabouts please notify Mrs. Elizabeth Campbell, 655 31st Avenue, Vancouver, B. C.

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INFORMATION WANTED.

Andrew John Anderson, who left Aberdeen, Wash., on lumber barge Washtura for San Francisco, is inquired for. Any one knowing his present whereabouts please notify Mrs. Anna Anderson, Aberdeen.

John Rebbetad, who was in the steamer A. F. Lucas in November, 1911, is inquired for by his brother. Address, Coast Seamen's Journal.

William Fayette White, whose mother died recently, is inquired for by his brother. Anyone knowing his whereabouts please address S. A. White, 106 W. Salem Ave., Roanoke, Va.

W. A. Goodrich, who left the British ship Puritan at San Francisco, February 6, 1911, is inquired for by the British Consul-General at San Francisco.

Mrs. Alice Phillips wishes to hear from her husband, Tom Phillips. Write to 35 Sussex St., Sydney, N. S. W., Australia.

Fritz Rohnstock, a fireman on the Coast steamers, is inquired for by his relatives.

Home News.

Hereafter every single person in the United States (citizen or foreign resident) whose annual income exceeds $3000, and every married person with an income above $4000, is expected to report his or her receipts in detail to the Government agents March 1 of each year for the purpose of paying the income tax.

The establishment of a laboratory for the study of criminal, pauper and defective classes, the work to include also the collection of sociological and pathological information, is called for in a bill introduced in the House by Representative O'Leary of New York. The proposed institution will be located in the District of Columbia.

William Jay Gaynor, ex-Supreme Acting Chief Justice Parker of the Washington State Supreme Court issued an alternative writ to prohibit Superior "Injunction" Judge John E. Humphries of Seattle from sitting as judge in contempt proceedings against Thorwald Siegfried and further ordered him to show cause on October 30 why he should not be forever restrained from acting as judge in the case.

Court Justice and Mayor of New York, died on September 10 on board the steamship "Baltic" on which he had embarked in search of health. Death was due to heart disease, probably superinduced by the effect of the bullet he carried in the anterior muscles of he throat—sent there from the revolver of a paretic three years ago, just as the Mayor had embarked on a North German Lloyd steamship at Hoboken.

Surgeon-General Blue of the Public Health Service declared there was no cause for alarm in the one death from bubonic plague at Martinez, Cal. The case is regarded simply as a sporadic one, not in any way an indication of danger of an epidemic, but entirely due to ground squirrel infection. For several weeks the public health service has been making plans for increased activity against rodent carriers of the disease on the Pacific Coast, and those plans are about to be put into execution.

The Police Commission of San Francisco, by unanimous vote, has adopted a resolution declaring that no more liquor licenses are to be issued henceforth in what is now known as the Barbary Coast district, except for "straight" saloons. Also, the employment of females is to be stopped, and no women will be allowed to visit the dives. Dancing will not be permitted. All of which means, if the police are to act in accordance with the letter and spirit of the resolution, that the Barbary Coast is to be put out of business.

David Lamar, known as the "Wolf of Wall Street," appeared before the House lobby investigating committee and asked the privilege of giving testimony explaining the purpose Representative Levy had in introducing his resolution for the withdrawal of all claims by the Government against the United States Steel Corporation. The committee agreed to take Lamar's request under consideration. He said the Levy resolution "will have the effect of foreclosing the fight of the Government to collect $25,000,000 from the Steel Trust," that sum being the amount that the Government will probably be able to assess, should its suit be successful.

Labor News.

Arbitration under the Erdman Act of the wage demands of 100,000 union conductors and trainmen on the forty-two leading railroads in the East started in New York, when the board organized, and the opening statements of the opposing parties were made.

The directors of the Panama-Pacific Exposition are issuing term passes to business agents of trade unions and central councils, which admit those agents to the Exposition grounds in the pursuit of their duties and to see that only union men are employed.

The German printers in Toledo, through their local union, have just secured an increase from $18.50 to $21.50 per week of forty-eight hours for day work and from $21.50 to $24.50 for night work. Efforts are being continued to unionize other offices at present outside the fold, and the prospects are bright for the accomplishment of that purpose. .

The last convention of the International Union of Steam and Operative Engineers appropriated funds and instructed the general executive board to make selection of a headquarters city and erect or purchase a suitable building, commensurate with the needs of the national organization. The executive board has just purchased a building, located at 6334-8 Yale avenue, Chicago, Ill., which will be the future home of the International Union of Steam and Operating Engineers and the official journal, the International Steam Engineer. The journal heretofore has been published in Brooklyn, N. Y.

Writs were served by United States marshals on eight banks in Hartford, Conn., demanding payment from garnisheed funds of the $275,000 treble judgment given a year ago to D. E. Loewe & Sons, the scab hatters of Danbury, when they won their twelve-year struggle against the United Hatters of North America and the American Federation of Labor, which financed the well-known hatters' boycott contest. The case, which has had two trials in Hartford in the United States Court, and has twice been to the United States Supreme Court, is now before the United States Circuit Court of Appeals, and the banks will oppose the writs on the deposits of the union men, which have already earned in interest $20,000, until final adjudication in New York City next winter.

Secretary of the Navy Daniels is said to have abandoned the idea of giving navy yard employes representation on the various wage boards. He announced to-day that in order to determine a more equitable basis on which to figure navy yard wages he will ask the Secretary of Labor to ascertain the wages paid by civil establishments in the vicinity of the various yards for work similar to that done in the yards. After a conference with yard employes last spring, Mr. Daniels said he favored representation of the employes on wage boards. But it was found that civil establishments would make known their wage lists only on condition that they be regarded as confidential, and demurred against giving information which would be reported to labor organizations through labor representatives on the wage boards.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Alexi, Hakon
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Yoivola, Gust
Zoring, Arthur
Zunbauer, Karl
Zunk, Rumo

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Buas, Tomas
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Ellefsen, Otto
Faulkner, J.
Gasman, Geo. A.
Ginnoes, F.
Gustavsen, Alfred
Hansen, Chr. M.
Hansen, Karl
Iversen, Reidar
Johanson, Nils A.
Jorgensen, Jorgen
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Kaasik, August
Kardinal, Otto
Karsten, Hugo B.
Katwijk, J. W.
Knappe, Adolph
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Rutter, T.
Straus, Walter
Summers, James
Torkildsen, Jonas
Trondsen, J. M.
Wakely, R. E.
Walters, Albert B.
Welsen, Julius
Willander, -876

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June 30, 1913:

Assets	$55,644,983.27
Capital actually paid up in Cash	1,000,000.00
Reserve & Contingent Funds	1,757,148.57
Employees' Pension Fund..	158,261.32
Number of Depositors.....	62,134

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Union Label Roll Admission Tickets and Bar Checks
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HATS, CAPS, FURNISHING GOODS, ETC.
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INFORMATION WANTED.

W. Kahlberg, No. 688, and C. Monsen, No. 1964, are inquired for at the Standard Oil Company's office, at San Francisco.

John West, who was on the steamer Horatius in June, 1912, is inquired for by P. Ivers, River Darling, via Wenthworth, Australia. Please notify Sup't., No. 1 State street, New York.

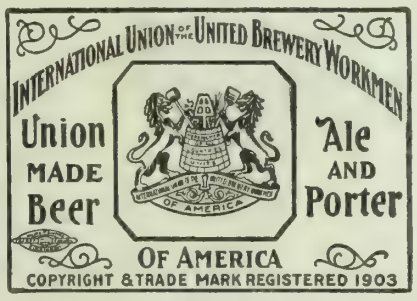


Capt Chas. J. Swanson

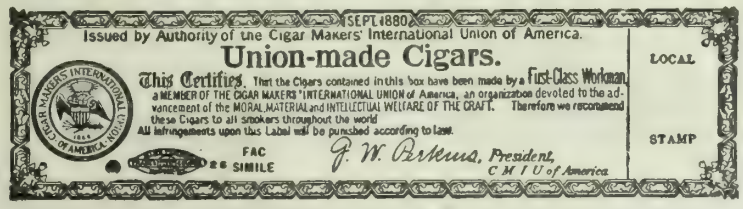
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JORTALL BROS. EXPRESS
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Phone Douglas 5348

Telephone Kearny 4186
Carlsen & Marchand
Motor Express and Baggage Room
Sailors' Baggage Stored & Cared For
10 MISSION ST., SAN FRANCISCO
Bet. East and Steuart Sts.

INFORMATION WANTED.

Lasker Munter, of Spokane, Washington, born 1884, left home in 1903, is inquired for by his father, Adolph Munter, Spokane, Washington.

John Hansen, who was lookoutman on the S.S. "Argyll" some months ago, is wanted by the Union Oil Co. Anyone knowing his whereabouts please notify the manager Marine Department, Mr. Walter G. Tubby,

Anyone who was on the schooner "Americana" on January 29, when Louis Buttner was injured, is respectfully requested to communicate with the injured man. Address Sailors' Union of the Pacific, San Francisco, Cal.

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Phone Douglas 1660



INFORMATION WANTED.

Carl Johan Nilsen, a native of Sandefjord, Norway, aged about 33, left his home at 1164 Potrero Ave., Sunday, August 17th. Any one knowing his whereabouts please notify Coast Seamen's Journal.

News from Abroad.

Thirty earthquake shocks were felt recently at Fort de France, Martinique.

German Socialists, in convention assembled at Jena, voted against a proposition to call a political strike.

It is announced $1,000,000 has already been pledged for a private German exhibit at the Panama-Pacific Exposition.

Plans are being prepared to provide London with a $1,000,000 opera house for the masses, with seats selling as low as 12 cents.

The possibility of joint military action by Turkey and Bulgaria against Greece was discussed in Constantinople.

The airman, Noel, made a world's record at Hendon, England, by carrying seven passengers in an aeroplane.

Princess Sophia, of Saxe-Weimar, committed suicide by shooting herself with a revolver. She wished to marry against her father's wishes.

Japan's drastic methods in claiming redress of China have inspired a movement in Russia for an entente with the United States on the Far East.

Professor Malladra, in his descent into Mount Vesuvius, reached a depth of 1200 feet and succeeded in registering a temperature of 626 degrees Fahrenheit.

Pegoud, the French airman, who recently flew upside down, describing a capital "S" in the sky, completed his program at Buc by "looping the loop," executing a perfect circle.

Provisional President Huerta issued a declaration to the people of Mexico, in which he said the Government had no candidate for the Presidency and would show no favoritism.

Sir Edward Carson, leader of the Irish Unionist forces, landed in Belfast to inspect the volunteer army which is being organized in Ulster to support the provisional Government if the Home Rule bill is passed.

Greek authorities at Koritza, in Albania, seized the American mission school there, the action being part of the terrorization to effect the inclusion of the whole of southern Albania in the Kingdom of Greece.

It appears from a case heard by the criminal court at Stade, Germany, that the fatal explosion which took place on board the "Imperator" April 24 last, injuring eight men, four of whom have since died, was due to a workman trying a cigar lighter which caught fire. To avoid burning his fingers, the man threw the box away. It fell on some cotton waste which ignited. The fire spread rapidly and the man responsible for the accident took to flight and has not been found since.

The United States Secretary of War has asserted that he will direct an investigation of the allegations of former officials of the Government who claim that slavery exists in the Philippines. For years it has been known that slavery has existed, or at least bondage in a lesser form. It is said that most forms of bondage are based upon the contraction of debts by the poor. The debtor either in person or through his children usually undertakes to discharge his debt through personal service to his creditor, and infrequently succeeds in getting out of debt.

With the Wits.

Business Tips.—Ragman—Any old bottles to-day, mum?

Woman—No, but you might try Mr. Soakem's next door; his wife's coming back from the seashore to-morrow.—Boston Transcript.

The Safe Way.—"Why don't you run for office?"

"I've thought about it," replied Mr. Dustin Stax; "but I'm satisfied to subscribe to campaign funds. The fact that a man is willing to give prizes for airship flights doesn't put him under obligations to aviate."—Washington Star.

Timely Aid.—An old colored woman came into a Washington real estate office the other day and was recognized as a tenant of a small house that had become much enhanced in value by reason of a new union station in that neighborhood.

"Look here, auntie, we are going to raise your rent this month," the agent remarked briskly.

"'Deed, an' Ah's glad to hear dat, sah," the old woman replied, ducking her head politely. "Mighty glad, fo' sho', case Ah des come in hyah ter-day ter tell you all dat Ah couldn't raise hit dis month."—Harper's Magazine.

Preferred the Bear.—A gentleman from the North was enjoying the excitement of a bear hunt down in Mississippi. The bear was surrounded in a small cane thicket. The dogs could not get the bear out, and the planter who was at the head of the hunt called to one of the negroes.

"Sam, go in there and get that bear out."

The negro hesitated for a moment and then plunged into the cane. A few moments later the negro, the bear, and the dogs were rolling upon the ground outside. After the hunt was over the visitor said to the negro:

"Were you not afraid to go into that thicket with that bear?"

"Cap'n," replied the negro, "it was jest dis way: I neber had met dat b'ar, but I was pussonally 'quainted wid de old boss, so I jest naturally took dat b'ar."—Montreal Herald.

An Invitation

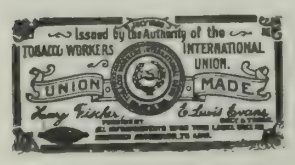
We invite deposits from every one—rich, poor, old and young. We recognize no classes, but treat large and small depositors with the same courtesy and consideration.

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UNION MADE

Taylor's Nautical Academy

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THIS OLD AND NOTEWORTHY SCHOOL is under the direct and personal supervision of CAPTAIN HENRY TAYLOR and equipped with all modern appliances to illustrate and teach any branch of Navigation.

The class of teachers of Navigation in the past have been those having simply a knowledge of Navigation, and Navigation only. Conditions have changed, and the American seamen demand a man as a teacher with higher attainments than one who has only the limited ability of a seaman. The Principal of this School, keeping this always in view, studied several years the Maritime Law, and is now, in addition to being a thorough teacher of Navigation and its kindred subjects, a regularly admitted Member of the Bar.

There is no standard of education required of a pupil entering the School, for no matter how ignorant the seaman may be, even in the rudiments of common education, Captain Henry Taylor will teach and raise him from the depths of ignorance to the height of the average well-informed man, and in a comparatively short interval of time.



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Solid Gold Goods Diamonds

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NAUTICAL INSTRUMENTS
EXPERT REPAIRING

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Rates Determined by Transit Observations
Chronometers and Sextants Rented

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Baltimore Clothing Co.

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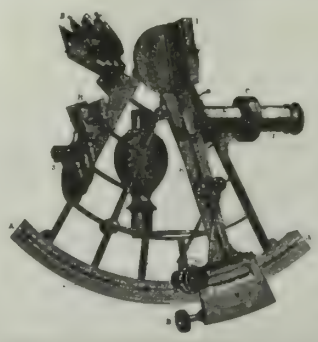
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OVERALLS & PANTS

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ARGONAUT SHIRTS

COAST SEAMEN'S JOURNAL



FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XXVII, No. 5. SAN FRANCISCO, WEDNESDAY, OCTOBER 15, 1913. Whole No. 2247.

CONDITION OF GERMAN SEAMEN.

Paul Muller, Secretary of the German Seamen's Union, contributed the following instructive article upon the condition of seamen in Germany to the recent convention reports of the International Transport Workers' Federation:

The life of the German sailor to-day is almost devoid of pleasure but abounds in all kinds of hardships. Hardships, in respect to natural human welfare, far worse than the common privations of the rest of the workers, both in their social and industrial life, and produced by entirely different causes. They are the result partly of the special characteristics of navigation and partly of the accompanying difficulties of the trade. The progress of engineering and the general ever-advancing modernization of German navigation have not in any way improved the lot of the German sailor, rather have they made it more difficult and intolerable. Already we see the results: the steady speeding up which is taking place in the modern steamship service, and the excessive severity and strain which is growing up in connection with the performance of duty on board ship—a strain which must increase almost automatically in view of the continual weakening of the manning strength of steam and sailing ships of our German Merchant Service. This is the beginning of the pitiless exploiting of the sailor and his working power; the drawbacks in the sailor's occupation clearly reveal themselves here.

In every respect the sailor's conditions have developed in quite the opposite direction to the general development of the German Merchant Service. With 4675 large ocean-going vessels having an aggregate registered tonnage of 2,-903,570 tons and employing 73,993 men, the German Merchant Service occupies an important position in the lines of the world's commercial fleets. The world totals in 1911 represented 30,087 ships with 43,147,154 tons register.

The present day position, economic, social, and legal, of the German sailor does not correspond in the least with the claims and conditions of modern times. In this respect one can say that there has been no development or at least that if there is any development it is quite out of step with present day progress and especially is it out of touch with modern sentiments of justice and society. The deeds, dangers and sacrifices in a sailor's life are undervalued, indeed they are given a very insignificant value.

In 1888 there were 854 accidents in the German Merchant Service of which 654 resulted in more or less serious injuries and 200 in death. In 1910 these figures had swelled to 3397 accidents, of which 3026 resulted in injuries and 371 in deaths. From 1888 to 1910 there is an aggregate of 59,917 accidents with 50,420 resultant injuries and 9,515 deaths:—The sailors' sacrifice of life and health on the world battlefield of labor where they have served as the slaves of the shipowners.

Regarding the building up of the economic, social and legal position of the seamen a survey of past years with their changed economic relations reveal that in respect to the increased needs and claims of civilization absolutely insufficient attention has been paid to them.

Work periods of 14 to 18 hours a day are by no means rare even to-day in the shipping trade, although the regulations for sailors prescribe a ten, and in the tropics, an eight-hour day. Positively brutal is the arbitrariness with which the payment for overtime is calculated, although the payment for overtime is only 40 Pfg. (about 5 d.) an hour at most, that is about 25 per cent. to 30 per cent. too low. In the larger North Sea and Baltic harbors the average monthly wages are:

Class	North Sea M	Baltic Sea M
Boatswain	85 to 110	75 to 85
Ship's Carpenter	80 to 110	75 to 78
Seamen A. B	65 to 75	65
Sailors	40 to 45	40 to 45
Stokers	75 to 95	65 to 70
Trimmers	55 to 75	45 to 48
Boys	15 to 25	15 to 20
Cooks	—	75 to 80
Stewards	—	50 to 75

Thanks to the influence of the organization wages have risen during the last 15 years by 25 per cent. to 30 per cent., and the fluctuations in the amount of wages which were so prevalent one time have been steadied, though they still prevail in certain grades. Wages are really lower. On the one hand they are out of all proportion to the present day's tasks of the sailors and on the other hand they have not been increased so as to keep step with the enormous increase in the cost of living. When calculated and compared on a percentage basis they are far behind the wage increases of industrial workers, especially when compared with Dockers.

Certainly the cost of living on board ship must be added to the wages. The cost of living is estimated by the employers at 1.25 Mk. per man, per day. By the authorities at 1.50 Mk. If the one or the other reckoning is taken we shall not decide whether the one or the other is too high or too low. The cost is as miserable in the one case as in the other. Criticism is directed not only against the quality and quantity but also against the manner in which the food is prepared. Incapable and unwilling cooks increase the cost and at the same time reduce the value of the food.

In favorable circumstances a stoker on the North Sea can make, including food and overtime pay, from 1400 to 1450 Mk. a year (roughly 20 marks equal 20/—) a seaman A. B. 1000 to 1050 Mk. In the Baltic:—Stokers and seamen A. B. 950 to 1000 Mk. A German sailor nowadays cannot put in more than 9 or 10 months in the year. A yearly income for stokers and seamen A. B. including cost of food and overtime pay should be a minimum of 1800 to 2000 (stokers and seamen working 9 or 10 months on the North and Baltic Seas).

Although the professional "sharks" are being more and more repressed, especially in the large ports, they exist in the neighborhood of employment offices and inflict horrid abuses on the sailors, especially in the offices of the shipowners. An absolutely shameless tyranny on the part of the officials prevails, and moreover the system of Identification cards and the blacklist flourishes. Only an impartial management of the employment offices can bring about a change here.

Since 1910 the German sailors have made scarcely any changes or secured any improvements worthy of notice, although the development of the German Merchant Service and with it German navigation has made a permanent advance.

During 1911 and up to January 1, 1912, there was a total of 3721 accidents resulting in 3296 injuries and 225 deaths. From 1888 to 1911 there was a total of 63,638 accidents, of which 53,698 resulted in injuries and 9940 in deaths.

In 1912 the German Merchant Service employed 75,130 men; 61,067 sailors, and 14,063 officers. The Merchant Service comprised 1000 sailing ships with 432,168 reg. tonnage and 1412 steamships with 4,160,927 reg. tonnage. In a corresponding manner Germany has steadily increased her position in the ranks of the world's commerce in respect to imports and exports, as a result of which profits have grown enormously for the German shipowners. But in spite of this the purely economical concessions of the German shipowners to the sailors are comparatively few.

In 1910, 1911, 1912, comprehensive movements by the sailors took place which, with the exception of Stettin, 1910, and Bremerhaven-Nordenham-Geestemunde (Steam Trawler Crews) in 1911, were all successful and carried through without a strike. In the wage movements of 1911-12 the sailors in all the large ports on the Baltic and North Seas were interested. For about 25,000 to 30,000 participants an increase of 2,500,000 marks a year was secured. The increase in profits of the German shipowners in 1912 alone amounted to 40-50 million marks.

The results of social legislation and the efforts of the sailors in the wage movements of 1910-1912 affected the sailors to such a slight extent that we do not propose to give any particular consideration to them here. The organization conditions of the large and small shipowners of Germany must be regarded too as admirable from every point of view.

The Central Organization of the German Shipowners affiliated with the Shipping Federation has very quickly developed and at least 85 per cent. of all German shipowners are paying members of this union—an employers' organization with which, for good or evil, we must reckon with in economic fights. We do not know whether any changes have taken place in this organization between 1910 and 1912 of a national or international character, as they do not allow the public to become acquainted with their activities. A change has come over their tactics in opposing the sailors' movement in 1912 when the Central Management of the District Owners' Unions gave them the power to make the necessary concessions themselves in any movements carried out by our organization. The Steam Trawler Owners even were granted the right to make the Elbe-Weser Tariff Agreement with our union.

It is the chief aim of the Central Owners' Union to prepare measures and set up regulations so as to bring the sailors in every way under their control and to keep them there.

It has established employment agencies in all large ports, even in foreign countries. It patronizes the agreeable and smooth-tongued "sharks" and carries out a united control of seamen by means of so-called cards of identification in almost all harbors. The North German Lloyd and the Hamburg-America Lines employ several hundred men on their ships on a yearly contract, an example which the other ship-

(Continued on Page 11)

BY THE WAY.

The poor we won't have always with us; nor the "respectables." The co-operative commonwealth is on its way here. When it comes the tapeworms of "sassiety" will go. They will go because that on which they subsist, special privileges and "frenzied finance," will have no abiding place in the rejuvenated body politic. With their going the poor will begin to fatten up. Fat and poverty are incompatibles. Wherefore prosperity will in that day be the established order of Society. It will be the real article, too; not the counterfeit presentment held up to us by the prostituted press of to-day. So gird up your loins, brother, and help hasten the coming of the co-operative commonwealth. Even if you should peg out before it comes, it is surely ever so much more satisfying to die fighting for the cause of freedom than to slave your life away in the service of capitalism. Be of the Patrick Henry mold—"Give me liberty or give me death!"

The Demon Profit blights everything which it touches. Cold storage should be a great public benefit. But capitalism has made it a gigantic instrument for public exploitation. In Kansas City, Mo., for instance, the State food inspector found 12,000,000 rotten eggs in cold storage. These eggs could all have been sold when fresh. But that would have caused a decided drop in the market price of eggs. There is more profit in holding a certain percentage of the available supply out of the market, even if they do rot. Rotten eggs can always be readily sold to the bakers. They go into pies and cakes which you and I will eat—if we have the price. Capitalism is "full o' them tricks," everyone a money-maker guaranteed under the pure fraud law. Yes, friends, it's "a rotten old world," all right, as that poor suicide down in Los Angeles the other day said it was. And rotten cold storage eggs are but a small drop in the bucket of its rottenness.

Seven thousand women wage earners in Kansas City receive less than $6 a week for their work. Also in one of the "prosperity organs" of that city there appeared not very long ago a cartoon showing Giant Prosperity chasing Pigmy Pessimist out of town, a bunch of wellfed-looking individuals vociferously cheering the big stiff.

N. B.—The employers of those seven thousand women workers are a unit in declaring that a minimum wage law would not benefit the women in the least.

Unemployment and the general cost of living have both increased approximately 60 per cent. since 1900. In the same period of time the number of trusts and the amount of watered stocks have more than doubled. So you see, there has been an increase all along the line of P r o s p e r i t y; for that is what the molders of our opinions call it.

Better a horny-handed worker than a stony-hearted shirker.

EL TUERTO.

DECENTRALIZATION.

The I. W. W. appears to have evoluted to a stage where the famous Donnybrook fair looks like a Sunday-school picnic in comparison. First of all there exists an impassable gulf between the Detroit and Chicago factions.

The former is a rather insignificant but noisy aggregation and refers to the latter as the "bummery." There are hardly enough members left in the Detroit wing to start a healthy fight among themselves, but the Chicago followers are engaged in a free-for-all that is quite amusing, and predictions are freely made that another split is impending.

W. E. Trautman, ex-secretary of the Chicago faction of the I. W. W., has been mussing things in the East, and while he was hurling brickbats in several different languages, which caused the warriors in many places to choose sides and leap into the fray, another row broke out in the West.

Fellowworker Smith was kicked out of the editorship of the Industrial Worker, which is owned by the organization and is published at Spokane, Wash. Smith, who is charged with having stolen the mailing list of the Worker, immediately started another paper and formed an alliance with two other "privately owned organs," one in New York and the other in Louisiana, and the three are now bombarding the chief officials of the Chicago faction and are backed by many locals in various parts of the country.

Meanwhile the Worker, floundering along under a thousand-dollar debt, suspended publication for several weeks and has just reappeared, filled with denunciations of the "chairwarmers" and "spittoon philosophers." We gather from the Worker that the latter gents subsist upon handouts and camp in headquarters in various cities and towns, and inform the casual visitor that they refuse to work in order to starve the capitalists into submission.

They have raised a new issue called "decentralization," and it works remarkably well, as they have decentralized thousands of members in Spokane, for example, to the point where only about forty-eight are left. Similar reports come from other places, as well as charges of treason and other high crimes among local leaders, some of whom are suspected of being detectives in disguise.

The convention of the I. W. W., now in session, is a lively affair—in fact, judging from all appearances, there will be at least two or three more factional organizations formed while scalping is still good.—Duluth Labor World.

The wreck of the German five-masted sailing ship "Preussen," off Dover, is rapidly disappearing. Another mast has been removed by the firm that is breaking up the ship, and there now remain but three. The old ship will figure in cinematograph films for some time to come, for a film was taken of the supposed crew of the "Preussen" being rescued. Some forty actors dressed in oilskins took part, and a man was hauled ashore from the wreck by a line.

For fair products of all kinds consult the JOURNAL'S ad columns.

STIMULANTS TO PATRIOTISM.

A number of cases of severe punishment of enlisted men in the army are being reported from time to time, and a few of them are cited in a recent issue of The Public, as follows: On August 29 Clarence L. George, a private in Company H of the Signal Corps was sentenced to a year in the military prison and given a dishonorable discharge for no other offense reported than that he had written a letter to the President's private secretary, Mr. Tumulty, telling about ill-treatment at the hands of his superior officers. No denial of the truth of his statement seems to have been made. The charge on which he was condemned was that of writing letters over the heads of his superiors. Another soldier, Waldo H. Coffman, was sentenced to the penitentiary by a military court martial on August 17 at Fort Stevens, Oregon. No report of the proceedings has appeared in the daily press. Coffman was charged with speaking disrespectfully of the flag. This he denied, and the claim has been made in his behalf that his prosecution was political, he having become a Socialist since his enlistment. On September 21 the War Department in reply to Congressmen who questioned it concerning the case declared that Waldo had been sent to the penitentiary for speaking in a manner which the court-martial held to be foul and unpatriotic, and also for alluding offensively to the late Vice-President Sherman. Three other soldiers, all said to be Socialists have been convicted and sentenced on charges based on private expressions of opinion.

PUBLIC LANDS FOR ENTRY.

Three quarters of a million acres of public lands in the United States were restored to entry last month. These restorations were based upon recommendations made by the United States Geological Survey as a result of its classification work in the Western States. The only area withdrawn was one of 235 acres in California, temporarily reserved from entry because of its possibilities for developing water power. The largest restoration was in Montana, where 525,747 acres were restored to public entry as the result of coal classifications completed. In addition to this, restorations of coal land involving 214,742 acres were made in Colorado, New Mexico, North Dakota, Utah and Wyoming. In California, Idaho, Oregon and Washington, 7,824 acres heretofore reserved for water power were restored, examination having indicated they are not valuable for the purpose for which they were withdrawn.

About 83,600,000 acres of land have now been classified as to their coal content; 61,484,032 acres have been classified as non-coal land and less than 20,000,000 acres have been classified as coal land and values of over $760,000,000 placed upon them in accordance with the provisions of the coal-land law and the Department regulations. The remainder has been restored without classification.

The Survey has also classified as non-irrigable and designated for entry under the enlarged-homestead acts more than 200,000,000 acres of lands in those Western States to which the 320-acre homestead principle has been extended by Congress.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

How Living Increased.

The United States Bureau of Labor has just issued a report illustrating in a striking and forcible manner the extraordinary increase in living expenses for the period of twenty-three years and four months, 1890 to April, 1903. It covers fifteen articles, that represent approximately two-thirds of the expenditure for food by the average workingman's family, and reports of retail prices are included from thirty-nine industrial cities, in which live one-fifth of the population of the United States. The increase in several expenses, as will be observed, is more than 100 per cent. The following table shows a percentage of increase, and will, no doubt, be read with very much interest:

Articles.	1890.	April, 1913.
Sirloin steak	99.3	172.7
Round steak	97.6	199.1
Rib roast	98.7	173.4
Pork chops	96.5	218.0
Bacon, smoked	96 5	222.9
Ham, smoked	98.3	178.1
Lard, pure	98.5	166.8
Hens	102.8	179.7
Flour, wheat	110.2	127.2
Cornmeal	101.3	155.1
Eggs, strictly fresh	100.3	126.4
Butter, creamery	99.2	161.3
Potatoes, Irish	109.0	119.2
Sugar, granulated	120.8	92.7
Milk, fresh	100.4	139.4

July Immigration.

The total number of immigrants landing at the various ports of the United States during July, 1913, was 138,244. Southern Italians still head the procession, 29,739 having landed during July. The next in numerical order was Polish, 21,671. Next came the Hebrews, with 16,645, and then follows Germans, 6,382; Russians, 6,352; Ruthenians, 5,901; Croatians and Slovenians, 5,698; English, 4,684; Northern Italians, 3,731; Lithuanians, 3,973; Slovaks, 3,485, the balance coming from twenty-eight different countries. According to occupations given, of the total number, 40,113 are farm laborers, with 25,237 designated as laborers, and 14,273 designated as servants. According to trades, there were admitted 3,317 Tailors, 1,951 Carpenters and Joiners, 1,452 Shoemakers, 688 Blacksmiths, 949 Dressmakers, 823 Miners, 358 Weavers, 509 Bakers, 380 Locksmiths, 250 Machinists, 886 Masons, 113 Printers, while all of the other trades received small contributions. There were debarred for cause 2,708, the largest number being debarred as "likely to become a public charge," 1,109. During the month of July emigrant aliens departed from this country to the number of 26,434. The total number of immigrant aliens landing at the ports of the United States during the fiscal year ended June 30, 1913, was 1,197,892. During that same period the record for departures by emigrant aliens was 308,190. This leaves a total net immigration of 889,702. The States to which the July immigrants were destined are, in part, as follows: New York, 39,527; Pennsylvania, 23,476; Illinois, 12,862; Massachusetts, 9,997; Ohio, 8,055; Michigan, 7,005; New Jersey, 6,816; Connecticut, 4,242, the balance of the immigrants being routed to the rest of the States. During the fiscal year just closed, New York added 330,531 aliens; Pennsylvania, 182,744; Illinois, 107,060; Massachusetts, 101,674; Ohio, 63,007; New Jersey, 61,358, and Michigan, 59,192. During the fiscal year America's population was increased by 264,348 Southern Italians, 185,207 Poles, 105,826 Hebrews, 101,764 Germans, 100,062 English, and 58,380 Russians, other nationalities making up the balance of immigrants.

Copper Situation Serious.

The restriction of output at the Michigan copper mines, coupled with a demand which gives no sign of abating, is apparently looked upon in the engineering world as a serious matter.

"We are at the present time witnessing a remarkable situation in copper," says The Engineering and Mining Journal, "the world's stock having been reduced to the lowest figure on record since the American statistics have been reported, while the demand for consumption continues unabated. The statistical position was already strong before the Michigan strike occurred. The cessation of copper from that source was felt very quickly, inasmuch as that copper does not have to be refined electrolytically, and goes directly from the smelteries near the mines to the consumers. Whereas in the case of electrolytic copper about three months from mine to consumer is a normal time, Lake copper is ordinarily less than a month in transit.

"It appears now that the Michigan strike is going to be a long drawn-out affair. Even if it were settled to-morrow it would be many months before the former rate of production could be regained. Many of the mines are filling with water, and the exodus of miners from the district will produce a shortage of labor that will check operations for a long time. Eventually the companies probably will have to offer higher wages in order to secure the men that they want. In the meanwhile the producers of electrolytic copper can offer only partial assistance, inasmuch as the refineries of the country are already being operated at nearly their full capacity.

"The copper market has consequently worked itself into a dangerous position."

Awful Fatalities.

In testifying before the arbitrators now hearing the evidence in the dispute between the railroad firemen and the railroads of the East, of which Mr. Seth Low was chosen chairman, A. P. Garretson, President of the Conductors' organization, and William G. Lee, President of the Trainmen's Union, brought out some astonishing facts relative to the injury and fatality of railroad employes. One of the points emphasized by both of them was the increased risk entailed in handling the heavy tonnage of a modern railroad train. Mr. Lee said that his organization, which includes brakemen, flagmen, and baggagemen, had paid benefits last year for an average of one man killed or totally disabled every seven hours and fifteen minutes, and that a man was injured every nine minutes, although

(Continued on Page 11.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeland Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts Maritimes de France, 33 rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S, Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federacion Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

The organization of British postmasters refused to give out any more national insurance stamps if they did not receive the increase demanded for the extra service.

The Trade Council in Sydney is trying to establish a connection between the universities and other educational institutions and the trade unions for the purpose of furthering educational and instructional questions.

In order to thwart the movement on the part of the United Brickyard Owners, in connection with the new capital of Australia, the (labor) government built a large brickyard—which also supplies private customers—before the last election.

Ten different trade unions of gas and unskilled workers in Great Britain, numbering altogether 250,000 members, and possessing a capital of $250,000, have decided in principle in favor of amalgamating into one united organization.

One hundred and eleven disputes were reported to the French Labor Department as having begun in June, as compared with 102 in the previous month, and 93 in June, 1912. In 101 of the new disputes 25,360 work people took part, as compared with 10,479 who took part in 90 disputes in the previous month, and 12,795 who took part in 73 disputes in June, 1912. The groups of trades in which disputes were most frequent were building (26 disputes), transport (21), textile (20), and metal (14). Of 120 new and old disputes reported to have terminated, 24 ended wholly in the favor of the work people, 64 wholly in the favor of the employers, and 32 were compromised.

The question of organization is beginning to gain a foothold among the telegraph employes in Argentina. The first telegraphers' organization was founded in Buenos Aires this year. The society is delighted with the influence it is beginning to work among the telegraphers in Buenos Aires, as well as with the great organization campaign which is being opened up in the provinces. The purpose of the organization is to regulate the conditions of service and the rendering of mutual assistance. The Argentine Telegraph Department is doing its best to destroy the new organization by victimizing its members and leaders. The whole of the members of the executive board have been transferred to the most remote stations in order that their influence might not be felt.

There is a movement afoot in the Danish Tobacco Workers' Federation to sever this union from the National Center of Trade Unions. The reason offered for this is that the Trade Union Central had stood in the way of the workers during the last great movement. The National Center resented this charge through its news letter and produced documentary evidence proving the unjustifiability of same. Altogether 163,754 kronen have been placed at the disposal of the tobacco workers by the National Center, which means that the tobacco workers have received the full share of strike benefit to which they were entitled. Since the members of the Tobacco Workers' Federation voted in favor of a settlement with the employers by 1,761 to 1,501, the charges of the opponents of the "National Center" are proved to be groundless.

SAN PEDRO, CAL.

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S. G. SWANSON
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Next door to Postoffice,
Los Angeles "Waterfront"
SAN PEDRO, CAL.

INFORMATION WANTED.

Kasper Olsen, a native of Fredrikstad, Norway, age about 25, is inquired for. Address Christ Hansen, Port Ludlow, Wash.

THE UNITED HATTERS OF NORTH AMERICA — UNION MADE — REGISTERED

UNION LABEL OF THE
United Hatters of N. A.

When you are buying a FUR HAT, either soft or stiff, see to it that the Genuine Union Label is sewed in it. The Genuine Union Label is perforated on the four edges exactly the same as a postage stamp. If a retailer has loose labels in his possession and offers to put one in a hat for you, do not patronize him. Loose labels in retail stores are counterfeits.

JOHN A. MOFFITT, President, Orange, N. J.
MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

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French Dry Cleaning Process
which is entirely different from the mere "sponging and pressing" method.
We Call and Deliver
The French Dye Works
612 BEACON STREET
SAN PEDRO, CAL.

INFORMATION WANTED.

This is to certify that on the 27th day of February, 1911, one Mathias Lagman, then nineteen years of age, was a seaman on board the S. S. "Paloma," Cuban flag; that when said vessel was lying at anchor in the Port of Cabarian, P. R., at about 8 o'clock in the evening, Lagman, who had been working with other men at painting, was walking between decks in the dark, when he fell through hatch No. 4, which had been left uncovered. He was picked up in the hold and it was found that he was paralyzed from the waist down. This young man was subsequently taken to Russia, where his mother, who is very poor, is taking care of him.

It is believed that the owners were negligent in failing to have the hatch covered, and in failing to have or furnish proper lighting for the 'tween decks at the point where Lagman fell. If these facts can be proven, some relief might be obtained for this unfortunate boy.

The following are the men who signed on the articles with Lagman, and who had been working with said Lagman:

C. Jones, C. J. Johnson, F. Johan, M. Lanhard, E. Randal, W. Paulson.

Any seaman who will locate these men or send their addresses to the Legal Aid Society, No. 1 Broadway, New York City, will be doing a great favor to said sailor, and to S. B. Axtell, attorney-in-charge.

For similar reasons we desire to communicate with the following men who were members of the crew of the "Lyman M. Law" in October, 1911, when Edward S. Tennberg was severely injured on the trip between Boston and Norfolk:

Adolph Dittmer, John Olson, Harold Herman, Charles Newberg, James J. Kelly.

San Pedro News Co.
Sixth and Beacon Streets, San Pedro, Cal.
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KANE & BRUCE, Props.
We have the best alleys and pool tables on the Pacific Coast.
Light and ventilation perfect.
Cool and pleasant at all seasons.
CIGARS TOBACCO SOFT DRINKS

INFORMATION WANTED.

Charles Edward Latham, native of Auckland, N. Z., age 23, last heard of at Callao, September, 1911, is inquired for by his brother. Address Henry Thomas (No. 550), Sailors' Union of the Pacific, San Francisco, Cal.

Adolf Theining, a native of Vannersborg, Sweden, is inquired for by his mother. Address, Coast Seamen's Journal.

Walter Jorgesen Clang, born in Aaland Yetta, Ostro Yetta, is inquired for by his uncle, John Clang. Address Coast Seamen's Journal.

George Alfred Hall, last heard of on the Sch. "Sehome" in June, 1913, will please communicate with his brother, Walter Hall. Address 790 18th street, Oakland, Cal.

Any one knowing the whereabouts of Enoch Joseph Horsfold, 18 years old, native of New Zealand, please communicate with Coast Seamen's Journal.

NOTICE.

Any sailor or fireman having baggage stored with John Krehmke, 407 Drumm St., will please call on Mrs. John Krehmke, 1209 Central Ave., Alameda. Baggage to be kept 60 days from to-day, then sold to defray expenses.

MRS. JOHN KREHMKE,
1209 Central Ave. (Martin Station), Alameda.

San Pedro Letter List.

Anderson, Gust	Kinnar, K.
Anderson, W. -1630	Kashluhn, Frank
Annell, Albert	Larsen, A. B.
Anderson, Ernst	Larsen, Axel, -1768
Anderson, Hemmind	L. Edward
Anderson, Patrick	Lindholm, Erik A.
Anderson, Soren	Lass, John
Alexandersen, Paul	Lovgreen, Otto
Anderson, O. E., -1762	Lauritson, George
	Lundberg, Carl
Ahlstrom, Anders	Lindroth, Gustaf
Andersen, K. P., -1717	Lassen, Johan
	Leino, G. F.
Anderson, Ed., -1739	Lewis, George
Anderson, George, -1812	Lindeberg, Ernest
	Lemke, Richard
Anderson, Mr.	Lewet, Frenchie
Berndt, Hugo	Linderman, Gust
Behrsin, Jacob	Lister, W.
Bergh, Borge	Loining, Herman
Benson, Helge	Mayer, W.
Berhus, Emil	Makinen, Oskar
Buchtman, F.	Maatta, John
Blakstad, Ed.	Moulas, Nick
Cristensen, H. -1366	Merleult, Gaston
	Miller, John
Carlsson, Aksel -1220	Makele, Gustav W.
	Moureau, H.
Carlson, Gust. W.	Mayers, P. M.
Carlson, Gustaf	Mikkelsen, Harald
Collins, E. F.	Nelsen, Julius
Dean, J.	Norminen, John E.
Dreger, Jack	Nelson, Hans
Erdt, Anton	Olsen, W.
Ekholm, F.	Olsen, Sckutar
Eriksson, C. -333	Owen, Fred
Farrell, Henry	Olsen, Marius
Flebe, Fritz	Olsen, Olav
Falbom, Richard	Osterberg, John
Grantley, Mr.	Pomaret, Leotard
Gusek, Bernhard	Pedersen, A., -1564
Hunt, Gust.	Petersen, Aage
Halvorsen, H., 2229	Peterson, Tom
Hansen, Nils, -989	Pedersen, Peder
Hannus, Alex	Phillips, K.
Hokonsson, Axel	Pekman, Ernest
Hansen, Peter	Repson, E.
Hjorth, Knut	Rantman, Robert
Hausman, Mr.	Rudowitz, H.
Hansen, C.	Rignell, J. V.
Hass, James	Saarine, Hemming
Hansen, Herald	Schroeder, Ernst
Hansen, Johannes	Stephan, M.
Helenius, Oskar	Sanders, Charles
Hintza, Yrjo	Spieler, Albert
Iversen, Ivar	Sievers, Herman
Jensen, Jens B.	Schonke, Frank
Johnson, George	Sievers, G. P.
Jorgensen, Jorgen	Thorsen, Joe
Jones, Eddie	Torgersen, Anton
Johnson, Gunnar	Thomsen, Th.
Johnson, H., -2213	Waaland, Lewis
Johansen, Halvard	Wilson, A.
Jorgensen, Fred	Warkala, J.
Jensen, Jens B.	Zorning, Arthur
Johansson, Fritz W.	Packages and Photos.
Jonasson, O. M.	Larsen, James Chr.
Johansen, Walter	Nordman, John
Kramer, Otto	

Honolulu, H. T.

Albrect, Chas.	Karlson, Hans
Andersen, W.	Karlsen, Oskar
Andersen, M. C.	Kjassgaard, Hans
Andowety, H.	Langer, Robert
Anderson, E.	Laymbrag, H.
Anderson, C. E.	Lintianen, Ernest
Anderson, E. K.	Lindberg, T.
Anderson, A.	Ludwigsen, Arne
Berthele, M.	Marx, Albert
Baker, M.	Machado, H.
Bode, W.	Mafo, E. S.
Carlson, C.	Methenen, E. K.
Carlson, A.	Olander, Carl
Christensen, A.	Olsen, J. H.
Clausen, J.	Person, Edmond
Colbert, M. J.	Pitschkun, W.
Douglas, G. A.	Pelusan, D. E.
Edgeston, C. J.	Russell, W.
Ehlert, An.	Reinink, H.
Eaton, Neva I.	Rasmundsen, G.
Glaaormither, C.	Silhus, W.
Gordon, James	Slan, C.
Hansen, Pet.	Schiff, Ch.
Haralsen, W.	Sorensen, E.
Hanson, Jorg.	Suvert, H.
Hansen, Christ.	Sjablom, G.
Haven, Francis	Stenars, A. W.
Hevaroso, H. B.	Salversen, S.
Hapstad, Sigurd	Schates, A.
Irwin, Robert	Vilvot, J.
Ivans, Carl	Williamson, R. A.
Trike, Willie	Zornow, Herbert
Jensen, Hans	

INFORMATION WANTED.

William Moran, who left Buffalo forty-two years ago, at the age of 12 years, is inquired for by his sister. Address Mrs. Catherine Moran Fossett, 421 Normal avenue, Buffalo, N. Y.

Albert Christensen, native of Byrum Laso, last heard of in San Francisco in 1910, is inquired for by his brother. Address, H. C. Christensen, Scandinavian Sailors' Home, San Francisco.

Albert Smith, a native of Cork, Ireland, who left the American ship John C. Meyer, on Feb. 20, 1911, is very anxiously inquired for by his wife. Please notify British Consul General at San Francisco.

Fred (Albin) Swanson, a native of Malmo, Sweden, aged about 25, is inquired for. Address, Coast Seamen's Journal

Nils Johnson, who was wrecked in the American bark Oasis, Sept. 2, 1887, is inquired for by W. F. Hohenschild, Berkeley, Cal.

Pacific Coast Marine.

The Olson & Mahony Steamship Company's latest carrier, the "Mary Olson," was launched recently at Eureka shipyards. Oliver J. Olson's daughter, Florence, christened the vessel. The "Mary Olson" has a capacity for carrying 1,000,000 feet of lumber.

A libel was filed in the United States District Court at San Francisco against Swayne & Hoyt and others named as owners of the steam schooner "Casco," by John H. Tietjen, former chief officer of the vessel. Tietjen claims $298.85 as wages due him for a period he was under the treatment of a physician for a broken jaw, which he sustained on board the vessel in Humboldt bay last March.

The old barkentine Fremont, for many years engaged in the codfishing trade, and for over a score of years a watermark about San Francisco bay, has been sold by the Union Fish Company to a moving picture company. The Fremont, after years of usefulness, is to participate in a series of thrillers for the movies, and her destruction will be accomplished when she will be beached and blown up in a scenario dealing with the adventures of a band of pirates.

In practically all lines of shipping on the Columbia river September this year proved to be a better month than it did last year, and the total values of the exports for September were $328,821 greater than for the same period last year. There were nineteen vessels that took cargoes offshore during the month, the aggregate value being $1,807,245. With the exception of a very slight decrease in the flour shipments, all commodities moved were greater than the year preceding.

Announcement was made at the Navy Department that Lieutenant-Commander Clark S. Woodward, U. S. N., will be detailed as naval aid to President Moore of the Panama-Pacific International Exposition. It was reported at the Navy Department that Lieutenant-Commander Woodward's first duty in connection with the Exposition will be probably performed during the Mediterranean cruise of the Atlantic fleet, when he will interest Ministers of Marine of European Governments in a plan to have war ships attend the Exposition.

The electric naval collier "Jupiter" has returned to the Mare Island Navy Yard from a forty-eight-hour sea trip to shake down her propelling machinery. It is said that the electric devices worked perfectly, but some trouble was experienced with foaming boilers and in the keeping up of the steam pressure at the turbine engine. However, the electric drives speeded the propeller up to 108 revolutions per minute, only two short of the number estimated as necessary to attain the fourteen knots for which she was designed. After some slight changes another trial will be held.

New rates on flour and wheat to the Orient, to become effective November 1, have been agreed upon by the various transpacific steamship lines doing business on this Coast. The rates decided on are: To Yokohama, $4 instead of $3.50; to Hongkong, $5 instead of $4; to Manila, $5.50 instead of $5, and to Shanghai, $5.50 instead of $5. For the next few months shipments of flour and wheat to the Orient are expected to be heavy, most of the regular vessels on the transpacific routes having all the accommodations engaged for weeks ahead of the present date.

The North German Lloyd will inaugurate a passenger and freight service through the Panama Canal as soon as the canal is opened, according to the decision reached by the full board of directors at a meeting held in Bremen September 5. In addition, the board decided upon a building program for the next year. This provides for the construction of four cargo steamers of 12,000 tons each and a sister ship to the "Columbus," of 37,000 tons, now building, which will be ready for the New York-London-Paris-Bremen service in September of next year. It was also decided to build a sister ship to the "Berlin," 17,500 tons.

The French Academy of Sciences is constructing a large observatory for celestial and aerial observations at Papeete, Tahiti. After the opening of the Panama Canal, Papeete will become an important port, and the observatory will supply much necessary data to the ships engaged in the Australian and Canal trade. The equipment for the Papeete observatory will be forty, thirty-eight and thirty centimeter telescopes, besides smaller ones, and a time observatory. The time observatory was recommended by the International Congress of Time at Paris a year ago. The location will be: Lat. 70 deg. S. and Long. 153 deg. W. of Greenwich.

The Alberta Pacific Elevator Company has purchased a grain elevator in Vancouver, to be the first portion of the Pacific terminals of the company for handling grain from Alberta. For nearly a year the company has been studying the feasibility of Western shipments of grain via the Panama Canal, and has decided to go ahead. The company owns 150 elevators in Alberta and Saskatchewan and has extensive terminal elevator capacity at Calgary. The latter will be extended as soon as possible. Until such time as the Panama Canal is completed, grain shipments will be sent to China and Japan. Shipment will begin this fall.

The officers of the steamer "Spokane," which met with an accident, stopped and discharged her passengers six miles south of Cape Mudge last week, were entirely exonerated of the charges of lack of discipline in disembarking the passengers by John K. Bulger of San Francisco, supervising inspector of steamboats, at the conclusion of the investigation in Seattle. "From my investigation," says Inspector Bulger, in his decision, "I find that there are mitigating circumstances connected with the case which deserve consideration and cause me to commend instead of condemn the action of John Burns, chief mate of the vessel, on the night of October 4th."

Small craft, particularly of schooner rig and equipped with auxiliary power, are said to be in demand on the lower coast. A number of vessels of this type, recently placed in the trade, have been doing well. Negotiations have been under way for the purchase of some of the fine old schooners formerly operated out of Victoria in the sealing trade. W. A. Loaiza & Co., who recently purchased the schooner "Markland" for about $5000, are said to have taken the schooner "Dora Sieverd." They are also reported to be seeking further small craft for the west coast traffic between ports. The "Markland" was converted into an auxiliary craft before she left here and was renamed the "Balboa."

W. G. Sickel, vice-president of the Hamburg-American Steamship Company, spent several days in San Francisco investigating conditions with reference to an exhibit at the Panama-Pacific Exposition in 1915. Sickel's visit here is in conformity with instructions recently sent him by Herr Ballin, chairman of the board of directors of the Hamburg-American line, from the Hamburg office, to the effect that the company desired comprehensive information with reference to its plans for participation. The company is the prime mover in a private organization recently formed at Berlin to bring about participation by German industries. It has been announced that, notwithstanding the German Government's declination of the invitation from the American Government, the company will make a large private exhibit.

Official statistics, just received by Collector John O. Davis, of exports of domestic mineral oils for the month of August are as follows from the customs districts of the Pacific Coast: From San Francisco, 23,912,691 gallons, value $611,059; from Southern California, 49,334 gallons, value $1,814; from Washington, 5,428,210 gallons, value $223,856. Inasmuch as practically no mineral oil is produced in Oregon or Washington, the exports from the latter are necessarily oil produced in California, and, judging from the higher valuation placed on the proportionate quantity exported from there, it is apparent that the value stated for exports from Washington includes the transportation charges from the various loading ports in California. The percentage of distribution of crude petroleum among the several products was estimated under the census of 1905 as follows: Burning oils, 61 per cent; residium, 5.7 per cent; paraffin oils, 2.9 per cent; paraffin wax, 1.4 per cent; reduced oils, 7.7 per cent; naphtha and gasoline, 10.3 per cent; neutral filtered oils, 0.9 per cent; the balance being various other products. If a census of such products has since been taken its compilation has not yet been published.

Joy and sorrow intermingled in the arrival at San Francisco aboard the Oceanic liner "Ventura" of the ship's company of the barkentine "Amaranth," which was lost on Jervis Island, in the South Pacific, a few weeks ago. Captain C. W. Nielson, his wife and their baby boy (George) and the dozen men composing the crew of the wrecked "Amaranth," will rejoin their relatives, but out in a little home in the Mission a woman is sobbing for one whose final knell was sounded with the safe arrival of those on the "Ventura." Until it became definitely known that the shipwrecked mariners being brought home by the "Ventura" were the crew of the "Amaranth," Mrs. Charles Johnson, wife of Captain Johnson of the missing schooner "Americana," had hoped that they might include her husband and his valiant crew, who sailed from the coast a few months ago and from whom no message has come out of the sea. Although the "Americana" was posted as missing at Lloyd's, an action which has never failed to mark a vessel's doom, Mrs. Johnson had hoped against hope until yesterday. Conflicting reports from Samoa had indicated that the "Americana," as well as the "Amaranth," might have been wrecked and that both crews had escaped, but the "Ventura" brought no news of the former vessel.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone, Kearny 394; (Advt.)

International Seamen's Union of America.

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.

THOS. A. HANSON,
570 West Lake St., Chicago, Ill.

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(Continued on Page 11.)

Coast Seamen's Journal

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, OCTOBER 15, 1913.

FOOLING THE PASSENGERS!

When on April next the season of navigation opens for the year 1914, passengers on foreign-going, coasting and international vessels registered in Canada will travel with the knowledge and sense of security that their lives are protected by the strictest life-saving rules ever enforced in the history of Canadian navigation.

The board of steamship inspection has just concluded drafting life-saving appliances for all Canadian vessels, which contain radical changes from the old order of things, and which, if approved by the Government and strictly enforced, will make sea travel almost as safe as an intelligent supervision by the Government can make it.—Press Item.

As will be seen by the foregoing, the Canadian steamship inspection officials have evolved some new rules and regulations for greater safety of life at sea. And as a result, every publication of any note has promptly informed its readers that loss of life at sea on Canadian vessels will hereafter be practically prevented.

For instance, the Daily News Advertiser of Vancouver prints a column of eulogy upon the new regulations which deal with everything under the sun except the most important detail of safety—the manning of ships.

It would seem self-evident that after everything else relating to life-saving, etc., has been disposed of, there remains the matter of determining how many men are needed to handle the vessel and to utilize her equipment. But the influence of shipping "interests" has been able to invert the order in which the questions of equipment and manning should be considered. In most deliberations upon the subject that question is not considered at all. The prevailing idea being that so long as everything else is attended to —double hulls, lifeboats, etc.—the manning questions may very well be left to take care of themselves.

The utter folly of this process of reasoning was again demonstrated in the latest disaster of the seas—the burning of the steamer "Volturno" with a reported loss of approximately 136 lives. It appears that in this instance there were life-boats and life-belts galore, but the reports so far available indicate that the human element in the life-saving facilities on the "Volturno" had been entirely neglected. We will not at this time dwell upon the lessons to be learned from this disaster, but if another object lesson were really needed to show our law-making bodies that the utmost skill and care in construction and equipment can not supersede the human element in any really effective plan for safeguarding life at sea, the "Volturno" disaster surely must open the eyes of all. Life-saving appliances may be perfect in themselves, but unless they be manned by competent men they are likely to prove worthless in an emergency.

Too much reliance is placed in the mechanical, and not enough in the human factor of safety. And the case of the "Volturno" proves that the manning question remains, as it always has been, the most important factor in any plan for insuring the safety of life and property at sea.

STATUS OF THE SEAMEN'S BILL.

On October 2 the Senate Committee on Commerce reported favorably upon the Nelson bill, known as Senate bill No. 136. The Nelson bill is an exact copy of the bill which passed the House and the Senate last spring, but was vetoed by ex-President Taft.

Senator Fletcher, to whom the duty of reporting the bill was assigned, declared that he would not be bound by the bill as reported and the other members of the committee were also left free to offer or support amendments. Comrade Furuseth writes that the best friends of the Seamen agreed to this because they mean to substitute the La Follette bill (S. B. No. 4) or to so amend the Nelson bill as to make it practically similar to Senator La Follette's measure. It should be noted that Senate bill No. 4 is the one which received the endorsement of the Department of Commerce and the Department of Labor.

There can be no doubt that those who have always opposed legislation of this kind consented to the reporting of the bill in the hope that the Senate will strike out the three-watch system for wheelsmen and watchmen and the proviso that none but able seamen or men of equal rating shall be permitted at the wheel or lookout. To what extent the reactionaries will succeed remains to be seen; it is certain, however, that there is going to be no further delay, as the Senate has unanimously agreed to begin consideration of the Seamen's bill on Thursday, October 16 and to take final action on October 23.

In the meantime President Wilson has appointed the American delegates to the International Conference of Safety at Sea. Among the delegates are several naval officers, shipbuilders, an expert in wireless telegraphy, the Commissioner of Navigation, the Supervising Inspector-General of the Steamboat Inspection Service, Senators Fletcher and Burton, Congressman Alexander, and, finally, Andrew Furuseth, President of the International Seamen's Union of America. The conference is scheduled to meet in London on November 12, and although Comrade Furuseth appears to be in a hopeless minority among the American delegates, his refusal to serve would be construed to mean that he dared not submit the Seamen's propositions to the judgment of "practical" men. Of course, much will depend upon the action of the Senate on the pending bill. The attitude of the entire American delegation will in a measure be guided by the action of the Senate, but no matter what is done by that body, the Seamen of America will never cease fighting for justice. There will be no backing and filling upon this vital issue, and Comrade Furuseth can not afford to let pass this opportunity to present to the world the fundamentals upon Safety of Life at Sea.

IMMIGRATION CONFERENCE.

A call has been issued to all Pacific Coast labor organizations for delegates to a two-days' convention of the Western Labor Immigration Conference, to be held in the Labor Temple, Seattle, Wash., at 10 a. m., November 7 and 8, 1913.

The Conference November 7 is called primarily for the purpose of devising plans whereby the problems to be presented to Pacific Coast labor by the influx of immigration consequent upon the opening of the Panama Canal may be solved. It is a certainty that in the effort to solve this problem the counsel of all workers already on the Pacific Slope is needed, particularly in view of the fact that the whole matter is to be submitted later to the American Federation of Labor Convention for aid and nation-wide assistance.

Some of the reasons why organized labor on the Pacific Coast should wake up immediately, are presented together with the Convention call by Secretary Charles Perry Taylor, Secretary of the Conference, as follows:

Do you know the Panama Canal will be open to traffic in 1915?

Do you know the coming Southeastern European immigration expected on the Pacific Coast after the Canal opens is 5,000,000 in the first five years?

Do you know one steamship company alone has sold 125,000 steerage tickets from Europe via Panama Canal to Portland and Seattle, and no one knows how many to California

Do you know this influx of immigration will glut the labor market of the Coast States, disorganize the workers, drive those here farther inland, and generally demoralize labor conditions as established by Union Labor?

Do you know that land sharks, steamship companies and commercial interests are spreading advertising all over Europe that the Pacific Coast is a land flowing with milk and honey, with gold nuggets lying in the creeks visible to the naked eye, and labor so scarce that employers are begging for men to go to work?

Do you know that commercial, educational and some semi-religious interests have been conducting a series of pro-immigration conventions on this Coast for three years, boosting European immigration?

Do you know that not only are Washington, Oregon and California endangered from Labor's standpoint, but also the Rocky Mountain States, for when the labor of the Coast is crowded out of work by the immigrant, he in turn will go inland to crowd others out of work?

Do you know that the Union Labor of the Rocky Mountain and Pacific Coast States must either WAKE UP to this situation, and try to meet it, or else uselessly cry about it when it is too late?

Do you know the American Federation of Labor, which has 2,200,000 members and will meet in annual convention in Seattle on November 10, affords a splendid opportunity to enable American Union Labor to plan to solve this question?

Do you know that the Western Labor Immigration Conference, composed of State Federations of Labor, Trades Councils and local unions, will hold a convention in Labor Temple, Seattle, Wash., November 7 and 8, 1913, to consider the situation?

Do you know that your union labor organization, whether a Western State or city central body, or a local union, may send as many delegates as desired to this Immigration Convention?

Do you know that State Federations are paying $10.00, city trades councils $5.00 and local unions $2.00 each to make this convention a success, remitting payments to the secretary, whose address is below?

Do you know that all such delegates will have opportunity to visit the convention of the American Federation of Labor in Seattle, which will be an education in itself, available on this Coast only once in many years?

Do you know that the president of the Western Immigration Conference is Mr. E. J. Stack, secretary of the Oregon State Federation of Labor; and its secretary is Mr. Charles Perry

Taylor, secretary of the Washington State Federation of Labor—and that these officers serve without pay, desiring only to arouse the Union Labor of the West to the dangers that lie before us?

Do you know that this is your affair, and that you ought to WAKE UP?

FEDERATION SUPPORTS SEAMEN.

The Fourteenth Annual Convention of the California State Federation of Labor, which met at Fresno during the past week, unanimously adopted the following self-explanatory resolution:

Whereas, There is pending in the Congress of the United States a bill drafted with a design to equalize the operating expenses of foreign vessels and American vessels, and thus tend to build up the American Merchant Marine and at the same time encourage Americans to follow the sea for a livelihood; and

Whereas, The safety provisions of said bill will insure greater safety of life and property at sea, and other features of the bill will abolish the last provisions in our statutory law for compulsory labor within the jurisdiction of the United States; therefore be it

Resolved, By the Fourteenth Annual Convention of the California State Federation of Labor, that we re-indorse the Seamen's bill, known as Senate bill No. 4, and urge upon Congress, and particularly upon the Senators and Representatives from California, to do their utmost for its immediate enactment.

THE "ROANOKE" SALVAGE.

EDITOR COAST SEAMEN'S JOURNAL:

I am sure your readers will be interested in the first opinion regarding questions of maritime law handed down by Judge M. T. Dooling, who was recently appointed by President Wilson as a Judge for the United States District Court for the Northern District of California. The case is one brought by certain of the crew of the "Santa Clara" against the "Roanoke" (both vessels being owned by the same owner) for salvage, and was decided October 7, 1913. Of course it is possible the case may be appealed, so that it may be some time before the decision becomes final and the money is paid; but there does not seem to be any reason to believe that there can be any reversal. Mr. Doe's company was represented by Attorneys C. H. Sooy and D. L. Levy. I appeared for the libelants. The opinion is substantially as follows:

"On April 10, 1913, the steamer 'Roanoke,' bound from San Pedro to San Francisco, with 93 passengers and a cargo of freight, lost her propeller when in the neighborhood of Point Arguello. She drifted inshore from 10:05 a. m. until 11:10 a. m., when the anchor was dropped in 14½ fathoms of water at a point in the neighborhood of 1½ miles south by east of Point Arguello. There was no wind and the sea was calm with a light swell from the west. During the time that she remained so anchored, that is, until about 5:20 p. m., she was enveloped in a dense fog, and not more than half a mile to the eastward of the regular course of vessels plying along the Coast. No rough weather was encountered during this period, the sea remaining calm and there being no wind. The anchor held without any apparent strain. The coast in that neighborhood is rocky in some places and sandy in other. The steamer 'Santa Clara,' en route from San Francisco to Port Harford, about 10:45 a. m., received the following message from the 'Roanoke':

"'Capt. Jessen, S. S. Santa Clara: Come to our assistance. Lost wheel 2 miles south Point Arguello. Dickerson.'

"To which he replied at 10:55 a. m.:

"'Capt. Dickerson, S. S. Roanoke. Your message received. Coming to your assistance. Jessen.'

"At 12:07 p. m. the master of the 'Roanoke' sent to the 'Santa Clara' the following message:

"'Capt. Jessen, S. S. Santa Clara: We need your assistance at once. Dickerson.'

"Upon receipt of the first message, the 'Santa Clara' altered her course and steamed directly for the 'Roanoke,' arriving there about 4:45 p. m., and took her in tow for San Luis, where they arrived about 4 a. m., and where the 'Roanoke' anchored about 6:45 a. m. outside the breakwater. She remained there until 11 a. m., when the tug 'Sea Rover,' dispatched from San Francisco for that purpose, took her in tow and finally landed her at her dock at the latter place. The 'Santa Clara' dropped her at San Luis in obedience to the orders of the president of the claimant, the North Pacific Steamship Co., the owner of both steamers, but was always near enough to assist until the tug arrived. The present libel is by certain of the crew of the 'Santa Clara' for salvage.

"It is evident that while the sea remained calm and the anchor held, the 'Roanoke' would not be in any immediate danger. But on this coast in the month of April, it is impossible to say how long such condition would continue. A vessel so disabled as to be without motive power, within 1½ miles of a rocky coast, may be, if not relieved, in reasonably apprehended danger. The telegrams of the master of the 'Roanoke' would indicate that he believed that he was in need of assistance, and the circumstances were such as to render that belief very reasonable. The fact that the danger was not immediately imminent is not at all controlling. It is contended that this was a towage instead of a salvage service; but to this contention I am unable to agree.

"'A salvage service is a service voluntarily rendered to a vessel needing assistance, and is designed to relieve her from some distress or danger either present or reasonably apprehended. A towage service is one which is rendered for the mere purpose of expediting her voyage, without reference to any circumstances of danger.' McConnichie v. Kerr, 9 Fed., 50.

"The services here rendered were salvage services. Both steamers belonging to the same owners, there is no claim made on behalf of the steamer 'Santa Clara.' The value of the 'Roanoke' is $150,000; she was relieved without any difficulty by the 'Santa Clara,' with her own lines brought aboard the 'Santa Clara' by her crew. No hardships or special dangers were encountered by the 'Santa Clara's' crew, and under all the circumstances I think one-half of a month's pay to each of the crew will be ample compensation. This award is made for the reason that all salvage awards should be fairly substantial so that vessels and crews may be rather encouraged to render such services than discouraged from so doing."

The persons who will be entitled to recover, when the case is finally settled, are:

Second Officer, A. Sjogren; Third Officer, J. E. Johnson; First Asst. Engr., A. Disher; Second Asst. Engr., Geo. M. Reed; Third Asst. Engr., G. W. Jacobs; Seamen, Geo. K. Bekker, M. Meislahn, P. Cain, F. G. Palmer, Christen Christensen, A. Johnson, Oskar Johansen, A. C. Andersen, E. Andersson, H. Andreasen; First Cook, J. Pitts; Second Cook, J. Martin; Third Cook, W. E. Pitts; Pantryman, E. Andrews; Messboy, R. Tennant; Purser, B. Frankel; Wireless Operator, K. G. Clark; Firemen, V. Matson, A. Fraser; Wiper, M. Staley (Fahey); Oilers, W. Kremer, A. S. Caskey, S. B. Nilsen; Waiters, A. G. Clarke, J. Kotcharin, C. Gibson, Hansen.

Yours very truly,

F. R. WALL.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Oct. 13, 1913.

A synopsis of the minutes of the regular meeting will be published in next week's Journal, this meeting having been postponed on account of Columbus Day, a legal holiday in California.

JOHN H. TENNISON, Secretary pro tem.
84 Embarcadero. Phone Kearny 2228.

Victoria, B. C., Oct. 6, 1913.
Shipping dull, with few men ashore.
ARCHIE KING, Agent.
Old Court Rooms, Bastion Square.

Vancouver, B. C., Oct. 6, 1913.
Shipping quiet; prospects uncertain.
W. S. BURNS, Agent.
N. E. corner of Hastings and Main streets. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Oct. 6, 1913.
No meeting; no quorum. Shipping dull.
H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, Oct. 6, 1913.
Shipping and prospects poor.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Oct. 6, 1913.
Shipping dull; prospects uncertain.
JACK ROSEN, Agent.
P. O. Box 6. Tel. Main 557.

Portland Agency, Oct. 6, 1913.
Shipping slack.
G. A. SVENSON, Agent.
P. O. Box 2100. 51 Union Ave. Tel. East 4912.

Eureka Agency, Oct. 6, 1913.
No meeting; shipping slack.
JOHN ANDERSEN, Agent.
227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, Oct. 6, 1913.
Shipping fair.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Sept. 27, 1913.
No meeting; no quorum. Shipping dull.
JACK EDWARDSEN, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Oct. 9, 1913.

Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping slow. Nominations of delegates to the International Seamen's Union were proceeded with.

EUGENE STEIDLE, Secretary.
Phone Kearny 5955.

Seattle Agency, October 2, 1913.
Shipping medium. Nominated officers for the ensuing term.
LEONARD NORKGAUER, Agent.
Grand Trunk Dock, Room 203-205. Phone Main 2233. P. O. Box 214.

San Pedro Agency, October 2, 1913.
Shipping dull; plenty of cooks ashore. Nominated officers for the ensuing term.
HARRY POTHOFF, Agent.
P. O. Box 54.

Portland Agency, October 2, 1913.
Shipping quiet; few men ashore; prospects poor. Nominated officers for the ensuing term.
THOMAS BAKER, Agent.
New Grand Central Hotel, Room 108, Third and Flanders Sts. Phone Main 1528.

DIED.

Theodore Jansen, No. 2055, a native of Norway, age 40, died at Kinai, Alaska, September 6, 1913.

Frederick Ochmeichen, No. 696, a native of Germany, age 31, drowned on Puget Sound, October, 1913.

Carl Johan Erlund, No. 562, a native of Finland, age 38, drowned from a dredger in Mexico, September 16, 1913.

Michael Rann, No. 991, a native of Russia, age 37, died at New Buffalo, Mich., October 5, 1913.

Johan Larson, No. 615, a native of Sweden, age 44, drowned at San Rafael, Cal., October 10, 1913.

Jeremiah Gaudie, No. 1051, a native of Scotland, age 22, drowned at Vancouver, B. C., October 4, 1913.

Peter Trallnes, No. 524, a native of Norway, age 33, died on board the fishing vessel Star of Russia.

CHICAGO'S OUTER HARBOR.

For many years the Chicago river, with its branches, constituted the harbor of Chicago; development of great industries to the south a quarter of a century ago brought the Calumet river into prominence as an auxiliary. The tonnage handled through the Chicago river at present is about 4,000,000; that handled through the Calumet river is about 7,000,000. The lake shipping trade of the city has not kept pace with growth in other respects, this being due to several causes, mainly to railway competition, decline of the lumber trade and diversion of traffic to other lake points. It has long been maintained, however, by those who have given thought to the subject that the decline in the lake commerce of Chicago could be traced directly to the inadequacy of the old harbor. Difficulty in entering it at times, obstruction caused by tunnel construction, delays incident to the opening of numerous bridges, and channel and wharves unequal to the needs of the newer type of lake vessels, are all charged with the falling away of business.

For a generation Chicago has been striving to obtain an outer harbor, that is, an artificial harbor on the lake front. River and railway interests have combined to postpone this improvement. The scheme has been defeated time and again, either at home or in Springfield. In 1911, however, the city council established four outer harbor sites. The first of these embraced the lake shore from the mouth of the Chicago river north to Chicago avenue, and extending one mile into the lake; the second embraced a stretch of shore line from the mouth of the Chicago river south to Randolph street and extending one mile into the lake; the third covered what may be termed the Grant park district; the fourth the Calumet district. A year later the harbor commission submitted to the city council a plan for the development of the scheme first mentioned and known as "No. 1." This scheme contemplates the construction eventually of five piers of 2500 feet and one of 3000 feet in length. It is probable that only two of these will be undertaken at the start. The estimated cost of these is $4,400,000. At the election of April of last year the proposition to issue bonds to the amount of $5,000,000 for outer harbor improvement was approved by popular vote. A number of details have now been perfected. Legal difficulties have all been removed. Chicago is at length able to go about the actual construction of an outer harbor.

The success of this enterprise will be far-reaching in its influence. It is confidently expected to give fresh impetus to lake traffic. There is hardly a question but that it will expedite the handling of both freight and passengers. It may lead in time to the closing of the Chicago river to shipping. This would result in the construction of permanent bridges, and this in turn would encourage an expansion of the business district and relieve the congestion which is now one of Chicago's greatest problems.—Christian Science Monitor.

For fair products of all kinds consult the JOURNAL'S ad columns.

CONTRASTS ABOARD SHIP.

Mr. James Montgomery.

As he is standing, leaning against the railing of the steamer, Mr. James Montgomery, in his blue jacket, white flannel trousers and rich yachting cap, makes a pretty sight. He is every bit of six feet tall, his eyes are bold and clear and his complexion ruddy. There can be no question in anybody's mind as to his being a good healthy animal. During the two weeks' ocean trip I got well acquainted with him. He interested me as a type. And I often spoke to him in order to draw him out. He is a lawyer by profession and a Wall Street broker by occupation. He is about 40 years old, married and father of two children. A great favorite with the ladies, and moderately unfaithful to his wife. Occupies a good social position and is a highly respected member of society. It is a pleasure to hear him talk; such mental vacuity I have seldom met. If he ever thought an original thought, it must have been only in his sleep. All his ideas are ready made.

As he is descended from old American stock, he looks with contempt at all foreigners. The Italians and the Germans in the steerage he regards as so many animals. Their position does not excite the slightest compassion in him, and if they had all gone under, it would have caused him no more concern than the drowning of so many rats. He is, of course, convinced that the United States is the only real country in the world—he visits Europe with the same feeling that people have, for instance, when they pay a visit to Chinatown. And, of course, he is convinced of the immeasurable superiority of the male over the female sex. Woman suffrage was all rot. And if he had the power, he would make short work of all this nonsense. The double standard of morality was all right. It was perfectly proper for a man to be unfaithful to his wife, but if a wife was unfaithful to her husband, she was a prostitute, who should be shunned by all decent people.

He is innocent of any knowledge of literature, and the names prominent in philosophy, science or social work are quite unknown to him. Henry George was one of those damned anarchists who would take away your property from you in order to divide up. The names of Marx and Lassalle he had never come across. Ibsen—yes, he knew the name of Ibsen. He saw one of his plays. It was a stupid play, and all he remembered of it was that the actress who played in it—Nazimova—had a pretty neck and pretty shoulders. Ingersoll should have had his head knocked off, or he should have been put behind bars, for attacking God and religion. He himself, of course, had not much use for religion—but the people must have religion. Take away their fear of punishment and the whole world would go to pieces.

As stated, he had no familiarity with literature. No, he never reads books. Most of them are written by fools who haven't a decent suit of clothes to wear, and who understand nothing about practical life. He knows that Mark Twain was a humorist, but he has not read any of his books. Yes, he thinks he read "Innocents Abroad." Of our William Dean Howells he has never heard. Oh, yes, he has heard of Gorki, "that fellow who came over with another man's wife and was kicked out of all the hotels." The name of Tolstoy was altogether unknown to him. Perhaps if the great Russian has attempted to come here and been debarred on account of some of his anarchistic theories, he would have heard of him. For his reading is limited to the newspapers exclusively, and even in them he reads principally the stock reports and the baseball news.

In politics our friend Montgomery is a stanch Republican, and he believes in high tariff. But this does not prevent him from boasting of how many things he and his wife smuggle in every year on their return from foreign lands. The tariff is a good thing in general—but for him personally to pay duty on things he buys abroad, why it would be absurd.

Such is our friend, James Montgomery. A splendid animal, a thorough "gentleman," but an utterly worthless parasite. A parasite who never thought an original thought, never felt a generous impulse, never produced a dollar's worth of value. And the Montgomerys constitute the bulwark of our civilization. They think they do.

Dr. Alfred Braun.

Alfred Braun is not very pretty to look at. He is tall, gaunt, with sunken cheeks, and long arms with which he does not seem to know what to do. His large head is as hairless as an egg, he is very near-sighted and one of his legs is a little bit, just a tiny little bit shorter than the other. His collar is seldom of immaculate whiteness, and his tie is often awry. And his trousers are generally baggy and his shoes are seldom shined. None of the sweet young things and even very few of the old ladies on board pay any attention to him.

He is a doctor by profession. And the amount of charity, of gratuitous work that he has been doing in the twenty-five years of his practice, only his numerous patients know. Little and frail as he is, he works from sixteen to twenty hours every day of the year. But his practice occupies only about half of his time. He reads all the important medical literature and he is fully up to date as to the latest developments in medicine. But besides medicine he has two hobbies. His hobbies are literature and philosophy. He is familiar with every literature in the world. English, French, German and Italian he reads in the original, while everything worth while in Swedish, Norwegian, Danish, Russian and Spanish he reads in translation. And every new philosophic, social and religious movement is of more interest to him than is the amount of his income. He writes a good deal and his writings have had a marked influence on the thought of his time. His life is leaving an indelible impression on his contemporaries. His books and magazine articles are looked for eagerly by all earnest students of philosophical and psychological problems. He lives with extreme moderation and a large share of his income he devotes to humanitarian causes. All his life is an offering to humanity. His truthfulness, loyalty and reliability are proverbial. But nobody, that is nobody of the common rabble, would call him a gentleman. It was delicious to

note the contempt on James Montgomery's face whenever he happened to pass Dr. Braun. He seemed to think that it was an impertinence on the latter's part to exist at all, or at least to be on the same boat with him.

Yes, James Montgomery, a pernicious, pestiferous parasite, taking everything from society and giving it nothing in return, is a gentleman. Dr. Alfred Braun, one of humanity's noblest types, who gives his all to society, taking practically nothing in return, is not a gentleman.

Is this the irony of fate, or is something wrong with language?—William J. Robinson, M. D., in Critic and Guide.

HUNGARIAN FARM WORKERS.

No worker in Europe is so devoid of all common rights as the Hungarian agricultural laborer. Only with the assistance of the police can he be prevailed upon to remain true to the "Fatherland."

In spite of the exceptional laws and police regulations directed against the emigration of the workers every worker endeavors to leave his unhospitable homeland at the first opportunity which presents itself. The unheard-of injustices under which the agricultural laborers of this country have to suffer are depicted in the yearly report of the Minister of Agriculture, which lately gave notice that in the case of an agricultural laborer, engaged under contract, refusing to work for any reason whatever, the judge has to take legal action against same, causing him to be "escorted" back to work or sentenced for "transgression of the law."

Should the authorities concerned with the negotiations between the laborers and great landlords not be successful in their attempts to "persuade" the laborers to work, then the said authorities must take such steps as will insure the necessary supply of laborers being held in "reserve," at the disposal of the landlords.

In such cases it is only necessary for the landlord to briefly state how many "pairs" he will require and where the workers are to be sent. The landlords have to pay the same number of day's wages for these strikebreakers, who are recruited and supported by the government, as the latter has to pay the strikebreakers. Besides this the landlords have to provide board and lodging for the blacklegs.

This draconic provision fills the prisons every year, but it also "insures" a peaceful harvest. The necessary work is accomplished. The Hungarian agricultural laborer is forced to work in the manner of the slaves in the lead mines of Siberia—at the point of the bayonet. It is not surprising that under the circumstances these workers prefer the conditions of other countries, no matter how bad; but an influx of these workers into any country might endanger the position of the inhabitants.

Not only is it in the interest of the labor movement to organize this outflow of emigrants, we must, further, give the Hungarian unions and labor party every support in their fight for the betterment of their conditions.

The trade union is a standing challenge to that miserable old cynicism, "Every man for himself, and the devil take the hindmost."

SINGLE TAX PROBLEMS.

A seeker for information asks how land values would be determined under the single tax. At the same time he says that some land is more productive than others, is closer to market, or may have something upon it to increase its value.

All such circumstances are taken into consideration by assessors now, or ought to be. The valuation of land is a matter that has been reduced to a science. Such methods of valuation as the Somers System are safe methods that could be employed under the single tax, just as they are being employed in Houston, Texas, Cleveland, Ohio, and a number of other cities.

Another question is "how would corporations be handled as regards their taxes?" The same as individuals. This is not generally done now. In many States corporations are under special tax laws, generally so drawn as to give an unfair advantage to the larger ones. All such distinctions would be abolished. This is something that should be done even should the single tax not be adopted.

"How would the single tax apply to railroads?" The single tax would largely increase the taxes now paid by railroads. On railroad franchises alone, the tax would be far in excess of existing taxes. In 1912 the railroads paid altogether taxes amounting to something less than $114,000,000 on property which they value at approximately $22,500,000,000, or a rate of about one-half of one per cent. The cost of the roads and equipment, according to the railroads themselves, was $15,872,000,000. These figures may be scaled down when the physical valuation begun by the federal government will be completed. But taking them as given, there would seem to be a franchise value of about $7,000,000,000, which, taxed at 3 per cent, would produce more than double the present tax paid by railroads on all property. Besides that, there is much land value included in the fifteen billions allowed for physical value, which would still further increase the tax. However, there are good reasons why the franchises should be revoked entirely and no private corporation be allowed control of a public highway.

Another question is, would the revenue raised be sufficient for the government? Land values of the United State have been estimated by different experts at from sixty to one hundred billion dollars. Taking the lowest figure a tax of 3 per cent would raise far more revenue than State and Federal governments raise now.

The steamship Kristianiafjord, of the new Norwegian-American line, arrived at New York on June 17 from Christiania, marking a new era in the maritime history of Norway. Although Norway's merchant marine is rated as the fourth largest in the world, there has not been heretofore any direct steamship connection with New York. A delegation of Norwegian-Americans met the liner down the bay and a reception, in celebration of her arrival, was held. The ship is 530 feet long and brought 150 cabin and 350 steerage passengers.

Demand the union label upon all purchases!

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships. Fraternally yours,

LAKE SEAMEN'S UNION,
V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION
570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y.....55 Main Street
Telephone Seneca 936 R.
CLEVELAND, O.....1401 W. Ninth Street
Telephone Bell Main 1842.
MILWAUKEE, WIS.....133 Clinton Street
Telephone South 240.
ASHTABULA, O.....21 High Street
Telephone 552.
NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.
DETROIT, MICH.....7 Woodbridge Street, East
Telephone 3724.
SUPERIOR, WIS.....1721 N. Third Street
Telephone, New, Broad 385.
BAY CITY, MICH.....108 Fifth Avenue
OGDENSBURG, N. Y.....70 Isabella Street
CONNEAUT, O.....922 Day Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue
PORT HURON, MICH.....517 Water Street
ERIE, PA.....107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

HEADQUARTERS.
71 Main Street, Buffalo, N. Y.
Telephone Seneca 48.

BRANCHES:

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CHICAGO, ILL.....445 LaSalle Avenue
MILWAUKEE, WIS.....151 Reed Street
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MARINE COOKS AND STEWARDS' UNION.

HEADQUARTERS.
BUFFALO, N. Y., 55 Main St. Tel. Seneca 2295

BRANCHES.

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CHICAGO, ILL.....314 N. Clark Street
ASHTABULA, O.....74 Bridge Street
TOLEDO, O.....54 Main Street
DETROIT, MICH.....7 East Woodbridge Street
PORT HURON, MICH.....517 Water Street
CONNEAUT, O.....922 Day Street
OGDENSBURG, N. Y.....70 Isabella Street
NORTH TONAWANDA, N. Y.....152 Main Street
SUPERIOR, WIS.....1721 N. Third Street
BAY CITY, MICH.....108 Fifth Avenue
ERIE, PA.....107 E. Third Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue

UNITED STATES MARINE HOSPITALS AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS.

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS.

Ashland, Wis.	Ogdensburg, N. Y.
Ashtabula Harbor, O.	Oswego, N. Y.
Buffalo, N. Y.	Port Huron, Mich.
Duluth, Minn.	Manitowoc, Wis.
Escanaba, Mich.	Marquette, Mich.
Grand Haven, Mich.	Milwaukee, Wis.
Green Bay, Mich.	Saginaw, Mich.
Houghton, Mich.	Sandusky, O.
Ludington, Mich.	Sault St. Marie, Mich.
Manistee, Mich.	Sheboygan, Wis.
Erie, Pa.	Superior, Wis.
Menominee, Mich.	Toledo, O.

DECLINE OF FRENCH COLONY.

United States Consul John K. Baxter reports upon the commercial decline of the Islands of St. Pierre and Miquelon, which began in 1889 and has proceeded with increasing rapidity since 1902, and was not checked during 1912. Signs of distress are visible on all sides. In the town of St. Pierre there are tenantless houses in every street which have been so long neglected that they are no longer habitable; private piers and wharves built at great expense have fallen into decay; warehouses are empty and deserted; and the artificial stone beaches on which fish was dried in former years are overgrown with weeds.

The last census was taken in March, 1911. At that time there were 3,403 inhabitants on the Island of St. Pierre, 363 on Dog Island, and 443 on Great and Little Miquelon. It is probable that there has been some decrease through emigration during the two years that have since elapsed.

From the beginning of June until the end of September the French and foreign fishermen temporarily in port frequently outnumber the permanent inhabitants. Before and after the fishing season, and even in midwinter, many foreign vessels call for shelter, supplies, or for overhauling on the marine railways. The harbor is rarely icebound.

The colonial budget for 1913 provides for an expenditure for all purposes of $97,650.

The imports during the calendar year 1912 were valued at $999,628. This total, however, includes an item of $135,100, being the declared value of a British steamship registered under the French flag in the name of the local agent of the British owners, but without any real transfer of the property. The arrangement was only temporary, and it has since been canceled. If this item is deducted, the imports aggregate $864,528, as compared with $1,019,927 in 1911. The exports were valued at $1,158,575, as against $1,639,591 in 1911.

Two American, 16 British, and 114 French steam vessels, and 18 American, 989 British, and 368 French sailing vessels entered the port of St. Pierre during 1912. The aggregate tonnage of these vessels was 176,988, compared with 179,028 tons in 1911. Among the vessels calling in 1912 were the French cruiser "Descartes," commissioned to patrol the fishing grounds, and the hospital ship "Saint Francois D'Assise," which cruises on the Banks during the fishing season, cares for the sick and injured, and acts as a floating postoffice for the French fleet.

One steam trawler and three schooners were wrecked on the coast during the year, and several schooners went ashore, but were pulled off by tugs before they had been seriously damaged.

The fisheries, which are the mainstay of the colony, were not successful in 1912. Forty schooners were fitted out, of which 5 were wrecked; the remaining 35, with one or two exceptions, showed a serious loss on the season's operations. The inshore fisheries were worked by 757 men in dories, small sloops, and motor boats. The total catch of the schooners was 4,917,293 pounds, and of the inshore fishermen 2,928,187 pounds of green salted cod. The average catch per schooner was less than in any year since 1906, and the total catch of the colony was the smallest in several decades; the local fleet dwindles from year to year, and is now reduced to one-fifth of its former size.

As there are no regular means of communication between St. Pierre and the outside world except as provided by one subsidized mail steamer, and the subsidy consumes approximately one-fifth of the revenues of the colony, the service is of prime importance. There have been some delays, due in part to the endeavors of the contractor, in the face of unfavorable weather conditions, to maintain a freight and passenger service between Nova Scotia and St. Johns and ports on the south coast of Newfoundland, as well as between Nova Scotia and St. Pierre. This has given occasion for complaint. Another objection urged against the new steamer is that it draws too much water to enter the inner harbor and approach the dock except at high tide. It has frequently been necessary to handle freight in lighters and to use small launches for landing and embarking passengers.

Among measures suggested to restore the prosperity of the colony and more or less seriously discussed during 1912 were: Further reduction of the administrative personnel, which was cut down in May, 1906, but with the mail subsidy still absorbs al most the entire revenue, leaving very little surplus for public works; the establishment of a coal depot for the steam trawlers, which now coal at Sydney, Nova Scotia; the fitting out of one or more steamers for the spring seal killing in the Gulf of St. Lawrence and off the northeastern coast of Newfoundland, with a plant at St. Pierre for the reduction of blubber and treatment of hides; a concession for a casino; legislation to require all French fishing vessels on the Newfoundland Banks to call at least once during the season at St. Pierre. This last measure is urged for the benefit of the fishermen, who now frequently spend seven months at sea, without replenishing their stock of fresh water and provisions. It is, of course, favored for business reasons by the merchants of the colony.

THE SUPPLY OF EMERY.

The world's supply of emery comes from Greek islands and from Asia Minor near Smyrna. Importations into the United States, which average $250,000 annually, have been hampered within the past year because of disturbed conditions in the Balkans and the withdrawal from industrial life of so many men for the armies. Some American manufacturers have been inconvenienced by the delay in emery shipments. In this connection the following European press dispatch from Athens will be of interest:

"It is thought that the bill passed by the Greek Chamber regulating the emery trade of Naxos, one of the Greek islands supplying a large proportion of the world's requirements of soft polishing emery, will result in the speedy settlement of the strike for higher wages of the workers engaged in obtaining the mineral. The minimum selling price of Naxos emery is fixed by the bill at 65 francs ($12.54) per metric ton (2,204.6 pounds), while first-grade emery must not be sold below 110 francs ($21.23) per metric ton. The grading of the mineral will be under the control of three Government officials stationed on the island, while all sales have to be checked by a special agent stationed on the neighboring island of Syra, where the product has to be shipped after sorting. The agent will give a certificate with each lot sold, which will contain particulars regarding the quantity, quality, selling price, and steamer by which reshipment will be made. Heavy penalties will be enforced in cases where false information on these points is given."

LAND AND OPPORTUNITY.

Joseph Knowles, a Boston artist, began on August 5th, a two months' experiment in an extreme method of living a simple life. Naked and alone he entered a primeval forest in Maine to test the possibility of a modern civilized man living under conditions similar to that of cave dwellers. He is succeeding. Messages he has sent written on the bark of trees with burnt sticks, show that he has provided himself with food, shelter and clothing, and has made a fire through friction. He has done more than this, however, although he may not be aware of it. He has furnished a most unique and valuable object lesson in political economy. He has shown that a man may be ever so destitute, but given access to land, he can get a living of some kind through his own unaided efforts. He has furnished a concrete answer to the question: "What good will access to land do the man without a dollar?"

But while Mr. Knowles was able to successfully conduct his experiment, it does not follow that it would be advisable for the disemployed workers of Maine to make a rush for this same wilderness to get a living therein. That wilderness is the property of certain individuals who have been willing enough to let Mr. Knowles conduct his experiment, but who will probably object to turning to practical use the lesson the experiment has taught. If Mr. Knowles had gone into the wilderness not naked and alone, but with a number of associates supplied with machinery and other requisites for developing the resources in the most up-to-date way he would probably have been warned off as a trespasser. Paper title deeds not only to the Maine wilderness, but to unused lands throughout the country are keeping capital unused and labor unemployed. What is needed is a measure that will make it less profitable to the holders of these deeds to stand in the way of production. The most practical method would be through taxation. By putting all taxes on land values, holders of unused lands would be made to see greater profit in getting out of the way of industry than in obstructing it. That will open up the wilderness, not only in the forests of Maine, but in the hearts of big cities, and will give to every man who wants work the opportunity he seeks.

Don't knock the union unless you can show something better that will improve your immediate conditions.

Demand the union label upon all purchases!

WEEKLY NEWS LETTER.

(Continued from Page 3.)

some of the injuries were trivial. When the statement of William Lee was challenged by counsel for the railroads, he cited statistics from the Interstate Commerce Commission's report. This report, on June 30 last, gave 3,635 railroad employes killed in the United States during the year. Mr. Garretson argued that doubling the amount of tonnage to a train doubled the risk, as well as the responsibility, on the trainmen. Some of the economies introduced by the management also increased the risk of the men, and the economies were paid for out of the benefit fund of the unions.

Will Ask Drastic Measure.

Actuated by the numerous and disastrous railroad wrecks, the Interstate Commerce Commission is reported to be considering recommendations that are far-reaching, tending to safeguard the lives of passengers on the railroads of the country. It is understood that the Commission will ask Congress for legislation giving it plenary power to guard the safety of the traveling public. The Commission's authority at present is limited to the making of recommendations to the railroads, which may be accepted or rejected as the railroads see fit. The wrecks on the New York, New Haven and Hartford Railroad are chiefly responsible for the Commission's determination that further legislative authority is necessary. The Commission has completed and will make public shortly a report on the Wallingford wreck. It is stated that the Commission will handle this situation emphatically, and in the report will take the first step in the campaign for an extension of the Commission's authority in the direction of securing legislation clothing the Commission with increased power. One important provision which is contemplated is that of prescribing the speed of trains and compelling railroads to install safety devices. The power to regulate the speed of trains and also the power to penalize railroads for violation of speed limits will be a long step in the direction of preventing disastrous wrecks. In addition to the determination of the Commission it is stated that a conference will soon be called of officials in the construction departments of the big railroads and the makers of steel rails for the purpose of determining steps to be taken to meet defects in rails. Since the general advent of heavier locomotives and cars, steel rails have shown a defect which is called transverse fissure and this defect heretofore has thwarted detection because it developed solely by high wheel pressure. Some process, however, will be sought for to guard against this exceedingly dangerous defect.

Industrial Commission.

When the personnel of the Industrial Commission, created by the Sixty-second Congress, was confirmed by the Senate recently, the appropriation made to carry on the work of the commission had expired by limitation. When the bill was passed by the Sixty-second Congress it carried an appropriation of $100,000 for the fiscal year ended June 30, 1913. The members of the commission, being confirmed after that date and no other appropriation having been made, the commission is entirely without funds. Prominent members of the commission, however, have been in Washington and have taken up the matter of an appropriation, which is now before the Appropriation Committee of the House. It is confidently believed that funds will be provided, whereby the commission can commence its work in the near future.

Oregon's Minimum Wage.

After November 10 the minimum wage for women workers in Oregon will be $8.64 for a maximum week of fifty-four hours. The Welfare Commission has made this order under the law passed by the last Legislature. The law under which the commission was clothed with authority provides a penalty for violation of the commission's ruling by a fine of not less than $25 nor more than $100, or imprisonment in the county jail for not less than ten days nor more than three months, or by both fine and imprisonment. Any woman worker who is paid by her employers less than the minimum wage to which she is entitled may recover in a civil action the full amount of the minimum wage, less what she has already been paid, together with such attorney fees as may be allowed by the Court. Any agreement to work at less than the established minimum wage shall be no defense in a court action. The commission's order establishing the minimum wage and conditions makes provision for a lunch period for women employes in manufacturing establishments in Portland of not less than forty-five minutes.

CONDITION OF GERMAN SEAMEN.

(Continued from Page 1.)

owners have not yet followed as it is rather expensive. In Hamburg and Bremerhaven the shipowners of the district finance and patronize "blackleg" unions with resulting success, which must be attributed in the first place to the "terrorism" of the shipowners and their sharks.

No changes worthy of notice have been introduced into these systems since 1910.

The German Seamen's Mission—which is also strongly represented in foreign ports—is also financed and indeed subsidized by the owners for which aid the Mission shows its gratitude in many ways. Although their object should be to care for the "Christian" and "Moral" welfare of the seamen, in so far as the men have any desire for these attentions, they take the side of the owners in the economic fights and by throwing dust into eyes of the sailors seek to educate them in modesty and submission. These endeavors of the Seamen's Mission naturally meet with the liveliest approbation of the owners, but they are not successful in reaching the majority of the sailors.

The modern organization of the German sailors has been closely centralized since 1897 and affiliated with the organization of Harbor and Transport Workers' Union. During 1910 an average of 72,000 sailors were organized in our modern union, whilst of the deep sea fishermen only some 400 or 500, i. e., 2 per cent. or 3 per cent., are members, and the river fishermen are outside our union and indeed outside the modern movement.

There was no lack of social political action on behalf of the seamen between 1910 and 1912 both in Parliament itself as well as outside. Noticeable results cannot be pointed out excepting the incontestible educational results which our criticism produced on the Government, Parliament and authorities within and without Parliament. Social Insurance legislation was improved in 1911 by means of the State Insurance regulations. The seamen are still, however, under a disadvantage. No changes worth mentioning were introduced in the German Seamen's regulations.

No changes have been made in the semi-official inspection of ships, which is undertaken by Sea Employers' Protective Association and without the co-operation of the sailors themselves.

So-called "Welfare Institutions" which have been established by the owners, exist only in Hamburg and Bremerhaven (Hamburg America Line and the North German Lloyd). These are the pension offices to which the sailors must pay contributions (amounting to 5 per cent. of their earnings), amounts out of all proportion to the benefits and over which the contributing seamen have no share in the control. Even in those places where a share in the control seems to be guaranteed it exists only on paper and in actual working is only a farce and quite out of keeping with our democratic principles. Attempts, by means of economic and legal action have up to the present almost completely failed to effect any change.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

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ALASKA FISHERMEN'S UNION (Local No. 2), KETCHIKAN.
LORING, Alaska.
ALASKA FISHERMEN'S UNION (Local No. 3).
PETERSBURG, Alaska.

ALASKA FISHERMEN'S UNION.

Headquarters:
SAN FRANCISCO, Cal., 93 Steuart St.

Agencies:
SEATTLE, Wash., 84 Seneca St., P. O. Box 42.
ASTORIA, Ore., P. O. Box 138.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA

29 ERSKINE STREET, SYDNEY, N. S. W.

Domestic and Naval.

Herreshoff's new America's Cup defender will be an enlargement of smaller successful types in similar events with refinement of form.

The North German Lloyd has ordered from the firm of Schichau, Danzig, a sister ship to the "Columbus" of 35,000 tons, which the firm is at present building.

Tenders are now being prepared by British builders in response to the inquiry of the Union Steamship Co. of New Zealand for two passenger steamers—one 550 feet, and the other 520 feet long.

The item of $8,000 for the ice patrol in the North Atlantic having been stricken off the appropriation for the U. S. Revenue Cutter Service, there will be no U. S. vessel detailed for such work next spring.

A board of U. S. Engineers is passing upon plans for building two towboats and several barges to be used in the Mississippi river and its tributaries. Congress has appropriated $500,000 for the vessels.

During the 12 months ending August 31, 1913, 7,261 aliens were received at the Galveston station. This is the largest number in one year since 1907-08, when 9,561 aliens entered the United States through Galveston.

The principal shipping casualties which occurred during August make up an estimated loss of £249,600, compared with losses of £252,000 in July and £114,000 in August a year ago. Eleven casualties are recorded, as compared with ten in the July total.

During the month of August, 1913, 143 vessels of 21,151 tons gross, were built in the United States, of which 15 of 9,445 tons, were steel steamers as follows: Atlantic and Gulf, 9 of 6,447 tons; Pacific, 1 of 222 tons, Great Lakes, 2 of 2,763 tons, Western rivers, 3 of 38 tons.

Former Assistant Paymaster Arthur Middleton, U. S. N., who has been reported as declaring that "snobbery" and "caste" are rampant in the United States Navy, has been called upon by Secretary Daniels to give specific instances of the evil which the former pay officer alleges exists.

Owners of the British schooner "Evadne," sunk in collision with the steamship "Santurce," in Mobile Bay, have filed a libel for $25,000 against the latter vessel. Bond was fixed at $30,000. A board of survey recommended the removal of the cargo, the raising of the vessel and docking for repairs.

For the seven months ended August 31, 11,041,900 bushels of wheat were shipped from Philadelphia, against 9,136,608 bushels in 1912. Corn totaled 1,706,195 bushels, as compared with 676,470 bushels last year. Exports of coal from this port showed satisfactory gains during August. There was shipped 358,497 tons, against 280,274 in August of the preceding year.

The steamer "Tottori Maru" has been launched at Port Glasgow for the Nippon Yusen Kaisha, Tokyo, Japan. Length, 423 ft. 6 in.; breadth, 56 ft.; depth 31 ft. 3¾ in.; and gross measurement, 5,800 tons. The engines will have cylinders 27, 44, and 73, with 48 in. stroke, steam being supplied by three boilers under forced draft. The vessel has been built to the highest class at Lloyd's.

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Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Abrahamsen, Johannes	Johnson, A.
Anderson, H.	Jensen, Hans -2114
Andersen, A. -1352	Jensen, G. S.
Alonzo, J.	Johansson, Knut
Absalomsen, O. M.	Johannesen, Olaf
Alexis, H.	Johanson, K. J.
Agerup, K. B.	Johanson, Theodor
Andersen, O. -1719	Johnson, G.
Anderson, A. -1821	Johnson, Olaf
Anderson, H. Torni	Kalning, J.
Anderson, Ragnvald	Krutz, Ivan
Anderson, David	Klebnikoff, I. W.
Anderson, I.	Korber, Th.
Anderson, Hjalmar	Kreutz, Karl
Behr, Henry	Karsima, N.
Burholtz, F.	Karrell, J.
Borgen, K. S.	Kolberg, Joe
Brox, H.	Larsen, L. A.
Brower, G.	Larsen, Charles
Broberg, Chas.	Little, Sid
Buekow, C. W.	Ljunggren, Edmund
Christensen, Anton	Lof, Oscar
Crosley, J.	Larson, Ingvald
Carlson, Thure	Larsen, Axel -1746
Davidson, Jacob	Larson, John
Davis, Joseph	Lovera, P.
Dylwik, E.	Lackey, C.
Dall, Carl	Larsen, L.
Ellingsen, H. O	Larsen, John
Enig, Herman	Larsen, A.
Ehlert, August	Larsen, Fred
Edvardsen, Anton	Lundgren, K. J.
Ekwall, G. A.	Marks, T.
Ellison, Sam	Martins, Paul
Eliason, C.	McPherson, R.
Erikson, Axel	McCarthy, J.
Eskilsen, Lars	Mortensen, J. C.
Evanger, Nils	Murphy, D.
Fonslund, Victor	Mynchmeyer, H.
Fredriksen, Harold	Maver, J. S.
Fjellman, Geo.	Macdonald, N.
Freeman, J.	Martinsen, Harold
Franzell, A.	Maki, Ivar
Fjelstad, K. M.	Mathisen, Nils
Forsen, Alex	McNeary, J.
Fortune, John	McDougall, J.
Framness, Ivar	Miller, J. C.
Gaugserud, O. K.	Mikkelsen, K. -1620
Gehler, F.	Moore, J. M.
Grant, J. J.	Muir, J.
Grantley, C. W.	Munroe, W.
Gunderson, L. S.	Martinsen, Ragnvald
Hansen, A. M.	Newland E.
Hansen, Hans	Nielsen, F. M.
Helpap, A.	Nilsen, T. H.
Hansen, Hans P.	Nielsen, C.
Hansen, N. S.	Nelson, H. J.
Hoglund, Ephraim	Nicholsen, F. E.
Holst, L.	Nilson, Andrew
Hubner, Herman	Neilsen, Edvard
Jaeger, F. J.	Nielsen, Alfons
Jacobsen, Torgils	Nilsen, Albert
Jacobsen, Johan	Nylund, Arthur

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Portland, Or., Letter List.

Abramis, George	Larsen, Engvald
Anderson, Sam	Larsen, Martin, -1710
Anderson, Gust, -1808	Larsen, Soren
Anderson, Nils	Lerch, Paul
Anderson, Ole	Lewik, Karl
Andersen, Mike	Lemarchand, Louis
Anderson, Otto	Lendeman, Ruhtil
Anderson, Erik B.	Lundsoor, Oskar
Allexander, John	Lundmark, Heege
Albrechtsen, Page	Lundquist, Ernest
Androlio, A.	Macrae, Allexander
Bergman, Karl W.	Marchand, Louis
Brodig, Wm. G.	Mattson, Maurits
Bults, Ernest	Miller, Chas.
Buckmer, W.	McManus, John
Carlsen, Charlie	McMahon, Jack
Chase, W. P.	Meinke, Rudolf
Christensen, Albert	Meyer, W.
Colman, E.	Nelson, Anton
Conway, M. E.	Nelsen, C. J.
Collins, Frank	Nielsen, Kristian
Cunnicham, W. P.	Nielsen, Edward
Dahl, Henry	Nilsson, Osvold
Day, Aca	Narberg, John
Dennis, Charlie	Narman, Ludwig
Dorff, William	Ohlsen, Charles
Edstrom, John	Olsen, Severin
Ehenbaugh, W. J.	Olsen, Ausgar
Ekham, Frans	O'Brien, Jack
Fredrickson, H. G.	Person, Charles
Gjortz, P.	Perouse, Andre
Gordia, Piet	Petrich, Theodore
Gulliksen, Amandus	Petersen, Aage
Hall, G. A.	Peterson, Hans
Hansen, Bernard	Peterson, Heinie
Helin, Waldemar	Petterson, Einar
Henriks, Waldemar	Pedersen, Peter
Henke, Ernest	Pratt, M. L.
Hellman, Albin	Rantio, Jacob
Helenius, Oskar	Raetz, August
Hohm, E.	Rasmussen, Thor
Huntington, E. R.	Roed, Halfdan
Hoch, Gore	Sandstrom, Hugo
Hultman, A.	Sanders, Chas.
Johansen, Johan F.	Simens, O. L.
Johnsen, Chris	Schulz, Robert
Johnson, Axel	Saule, J. L.
Johnson, Jack	Swanson, John
Johnson, Oie C.	Swenson, Carl Oscar
Johnson, W.	Saukha, August
Johnson, H.	Swenson, John B.
Kalberg, Wm.	Thomas, A.
Karlson, K. E.	Tamford, B. A.
Kenny, James	Trost, Peter
Kealy, James	Wall, W. H.
Kikur, Allesander	Warren, Chas. B.
Koop, Nick	Wadren, G. F.
Kronstrand, H. T.	Westlund, Gust
Kristensen, W.	Wehi, J.
Koalvik, Oscar	Wiejurecht, Ernest
Laine, Frank	Weshart, Jno.
Larsen, John	Welsen, J.
Larsen, George Lurberg	Bunk, Bruno
O'Brien, J. S.	Persson, Johan
Olsen, C.	Petterson, Harry
Olsen, Trygve	Petersen, V. -1447
Olsson, Brov	Petterson, Richard
Olsen, O. -1062	Petterson, S.
Olsen, Ed	Quigley, R. E.
Olsen, C. E.	Rees, W.
Olsen, B. -597	Skubber, H. (Registered)
Omholt, T.	Stahlbaum, E.
Orell, A.	Stone, C. L.
Pedersen, O. A.	Saudburg, C.
Poppe, Geo.	Schuldt, Theoder
Petterson, Karl	Seley, G.
Pedersen, Hedley	Sterr, W. T.
Pedersen, P. C.	Saar, J.
Pedersen, Peder	

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Ahlstrom, Harry	Jacobsen, W.
Anderson, John	Jensen, George
Breien, Hans	Nilson, Anton
Clausen, Fred	Miller, Fred
Debus, Fred	Publicatus, August
Ehlert, August	Plas, Henry
Gudmundsen, Gudmund	Robertson, A.
Hansen, Harald	Syvertsen, Paul
Ismas, Richard	Thorsen, Fredrik
Samuelson, H.	Thomson, P.
Schultz, P. (Registered)	Tyghe, T.
Schultz, Axel	Thienpoint, F.
Scott, Alfred	Thogren, David
Starness, C. O.	Thorsen, Tom
Storek	Veasted, T. P.
Stewart, J. G.	Van Loo, A.
Strauss, W.	Verney, A.
St. Johns, C. R.	Waischwell, A.
Suarth, A.	Warner, Jake
Steel, J. R.	Waters, L. A.
Sharness, C. O.	Wehde, F.
Sperlan, B.	Wessman, John

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Tacoma, Wash., Letter List.

Anderson, Carl	Jorgensen, Peter A.
Anton	Kalberg, Wm.
Berglind, Erik	Kesler, Karl
Conley, J. H.	Kathy, A.
Dehler, Alfred	Melgail, M.
Christensen, Albert	Moren, G. H.
Dehler, Alfred	Nilsson, Edvin
Ellison, Harry H.	Olsen, Olaf
Eidsvoog, Petter	Olsen, Martin E.
Fors, Alfred	Persson, John
Grovefi Albert	Plesner, Levi J.
Hansen, C. M.	Person, Fritz
Hansen, Johannes	Petterson, J. M.
Hangen, Arthur	Simonsen, Sigvald
Hetman, Walter	Seblom, John
Iversen, Ivar	Thorsen, Axel L.

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Aberdeen, Wash., Letter List.

Anderson, Ernest	Kaiser, Fred
Anderson, -1283	Kallio, Frans
Aalto, Waino	Loining, Hermand
Andersen, F. C.	Ljungberg, Herman
Anderson, Axel P.	Lengtssen, Gottfried
Arntzen, Werner	Laine, Herman
Armstrong, Harry	Lorsin, G. L.
Berger, C.	Mertz, G.
Behn, Alfred	Mekerman, Ernest
Brown, C.	Nikolin, E. Miko
Carlstrom, John	Olsen, Nils
Christensen, Albert	Oksanen, Juko
Carson, Edward	Peterson, Axel
Duval, Bennet	Petersen, Christian
Edwardsen, Anton	Rommel, Andrew
Finth, Richard	Stangeland, Peter S.
Flatten, James	Schacht, H.
Granberg, Eric	Thorn, -70
Graf, Otto	Walder, Olsen N.
Glase, Gustav	Wincl, Jacob, -1357
Hohn, Arthur	Zoerb, Walter
Herman, Axel	Packages.
Hansen, Ove	Hansen, John
Johansen, Harry	MacGuire, O. F.
Jensen, Harry	

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Victor N. Kvenen, a native of Belgium, age 32, last heard of in Ashtabula, Ohio, April, 1909, inquired for by his brother John Kvenen, Route 2, Raleigh, Tenn.

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INFORMATION WANTED.

William McGrail, of Baltimore, Md., who sailed on the Atlantic and Gulf Coasts as cook for a number of years, is inquired for by his brother, George McGrail, 603 Decatur street, New Orleans, La.

George Campbell is inquired for by his mother. He is supposed to sail out of San Francisco. Any one knowing his whereabouts please notify Mrs. Elizabeth Campbell, 655 31st Avenue, Vancouver, B. C.

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INFORMATION WANTED.

Andrew John Anderson, who left Aberdeen, Wash., on lumber barge Washtura for San Francisco, is inquired for. Any one knowing his present whereabouts please notify Mrs. Anna Anderson, Aberdeen.

John Rebbetad, who was in the steamer A. F. Lucas in November, 1911, is inquired for by his brother. Address, Coast Seamen's Journal.

William Fayette White, whose mother died recently, is inquired for by his brother. Anyone knowing his whereabouts please address S. A. White, 106 W. Salem Ave., Roanoke, Va.

W. A. Goodrich, who left the British ship Puritan at San Francisco, February 6, 1911, is inquired for by the British Consul-General at San Francisco.

Mrs. Alice Phillips wishes to hear from her husband, Tom Phillips. Write to 35 Sussex St., Sydney, N. S. W., Australia.

Fritz Rohnstock, a fireman on the Coast steamers, is inquired for by his relatives.

Home News.

California's wealth was placed at more than $5,000,000,000, or an average of $8500 for every family of five.

One thousand pupils of three Syracuse high schools were suspended following a strike as a protest against new hours of study.

Four were killed, twenty injured, and one man is missing as the result of an explosion in a mixing house of the Dupont Powder Company, at Gibbstown, New Jersey.

Half a million persons viewed the funeral cortege of Mayor William J. Gaynor, of New York, the procession passing through a lane of humanity eight miles long.

A report of the first month's operation of the Nevada liability law showed that it was gaining in popularity and that payments of forty-three claims exceeded $8000.

Secretary Bryan gave the Cuban Government assurances that the United States had no desire to intervene in the suit to prevent annulment of concessions of the Compania de los Puertos de Cuba for improvement of Cuban harbors.

Secretary of State Bryan defied his critics, and while he confirmed the report that his Chautauqua engagements would end at Warrenton, Va., he asserted, in a hurriedly dictated statement, that he would lecture again whenever he deemed it advisable.

"Man failure" all along the line was held by the Interstate Commerce Commission to account for the numerous wrecks on the New Haven railroad, and both the operating managers and the directors were found responsible for the disregard of safety regulations on the part of the men.

President Wilson, in his first annual message to Congress, will, it is announced, urge consideration of the establishment of an armor plate factory. The appointment of Captain Joseph Strauss as Chief of the Bureau of Ordnance, to replace Admiral Twining, was regarded as significant of the administration's support of the proposal.

Mayor Grace, of Charleston, S. C., filed a petition with Speaker Champ Clark, asking that Representative Richard S. Whalen, of the First South Carolina Congressional District, be expelled, alleging that as a candidate, Mr. Whalen spent $6000 buying votes; exceeded the Federal expense limit, and that he committed perjury in his campaign statement.

Wreckers working to raise the Ericsson Line steamboat "Penn" have decided to build a cofferdam around the sunken vessel. The steamer sank at her pier in Philadelphia recently following a fire which did considerable damage. It was at first believed that the boat could be hoisted to the surface by the use of powerful pumps and pontoons, but the cofferdam plan has been found more feasible. The cofferdam will be similar to the one placed around the battleship "Maine," in Havana Harbor. When it is built around the craft the pumps will be placed in action and the water removed, while pontoons will be used to lift the vessel. No change in the steamship's position is visible above the water. Two divers, working for four hours at a time, are doing most of the work.

Labor News.

An agreement which ends the Galveston Dock Workers' strike has been reached. This strike affected 3,500 men.

The strike instituted by the San Francisco Cloakmakers' Union for the purpose of establishing the union shop and the eight-hour day, increased wages and improved conditions, is progressing favorably. The principal object of the strike is the securing of more wages for the women engaged in this industry, some of whom have been receiving as low as $4 per week.

Secretary Morrison reports that the membership of the Federation for August, 1912, was 1,829,550, while the membership for August, 1913, stood at 2,078,597, showing a gain of 249,047. The average membership for eleven months ending August 31, 1912, was 1,764,545, while the average membership for the eleven months ending August 31, 1913, was 1,986,936, or an average gain of 222,391.

Railroad men over thirty-eight years of age, who lose their positions through any cause, are known as "broken rails," according to testimony given before the arbitration board in the trainmen's wage controversy by a freight conductor on the Baltimore and Ohio railroad. "Few railroad men over the age of thirty-eight who lose their positions can get others or fit themselves for any other line of work," was added. When asked if he would rather receive $4.18 a day on a train with a single engine, or double that for working on a train with two engines, the conductor replied that he would rather have the $4.18.

During the recent dock strike at Superior, Wisconsin, the Great Northern Railway shipped in many strike breakers; as is customary, the question of fitness was not considered, numbers being the thing to be achieved in order to awe the strikers. It appears that many men were shipped in who were physically incapacitated to endure the hardships imposed upon dock workers. When the strike ended then the company sought employes who were qualified. As a result there have been left a number of strike breakers in that section who are appealing for assistance at the hands of the county. While the county officials assert that the Great Northern Railway should care for these people, yet the aforesaid railroad pursues the even tenor of its way, and the county is footing the bill.

Employers of labor in Texas have associated themselves together for the specific purpose of disobeying the new workmen's compensation act. It seems that a large number of employers in Texas have joined some sort of a combination which has its headquarters in Kansas City, and which has undertaken to fight the new workmen's compensation law. The officials of the new association advise that no pretense be made to obey the law, with the hope undoubtedly that with unanimity on the part of the employers of labor, the law can be made a dead letter. This is the most brutal position taken by employers that has ever occurred, and is undoubtedly taken with the idea that those who receive injuries can be settled with cheaper as individuals than by a compliance with the law.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Abraham, A. M.
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Hansen, C.
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Mertz, George E.
Nachtigall, H.
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Shold, Chas. A.
Varner, C.
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June 30, 1913:

Assets	$55,644,983.27
Capital actually paid up in Cash	1,000,000.00
Reserve & Contingent Funds	1,757,148.57
Employees' Pension Fund..	158,261.32
Number of Depositors.....	62,134

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INFORMATION WANTED.

Reiar Gundersen is inquired for by his brother, B. C. Gundersen. Anyone knowing his whereabouts please communicate with the Coast Seamen's Journal.

John West, who was on the steamer Horatius in June, 1912, is inquired for by P. Ivers, River Darling, via Wenthworth, Australia. Please notify Sup't., No. 1 State street, New York.



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INFORMATION WANTED.

Rudolph Kurella, born January 5th, 1868, at Grabowo, Germany, is inquired for by the German Consul-General at San Francisco, Cal.

John Hansen, who was lookoutman on the S.S. "Argyll" some months ago, is wanted by the Union Oil Co. Anyone knowing his whereabouts please notify the manager Marine Department, Mr. Walter G. Tubby,

Oscar Osolin, John Lind, M. Elone, John Anderson, Thomas Pukki, Alex. Tuominen, Chas. Grouberg, who were on board the steamer "Fifild" April 7, 1913, please communicate with the Coast Seamen's Journal.

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INFORMATION WANTED.

Carl Johan Nilsen, a native of Sandefjord, Norway, aged about 33, left his home at 1164 Potrero Ave., Sunday, August 17th. Any one knowing his whereabouts please notify Coast Seamen's Journal.

News from Abroad.

The strike of the railroad men in the British Isles was practically brought to an end.

It was reported that the second daughter of King Alfonso of Spain like his second son, was a deaf mute.

The London Labor Congress voted to send a shipload of provisions to the strikers in Dublin, Ireland.

An international congress on alcoholism, at which American organizations are represented, was held recently in Milan.

The strike of omnibus men in London was settled, the men gained the chief points for which they contended.

Swiss troops concluded a program of military manoeuvres above the clouds by storming Mount Eggishorn, 10,000 feet high.

Captain von Westernhagen, an officer in the German army reserves, was shot and killed by Heinrich Maas, a court painter.

The speech from the throne, prepared by the new Dutch Cabinet, announced that a bill was to be prepared granting suffrage to women.

An Italian general and 33 of his officers and men were killed in a battle with Arab tribesmen in Tripoli. The Arabs were defeated.

The Hansa League requested the German Government to investigate the relations of the "tobacco trust" with the German cigarette industry.

The bodies of four Alpine climbers, who had been missing since September 12, were found in the Upper Engadine.

Fire, probably of incendiary origin, destroyed Theobald's Park, the $500,000 mansion of Admiral Sir Hedworth Lambton-Meux, at Waltham Cross, England.

Protests by students who were total abstainers against a "beer evening" at Greifswald University, Germany, led to their expulsion from the university.

A pitched battle, in which 120,000 men were engaged, was the closing feature of the French army manoeuvres. It was witnessed by President Poincare.

Two directors of the Hanseatic Bank, Hamburg, were arrested, charged with misappropriation of funds. The loss, it was announced, will reach $775,000.

The parliamentary correspondent of the Liverpool Courier declared that the British Government had decided to appeal to the electorate on the Home Rule bill.

A mutiny broke out at Algeciras in the ranks of the Royal Spanish Guard, some of them refusing to embark for the scene of fighting in Morocco. One man was killed.

The Manchester Guardian announced that the American, British and German Governments were considering a proposal for the neutralization of the Azores, incidental to the opening of the Panama Canal.

British suffragettes tried to burn Penshurst Place, an historic fourteenth century mansion, at Tunbridge, Kent. The mansion was occupied when the attempt was made.

The population of Styria, Austria, has been terrorized by the depredations of wild beasts which escaped from a menagerie. Two hundred cattle and 400 sheep have been killed and a policeman is missing.

With the Wits.

"Can you direct me to the best hotel in this town?" asked the stranger who, after sadly watching the train depart, had set his satchel upon the station platform.

"I can," replied the man who was waiting for a train going the other way, "but I hate to do it."

"Why?"

"Because you will think after you've seen it that I'm a liar."—Chicago "Record-Herald."

For four consecutive nights the hotel proprietor watched his fair, timid guest fill her pitcher at the water-tap.

"Madam," he said on the fifth night, "if you would ring, this would be done for you."

"But where is my bell?" asked the lady.

"The bell is beside your bed," replied the proprietor.

"That the bell!" she exclaimed. "Why the boy told me that was the fire-alarm, and that I wasn't to touch it on any account."—New York Weekly Telegraph.

It was at a dinner party. The bright young man found himself privileged to sit next to the young woman with beautiful arms and neck. He thought himself the most favored personage in the room. Suddenly his fair companion exhibited signs of nervousness. Two of his very best jokes, saved for a special occasion, passed by unnoticed. Her face wore a look of alarm. Apprehensively the young man gazed at her and, meeting the look, she said:

"I am in misery."

"In misery?" echoed the man.

"Yes," she replied. "I was vaccinated the other day and it has taken beautifully. I could almost scream, it hurts so."

The young man looked at the beautiful arms and seeing no marks there, said:

"Why, where were you vaccinated?"

"In Sacramento," she replied, the smile chasing away the look of pain.

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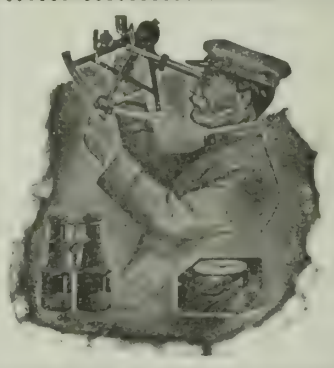


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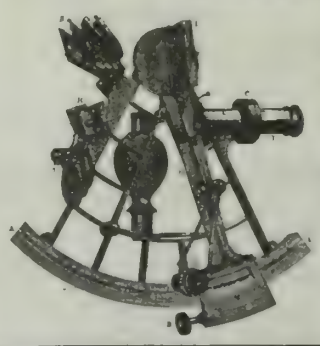
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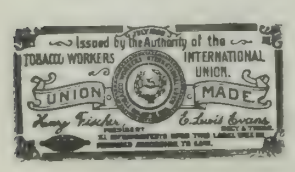
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COAST SEAMEN'S JOURNAL



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Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XXVII, No. 6. SAN FRANCISCO, WEDNESDAY, OCTOBER 22, 1913. Whole No. 2248.

INDUSTRIAL UNIONISM.

Industrial Unionism in its relation to Trade Unionism is a topic upon which most self-styled radicals love to dwell and upon which much gratuitous advice is dispensed by would-be reformers who have yet to learn the A. B. C. of any kind of Unionism.

The article which follows is part of a report of the Executive Council of the American Federation of Labor to the last convention of that body and is worthy of careful perusal by all who seek knowledge upon the subject in question:

Innovations, untried and superficially considered, at varying periods often attract the fancy of those whose conception of progress seems largely founded on illusive imagination or fruitless commotion.

Progress in the organized labor movement is the result of a natural development, and not the effect of new-found forms of organization. Cohesion in the movement is apparent in the same degree as education and experience brings understanding. Trade unionism in some form has an unbroken history of achievement, based entirely upon the proper concept of the human equation and a continuous regard for the rights of every member. This latter feature is ignored by the advocates of new forms of organization, mainly typified by the term "industrial unionism." To the minds of many of its advocates discipline equaled only by a military system is prescribed as a distinctive feature, forgetting that the workers, even organized, are voluntary units with persuasion the only method of securing obedience. In contradistinction to the present diffusion of power and consequent control in the local unions the principle of industrial unionism, as expounded by its ardent advocates, would eventually abolish the present democratic form of the trade unions and substitute in its place an arbitrary autocracy composed of a few individuals. Many of the present day trades and callings are closely allied, and with the constant changing character of industry they are being and will be brought still closer in identity and unity in the future.

The adoption of any program to change organization methods hastily is invariably met by hostility from those affected, and thus a fair degree of co-operation can not be secured. Where two trades or callings overlap in jurisdiction the members of both frequently cling tenaciously to the organization to which, mayhap, they have long been affiliated, actuated by an unexplainable reverence for it. While the clear judgment of those not affiliated to the organizations under discussion may be that amalgamation would be beneficial, yet this end can only be accomplished as the result of persuasive methods, together with self-imposed discipline.

Trade autonomy, according to the ethics of the American Federation of Labor, means self-government. Craft autonomy does not prohibit the amalgamation of kindred or other trades or callings. It encourages it.

In fact, craft autonomy is a guaranty to every union that makes common cause through federation or otherwise with other unions that its rights of self-government are to be protected.

The position of the American Federation of Labor regarding trade-union autonomy was concretely defined by the Scranton (Pa.) Convention of 1901. It was as follows:

*"Scranton, Pa., December 14, 1901.

"To the Officers and Delegates to the Twenty-first Annual Convention of the American Federation of Labor:

"Greeting—The undersigned, your special committee appointed to consider the question of the autonomy of the trade unions, beg leave to say that it is our judgment the future success, permanency, and safety of the American Federation of Labor, as well as the trade unions themselves, depends upon the recognition and application of the principle of autonomy, consistent with the varying phases and transitions in industry.

We realize that it is impossible to define the exact line of demarcation where one trade or form of labor ends and another begins, and that no hard and fast rule can be devised by which all our trade unions can be governed or can govern themselves.

"We emphasize the impossibility of the establishment of hard and fast lines; but if history and experience in the labor movement count for aught we urge upon our fellow workmen that toleration and forbearance which are proverbial of our movement; for, without the recognition and application of these qualities any decision we may formulate will be futile. We, therefore, recommend as follows:

"1. As the magnificent growth of the American Federation of Labor is conceded by all students of economic thought to be the result of organization on trade lines, and believing it neither necessary nor expedient to make any radical departure from this fundamental principle, we declare that, as a general proposition, the interests of the workers will be best conserved by adhering as closely to that doctrine as the recent great changes in methods of production and employment make practicable. However, owing to the isolation of some few industries from thickly populated centers where the overwhelming number follow one branch thereof, and owing to the fact that in some industries comparatively few workers are engaged over whom separate organizations claim jurisdiction, we believe that jurisdiction in such industries by the paramount organization would yield the best results to the workers therein, at least until the development of organization of each branch has reached a stage wherein these may be placed, without material injury to all parties in interest, in affiliation with their national trade unions. Nothing contained in this declaration is intended or shall be construed to mean a reversal of any decision rendered by former Executive Councils or previous conventions on questions of jurisdiction.

"2. We hold that the interests of the trade-union movement will be promoted by closely allied and sub-divided crafts giving consideration to amalgamation, and to the organization of District and National Trade Councils to which should be referred questions in dispute, and which should be adjusted within allied crafts' lines.

"3. The American Federation of Labor being a voluntary association, can not direct and should not adopt methods antagonistic to or in conflict with established trade union laws, and in order to carry the above recommendations into effect, and in full recognition of its logical position, the American Federation of Labor pledges its officers to aid and assist in the adjustment of such craft encroachments as disputants may be willing to submit to its arbitrament.

"SAMUEL GOMPERS,
"JAMES DUNCAN,
"JOHN MITCHELL,
"JOHN MULHOLLAND,
"C. N. HUGHES,
"Committee."

In its report to the Rochester Convention of 1912 the Executive Council, in discussing a proposed amendment to the Constitution of the American Federation of Labor, not only reaffirmed the Scranton autonomy declaration, but added the following declaration, and an epitome of jurisdictional changes that have occurred in various trades:

"In connection with this declaration it is necessary to call attention to a frequent misconception of the term 'autonomy' as it is used by the American Federation of Labor. Some have mistakenly interpreted it to mean that a trade union can not expand its jurisdiction, or amalgamate with another organization of the same or of a kindred trade in the same industry. The term 'autonomy,' as applied, has been used as an obstacle to such extension, growth, and amalgamation. No such construction or interpretation can be justly given the term. Broadly and specifically speaking, the term 'autonomy' means self-government, as automaton and automatic, self-acting; autobiography, self-writing the history of one's own life; automobile, self-propelling; deriving its general application from the root word auto, self. We are prompted to this explanation by several instances in which the term 'industrial unionism' is applied, as against trade unionism, with its autonomous self-government, as well as by a circular which was recently issued by the Metal Trades Council of Toledo, Ohio, in which the affiliated organizations and the delegates to this convention are urged to favor an amendment to the Constitution of the American Federation of Labor, so that—

"'National and International trade unions shall have the right to amalgamation; such amalgamation must be endorsed by a referendum vote of the organizations affected, and a two-thirds affirmative vote of the members voting upon such amendment in each organization, shall be necessary to make the amendment legal and binding.'

"Such a proposition is based upon the misconception that the American Federation of Labor prevents, or has the power to prevent or place obstacles in the way of, amalgamation of national or international trade unions when they so desire to amalgamate, when as a matter of fact every effort has been made by the American Federation of Labor, the Executive Council, and our organizations to bring about amalgamation of national and international unions, and where that has been impossible for the time

(Continued on Page 10.)

*The above declaration as here given is as corrected by the New Orleans Convention, page 143.

DELEGATES' REPORT.

San Francisco, Cal., Oct. 14, 1913.

To the Sailors' Union of the Pacific:

Comrades—As your delegates to the Fourteenth Annual Convention of the California State Federation of Labor, held at Fresno, from October 6 to 11, inclusive, we herewith submit our report.

The convention was called to order at 10 a. m., on October 6, and after listening to several addresses of welcome proceeded with the first business, which was the report of committee on credentials. There were present approximately 200 delegates representing more than 32,000 of the organized wage workers of California.

The reports of officers showed that substantial progress had been made during the past year, the greatest achievements being in the legislative field. During the past year the membership affiliated with the State Federation increased from 62,000 to 67,000. The Federation has continued to give its best efforts toward organizing the so-called unskilled or migratory workmen, and the recommendation of the State organizer to try and have the various local unions of laborers in the State come together in one union was referred to the incoming Executive Council for action.

It is impossible to deal in detail with the very comprehensive report upon labor legislation, but attention is called particularly to the labor records of the California Senators and Assemblymen. The vote of every legislator upon all important labor measures is compiled in detail in this report, and there is no good reason why anyone of those who did not play fair with Labor should be returned the second time to the State capitol.

Among the many resolutions adopted the following are the more noteworthy:

Requesting the Industrial Accident Commission to prepare for introduction at the next session of the Legislature a complete codification of the law relating to Employers' Liability and to abolish the several defenses of employers which are generally understood to have been eliminated by the new Workmen's Compensation law which goes into effect on January 1, 1914.

A resolution introduced by the delegates from the Garment Workers dealing with the number of union labels each delegate to future conventions must exhibit upon his wearing apparel was adopted, and Central Labor Councils and local unions throughout the State are to be requested to adopt a similar plan in order to stimulate the demand for the union label.

The boycott against the Sperry Flour Company levied some time ago by the San Joaquin County Labor Council was endorsed. The firm of P. A. Newmark & Company of Los Angeles, makers of the "Merit Shirt," was also placed on the unfair list.

During the coming year special efforts are to be made to organize the sugar workers, the teamsters employed on the State highway, the janitors, the newspaper writers and the clerical workers, and a special organizing campaign is to be conducted in Los Angeles.

The delegates from the Sailors, Firemen, Fishermen, Cooks and Stewards, and Steamboatmen, introduced a joint resolution re-endorsing the Seamen's bill, and urging upon Congress and particularly upon the Senators and Representatives from California to do their utmost for its immediate enactment. This resolution received the unanimous endorsement of the convention.

The bill pending in Congress known as the Hetch-Hetchy water supply measure for San Francisco received the endorsement of the convention and telegrams were immediately forwarded to the two California Senators requesting their assistance in the furtherance of the bill.

Endorsement was given to the Initiative petition which is now being circulated for the purpose of placing upon the ballot at the general election in 1914 a general Eight-Hour law.

Local unions throughout California are urged by resolution to contribute toward the defense of the workers arrested as a result of the intolerable conditions and the subsequent rebellion in the hop fields at Wheatland.

Home Rule in Taxation was re-endorsed and a special effort is to be made to carry this amendment to the Constitution at the general election in 1914.

Unanimous approval was given to a resolution providing that all laborers employed directly by the State of California, or by any contractor engaged in work for the State, shall receive not less than $3.00 per day and that the day's work shall not exceed eight hours.

A plan was submitted and approved providing for the amalgamation of the two organizations of Steam Shovelmen.

More adequate compensation for injured Navy Yard employes was urged in a resolution introduced by the delegates from the Machinists of Vallejo.

The Absent Voters' bill, which passed the last Legislature but failed to receive the Governor's signature, was re-endorsed in principle and will be re-submitted in similar form at the next Legislature.

The Light and Power Council strike was endorsed and moral and financial support was pledged to the strikers in order that they may yet win this struggle.

A resolution was adopted declaring unqualified opposition to the election of any legislators, State, municipal and otherwise, who in any manner assist in lowering the white man's social or industrial standards of living by employing or giving preference to Asiatics.

It was decided to draft and introduce a bill at the next Legislature prohibiting the employment of prisoners on any public work in the State.

The Recall of State Senator James C. Owens was endorsed, and every effort will be made to oust this champion double-crosser before the next session of the Legislature.

A measure purporting to be a Sunday-closing bill for barber shops was defeated, because the bill included a great many other trades and callings besides barber-shops and because it was held that the barbers could bring about the Sunday closing of barber shops through their organizations.

A proposition calling for the endorsement of an Engineers' License bill was again defeated.

A proposed amendment to the constitution of the Federation which would deprive the larger organizations of most of their voting power did not receive a majority of the votes, although it would have required a two-thirds vote to carry.

The incumbent officers of the Federation were re-elected. Patrick Flynn of the Marine Firemen's Union of San Francisco was elected as delegate to the Seattle convention of the American Federation of Labor, and was instructed also to represent the Federation at the Western Labor Immigration Conference, which meets a few days prior to the A. F. of L. convention.

Stockton was chosen as the next convention city after a very spirited contest between that city and Sacramento.

Altogether the Fourteenth Annual Convention of the organized labor forces of California took a long forward step when it was unanimously agreed by so-called radicals and conservatives alike to join hands and fight for the following measures:

Abolition of land monopoly.

Public ownership of public utilities.

Enactment of our twice defeated anti-injunction bill.

Jury trial for contempt of court in labor disputes.

A law enabling absent voters to cast their ballots.

A universal eight-hour law.

Removal of property qualifications for jurors.

Bringing our State-owned university nearer to the needs of the working people.

Fraternally yours,

E. A. Erickson,
Arthur Sayland,
Ed. Andersen,
Paul. Scharrenberg.

NORWEGIAN UNIONS IN 1912.

The annual report of the Trade Union National Center of Norway for the past year shows that an increase in membership of 7,714 has been registered; the number now stands at 60,929; 148,130 kronen (1 krone is 26 cents) have been devoted to the financial support of unemployed by fourteen central unions; the remaining eleven central unions have not yet introduced this form of benefit.

The highest contribution to the unemployment fund was paid in the case of the Metal Workers Union, 74,449 kronen.

Next came the wood workers, with 24,686 knonen.

The third highest was the Printers' Union, with 13,876 kronen.

The twelve unions paid out 483,590 kronen is sick pay altogether; the metal workers coming first, with 313,899 kronen; the printers with 68,126, and the wood workers with 19,691 kronen; 469,941 kronen were expended in strike pay and lockout support, apart from 46,799 kronen spent in connection therewith.

One hundred and thirty-one thousand and forty-three kronen were paid out for death allowance, and for disablement benefit, 12,033 kronen.

The total expenditure amounted to 1,611,744 kronen, as compared with an income of 2,002,314. The total funds of the trade unions rose from 1,300,000 kronen to 1,700,000 kronen in the year covered by the report.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Modern Don Quixote.

Governor Foss of Massachusetts has delivered himself to the effect that should the railroad Brotherhoods employed by the New Haven Railroad decide to strike, a special session of the Legislature will be called for the purpose of enacting legislation prohibiting strikes of railway employes within the commonwealth of Massachusetts. It is difficult to understand whether the Governor is in a humorous frame of mind or whether he has completely lost his equilibrium. The organized working people of this country will not complacently surrender their inherent rights, despite the pronouncements of the Governor of Massachusetts. This country effectually did away with chattel slavery in the '60's, and the State Legislature of Massachusetts will hardly coincide with the radical views of the present chief executive. Perhaps the recent difficulty with some of his own employes has so turned the Governor's mental balance that he is willing to take any kind of action to further the theory held by many employers that labor is a commodity and that the employer holds in fee simple a title not only to inanimate property, but also to the workmen whom he employs. The Governor will learn that the temper of the people of Massachusetts, as well as the balance of the country, will not permit the lawmaking body of that State to attempt to take away a right which the Constitution of the United States gives to its people.

Win Long Battle.

After a strenuous contest of eight months' duration, the strike of the Photo Engravers at Toronto, Ont., Canada, has been finally settled on a basis satisfactory to the union. During the contest scores of mechanics were brought from Great Britain by the employers to act as strike breakers. Several of these were deported by the government, after determined protest by the local union, backed by all organized labor. A very large per cent. of these importations, however, upon being informed of the real situation deserted their employers and became members of the union. The International Union of Photo Engravers, however, gave splendid assistance to the strikers, and during the greater portion of the time paid to the strikers $14 per week each. The treasury of the Photo Engravers was the one important factor in winning this strike, although at the recent convention of the International Union it was determined to establish an up-to-date photo engraving establishment in this city. and arrangements were in the making for installing it. Before this was done, however, a settlement was reached. The result of this trade movement points to an important moral in trade union ethics, and that is that high-due unions are able to conduct long and serious contests and convince their employers that it is more profitable to treat with the unions of labor than to endeavor to crush them. The Photo Engravers in this contest have demonstrated that their fighting proclivities are of the best and that the membership and officials of the International Union fully comprehend the methods necessary to conduct a successful contest.

Dominion Trades Congress.

The Trades and Labor Congress of Canada, which met in convention at Montreal recently, showed that a prodigious growth in membership and effectiveness has been the history of the Congress. In the year 1901 the membership totaled 8381, with receipts of approximately $1000. From that time until the convention of 1913 the record shows an almost continuous increase in membership, finances, and efficiency. From the small beginning here noted the membership has risen to 80,801, with receipts for the last year amounting to $19,871.49, and expenditures of $10,475.44. The largest balance ever in the treasury of the Trades and Labor Congress was reported, being $9,396.05. These figures testify to the activity, ability and persistence of not only the officers of the Congress, but to the local unions attached to the International movement located in Canada. The slogan of the Congress now is for the 100,000 mark and indications are that with the same persistence and activity displayed in the past this goal will be reached during the coming year.

Planning Public Ownership.

Government ownership of telegraph and telephone lines and the extension of the parcel post so as to include all the functions of the express companies will be incorporated in bills to be introduced in Congress at an early date by Congressman Lewis of Maryland. Mr. Lewis is acknowledged to be an expert in this particular line, and he has been working assiduously for months investigating government owned telegraph and telephone companies abroad. Having marshaled a large amount of data, he is framing a bill based upon the information which he has obtained, embodying a government ownership plant. The establishment of the parcel post proceeded upon the plan of practically confiscating the business of the express companies, but only to the limit now of carrying packages through the mails not exceeding twenty pounds in weight. It is a foregone conclusion that the time is not far distant when this limit will be materially raised. This will further take over the business of the express companies. In the matter of the telegraph and telephone lines it is probable that an effort will be made to purchase the lines that are now in operation, but if an attempt is made to secure a fancy price for the present systems of telegraph and telephone companies the government may decide to build lines of its own. This will be the first effort made in a legislative way since Senator Hill of Colorado, some twenty-five years ago, introduced in the Senate what was then known as the postal telegraph bill. Because of the Sena-

(Continued on Page 9.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeland Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts Maritimes de France, 33 rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S, Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federacion Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

A great strike of chefs and other hotel employes in Barcelona, Spain, for a fortnightly rest day was successfully concluded after same had run a few days. A law actually exists which prescribes a weekly rest day, but it is nowhere observed.

One of the most striking effects of the recent industrial upheaval on the Rand has been the great increase in the membership of the various trade unions. Men have been joining in great numbers, and the railways, which are State-owned, have about 78 per cent. of their daily paid employes in one union.

The glass workers of Great Britain have entered upon a general movement for an increase in wages, the forty-four-hour week and the closing of the trade to apprentices for the next four years. The strike is rapidly spreading. The union has been successful in raising the number of its membership from 36,399 to 46,075. Its funds amount to over $750,000.

The International Brotherhood of Bookbinders is making splendid progress in Western Canada. The campaign now on is being very successful and reports from Manitoba, Saskatchewan, Alberta, are to the effect that large numbers are being initiated into all of the unions. Prospects are that the Bookbinders will succeed in pretty thoroughly organizing that section of Canada.

The first municipal employment office in Denmark is in operation in Copenhagen. The Administration Board consists of eleven members, among which two members are elected by the town councilors, four by the Trade Union National Center, and four by the employers' organization. The chairman is chosen by the magistrate or Mayor. The office renders its services free and regardless of trade or calling. This office does not concern itself with stoppages of work. Twenty-seven thousand, one hundred and ninety-five positions were registered by this office in 1911.

According to the Reichsarbeitsblatt, the state of the labor market in Germany during June was on the whole still satisfactory, but there was some decline compared with May, 1913, and also with June, 1912. Returns relating to unemployment were furnished to the Imperial Labor Department by 49 trade unions, with an aggregate membership of 2,064,232. Omitting branches which failed to make returns, the membership covered was 2,010,754, of whom 53,669, or 2.7 per cent., were stated to be unemployed at the end of June, as against 2.5 per cent. in the previous month and 1.7 per cent. in June, 1912.

Returns received by the British Board of Trade from certain selected ports in Great Britain (at which 83 per cent. of the total tonnage in the foreign trade is entered and cleared) show that during July 55,413 seamen of whom 5,403 (or 9.8 per cent.) were foreigners, were shipped on foreign-going vessels. Compared with July, 1912, there was a net increase of 1,235 in the total number shipped. There were large increases in London and at Liverpool. During the seven months ended July, 1913, the total number of seamen shipped was 329,905, an increase of 28,019 on the total for the corresponding period of 1912. Lascars are not included in the figures.

SAN PEDRO, CAL.

Cannon's Clothing Store

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Special Low Price on
SEA BOOTS AND OIL CLOTHING
Men's Suits Made to Order
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S. G. SWANSON
FOR THE BEST THERE IS IN TAILORING
641 SOUTH BEACON STREET
Next door to Postoffice,
Los Angeles "Waterfront"
SAN PEDRO, CAL.

INFORMATION WANTED.

Kasper Olsen, a native of Fredrikstad, Norway, age about 25, is inquired for. Address Christ Hansen, Port Ludlow, Wash.

THE UNITED HATTERS OF NORTH AMERICA — UNION MADE — REGISTERED

UNION LABEL OF THE
United Hatters of N. A.

When you are buying a FUR HAT, either soft or stiff, see to it that the Genuine Union Label is sewed in it. The Genuine Union Label is perforated on the four edges exactly the same as a postage stamp. If a retailer has loose labels in his possession and offers to put one in a hat for you, do not patronize him. Loose labels in retail stores are counterfeits.

JOHN A. MOFFITT, President, Orange, N. J.
MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

WILL BE A MOTHER TO YOU
Fix your clothes, sew the rips, repair the tears, fasten the buttons, etc. We really clean your clothes by our
French Dry Cleaning Process
which is entirely different from the mere "sponging and pressing" method.
We Call and Deliver
The French Dye Works
612 BEACON STREET
SAN PEDRO, CAL.

INFORMATION WANTED.

This is to certify that on the 27th day of February, 1911, one Mathias Lagman, then nineteen years of age, was a seaman on board the S. S. "Paloma," Cuban flag; that when said vessel was lying at anchor in the Port of Cabarian, P. R., at about 8 o'clock in the evening, Lagman, who had been working with other men at painting, was walking between decks in the dark, when he fell through hatch No. 4, which had been left uncovered. He was picked up in the hold and it was found that he was paralyzed from the waist down. This young man was subsequently taken to Russia, where his mother, who is very poor, is taking care of him.

It is believed that the owners were negligent in failing to have the hatch covered, and in failing to have or furnish proper lighting for the 'tween decks at the point where Lagman fell. If these facts can be proven, some relief might be obtained for this unfortunate boy.

The following are the men who signed on the articles with Lagman, and who had been working with said Lagman:

C. Jones, C. J. Johnson, F. Johan, M. Lanhard, E. Randal, W. Paulson.

Any seaman who will locate these men or send their addresses to the Legal Aid Society, No. 1 Broadway, New York City, will be doing a great favor to said sailor, and to S. B. Axtell, attorney-in-charge.

For similar reasons we desire to communicate with the following men who were members of the crew of the "Lyman M. Law" in October, 1911, when Edward S. Tennberg was severely injured on the trip between Boston and Norfolk:

Adolph Dittmer, John Olson, Harold Herman, Charles Newberg, James J. Kelly.

San Pedro News Co.
Sixth and Beacon Streets, San Pedro, Cal.
Dealers in
CIGARS, TOBACCO, STATIONERY
Los Angeles Examiner and All San Francisco Papers on Sale. Agents Harbor Steam Laundry

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WHEN IN SAN PEDRO
Don't forget the
GLOBE BOWLING ALLEY AND BILLIARD ROOM
UNDER GLOBE THEATRE, SIXTH ST.
(Next building west of Sailors' Union Hall.)
KANE & BRUCE, Props.
We have the best alleys and pool tables on the Pacific Coast.
Light and ventilation perfect.
Cool and pleasant at all seasons.
CIGARS TOBACCO SOFT DRINKS

INFORMATION WANTED.

Charles Edward Latham, native of Auckland, N. Z., age 23, last heard of at Callao, September, 1911, is inquired for by his brother. Address Henry Thomas (No. 550), Sailors' Union of the Pacific, San Francisco, Cal.

Adolf Theining, a native of Vannersborg, Sweden, is inquired for by his mother. Address, Coast Seamen's Journal.

Walter Jorgesen Clang, born in Aaland Yetta, Ostro Yetta, is inquired for by his uncle, John Clang. Address Coast Seamen's Journal.

George Alfred Hall, last heard of on the Sch. "Sehome" in June, 1913, will please communicate with his brother, Walter Hall. Address 790 18th street, Oakland, Cal.

Any one knowing the whereabouts of Enoch Joseph Horsfold, 18 years old, native of New Zealand, please communicate with Coast Seamen's Journal.

Johannes Puun, born in Oesel, Arensburg, Russia, supposed to be sailing on the Pacific coast, is asked for by his mother. Anyone knowing his whereabouts please notify A. Lepp, Sailors' Union, San Francisco.

Anderson, Bernhard. This man has been traced as follows: Fireman on Str. San Jose in 1899; oiler on Str. Panama in 1900.

San Pedro Letter List.

Anderson, Gust	Kinnar, K.
Anderson, W. -1630	Kashluhn, Frank
Annell, Albert	Larsen, A. B.
Anderson, Ernst	Larsen, Axel, -1768
Anderson, Hemmind	L. Edward
Anderson, Patrick	Lindholm, Erik A.
Anderson, Soren	Lass, John
Alexandersen, Paul	Lovgreen, Otto
Anderson, O. E., -1762	Lauritson, George
	Lundberg, Carl
Ahlstrom, Anders	Lindroth, Gustaf
Andersen, K. P., -1717	Lassen, Johan
	Leino, G. F.
Anderson, Ed., -1739	Lewis, George
Anderson, George, -1812	Lindeberg, Ernest
	Lemke, Richard
Anderson, Mr.	Lewet, Frenchie
Berndt, Hugo	Linderman, Gust
Behrsin, Jacob	Lister, W.
Bergh, Borge	Loining, Herman
Benson, Helge	Mayer, W.
Berhus, Emil	Makinen, Oskar
Buchtman, F.	Maatta, John
Blakstad, Ed.	Moulas, Nick
Cristensen, H. -1366	Merleult, Gaston
	Miller, John
Carlsson, Aksel -1220	Makele, Gustav W.
	Moureau, H.
Carlson, Gust. W.	Mayers, P. M.
Carlson, Gustaf	Mikkelsen, Harald
Collins, E. F.	Nelsen, Julius
Dean, J.	Norminen, John E.
Dreger, Jack	Nelson, Hans
Erdt, Anton	Olsen, W.
Ekholm, F.	Olsen, Sckutar
Eriksson, C. -333	Owen, Fred
Farrell, Henry	Olsen, Marius
Flebe, Fritz	Olsen, Olav
Falbom, Richard	Osterberg, John
Grantley, Mr.	Pomaret, Leotard
Gusek, Bernhard	Pedersen, A., -1564
Hunt, Gust.	Petersen, Aage
Halvorsen, H., 2229	Peterson, Tom
Hansen, Nils, -989	Pedersen, Peder
Hannus, Alex	Phillips, K.
Hokonsson, Axel	Pekman, Ernest
Hansen, Peter	Repson, E.
Hjorth, Knut	Rantman, Robert
Hausman, Mr.	Rudowitz, H.
Hansen, C.	Rignell, J. V.
Hass, James	Saarine, Hemming
Hansen, Herald	Schroeder, Ernst
Hansen, Johannes	Stephan, M.
Helenius, Oskar	Sanders, Charles
Hintza, Yrjo	Spieler, Albert
Iversen, Ivar	Sievers, Herman
Jensen, Jens B.	Schonke, Frank
Johnson, George	Sievers, G. P.
Jorgensen, Jorgen	Thorsen, Joe
Jones, Eddie	Torgersen, Anton
Johnson, Gunnar	Thomsen, Th.
Johnson, H., -2213	Waaland, Lewis
Johansen, Halvard	Wilson, A.
Jorgensen, Fred	Warkala, J.
Jensen, Jens B.	Zorning, Arthur
Johansson, Fritz W.	Packages and Photos.
Jonasson, O. M.	
Johansen, Walter	Larsen, James Chr.
Kramer, Otto	Nordman, John

Honolulu, H. T.

Albrect, Chas.	Karlson, Hans
Andersen, W.	Karlsen, Oskar
Andersen, M. C.	Kjassgaard, Hans
Andowety, H.	Langer, Robert
Anderson, E.	Laymbrag, H.
Anderson, C. E.	Lintianen, Ernest
Anderson, E. K.	Lindberg, T.
Anderson, A.	Ludwigsen, Arne
Berthele, M.	Marx, Albert
Baker, M.	Machado, H.
Bode, W.	Mafo, E. S.
Carlson, C.	Methenen, E. K.
Carlson, A.	Olander, Carl
Christensen, A.	Olsen, J. H.
Clausen, J.	Person, Edmond
Colbert, M. J.	Pitschkun, W.
Douglas, G. A.	Pelusan, D. E.
Edgeston, C. J.	Russell, W.
Ehlert, An.	Reinink, H.
Eaton, Neva I.	Rasmundsen, G.
Glaaormither, C.	Silhus, W.
Gordon, James	Slan, C.
Hansen, Pet.	Schiff, Ch.
Haralsen, W.	Sorensen, E.
Hanson, Jorg.	Suvert, H.
Hansen, Christ.	Sjablom, G.
Haven, Francis	Stenars, A. W.
Hevaroso, H. B.	Salversen, S.
Hapstad, Sigurd	Schates, A.
Irwin, Robert	Vilvot, J.
Ivans, Carl	Williamson, R. A.
Trike, Willie	Zornow, Herbert
Jensen, Hans	

INFORMATION WANTED.

William Moran, who left Buffalo forty-two years ago, at the age of 12 years, is inquired for by his sister. Address Mrs. Catherine Moran Fossett, 421 Normal avenue, Buffalo, N. Y.

Albert Christensen, native of Byrum Laso, last heard of in San Francisco in 1910, is inquired for by his brother. Address, H. C. Christensen, Scandinavian Sailors' Home, San Francisco.

Albert Smith, a native of Cork, Ireland, who left the American ship John C. Meyer, on Feb. 20, 1911, is very anxiously inquired for by his wife. Please notify British Consul General at San Francisco.

Fred (Albin) Swanson, a native of Malmo, Sweden, aged about 25, is inquired for. Address, Coast Seamen's Journal.

Nils Johnson, who was wrecked in the American bark Oasis, Sept. 2, 1887, is inquired for by W. F. Hohenschild, Berkeley, Cal.

Pacific Coast Marine.

The steamer "Northland" lost a part of her deckload of lumber on October 12. The vessel had passed out of the river from Astoria, when a heavy sea struck her and carried away many feet of her lumber cargo. No other damage was sustained.

Further additions to the list of ten wireless stations along the British Columbia Coast are expected as a result of the visit of E. P. Edwards, Dominion superintendent of wireless stations, and E. J. Haughton, district superintendent, who have just completed a tour of inspection. They found the most serious need on the west coast of the Queen Charlotte Islands.

The steam schooner "Merced" drove ashore near Point Gorda, Cal., on October 15, and is reported to be a total loss. Captain A. F. Asplund and his crew, who stood by the wrecked vessel for some time, were finally compelled to abandon her as the sea began to make a clean sweep of the steamer. The "Merced" was built only a year ago at Astoria, Or., and is owned by the Charles R. McCormick & Co. of San Francisco.

Captain Ballinger, commander of the United States revenue cutter "Bear," which is at Nome, Alaska, giving relief to the storm and flood victims, informed the citizens' relief committee at a conference that he would advise his department at Washington that additional assistance was urgently needed. At the meeting it was shown that 500 or more people, including many women and children, are destitute, with no shelter for the winttr.

One of those freakish typographical errors which creep into the news columns occasionally was recorded in this column last week. It was stated that the new observatory at Tahiti would be located in lat. 70 deg. S. and longitude 153 deg. W. of Greenwich. Inasmuch as the residents of Tahiti will probably object to have their island removed to the Antarctic region we hasten to correct the error by changing the 70 to 17.

Repairs to the oil steamer "Washtenaw" and the barge "Simla" of the Union Oil Company, which struck near Point Gorda in a fog recently, will cost over $100,000. The "Simla" was damaged to the extent of nearly $80,000, while the job on the "Washtenaw" will cost in the neighborhood of $40,000. The "Simla" had only made a few trips at the time of the mishap. She was converted into an oil carrier at heavy expense, which made the accident particularly unfortunate for the company.

The Pacific island of Nauru has now an efficient wireless apparatus in operation, and messages are being sent to Yap (Caroline Islands) for transmission by cable to all parts of the world. Nauru Island and Ocean Island export very large quantities of phosphate annually, and it is expected that Ocean Island will also have a high-power wireless installation before long. In the meantime, however, it is possible for vessels loaded at Ocean Island to call at Nauru and report to their owners if desired.

Shattering all prior women's records for the perilous swim across the waters of the Golden Gate, twelve-year-old Myrtle Wright distinguished herself on October 12 by accomplishing a feat which more than once has defeated the efforts of stronger and more hardy swimmers. Just thirty-five minutes and forty seconds after entering the water the child touched the barren rocks of Lime Point on the Marin County shore. Mrs. Myrtle Wright, her mother, made an even better record, covering the distance in thirty-three minutes flat.

It is reported that the Alaska Pacific Steamship Company has concluded the negotiations for the purchase of two Atlantic steamships, the "Admiral Dewey," and "Admiral Schley," both of which it is asserted, will soon be brought around to the Pacific Coast and used in the trade between Seattle and California ports. It is supposed that after the arrival of the two Admirals on the Pacific Coast they will be placed on the San Francisco run, and the steamships "Watson" and "Buckman" placed in the Alaska trade.

The Department of Commerce has remitted the fine of $500 imposed upon Captain C. J. Fosen of the freight steamship "Melville Dollar" for carrying fourteen passengers while in Alaskan waters without a certificate of passenger inspection. Captain Fosen had been informed by the Commission at Bethel, Alaska, that fourteen white persons, including two women and one child, were stranded in the town, where they would have to remain unless transported to St. Michael by the "Melville Dollar." Two of the fourteen were ill and one needed a surgical operation immediately. Under these circumstances Captain Fosen consented to take the passengers, receiving $20 each from eleven of the party.

Captain Andrew Weiding, who recently purchased the revenue-cutter "Rush," will convert the famous old craft into a fishing steamer. The "Rush" will be the second United States revenue-cutter to enter the halibut trade. The "Grant," after many years of service for the Government, was sold some years ago. She was lost in Alaskan waters two years ago. The "Rush," which formerly wintered at San Francisco, was sold at public auction a year ago for $8500 and it is understood that Captain Weiding paid $11,000 for the vessel when he bought her from the Alaska Junk Company. The "Rush" is a wooden vessel of 701 tons displacement, 175 feet long, 26 feet beam and 15 feet deep. She was built at Port Blakeley in 1885.

The naval graving dock at Pearl Harbor, Hawaii, which recently collapsed, can be saved and finished according to the original design, in the opinion of Alfred Noble, a civilian engineer detailed to inspect it. Mr. Noble will submit a detailed report with plans for completion of the work on its present site. To secure adequate foundations, however, it will be necessary to extend the dock 150 feet inland beyond the present site, moving the entrance also inward to that extent. The report will bring to an issue the conflicting claims between the Government and the contractors building the dock. The latter have insisted, since the upheaval of the bottom, that no dock can be built on this site, which contention, if sustained, would relieve them of their contract.

The Russian flagship "Taymyr" and its consort, the "Waygatch," constituting a Russian Polar expedition under Commander Wilkitzky, which left Vladivostok June 10 of this year, reached St. Michael, Alaska, stormbound October 9, and brought to that port news of the discovery, north of Siberia, in latitude 81 north, longitude 104 east, of a new uninhabited mountainous land, possibly a continent. The expedition landed with difficulty on the new land, raising the Russian flag on it, and took possession in the name of the Czar. Commander Wilkitzky christened the new land "Nicholas Second Land." The expedition sailed from Vladivostok by way of Petropovlosk and East Cape, and thence westward along the Siberian coast.

The "Star of Lapland," Captain Rasmussen, of the Alaska Packers' Association, last of the big salmon fleet to return home from the northern canneries, arrived at San Francisco on October 10. She made the passage down from Loring in seven days. In addition to having the distinction of being the last of the fleet to return, the "Star of Lapland" is said to have brought the largest single cargo of canned salmon received this season. Her consignment amounted to 138,567 cases. The salmon season just closed is said to be better than that of last year, which was called a record pack. At all the canneries in Oregon, British Columbia and on the shores of Bering Sea a beehive of industry prevailed. The season was a particularly quiet one, no serious disturbances or mishaps being reported.

Captain Owen Williams, master of the British ship Glenesslin, wrecked on the rocky coast of Tillamook County, Oregon, October 1, was declared guilty of negligence, following an investigation of the wreck by the British Consulate at Portland, and his master's certificate was suspended for three months. First-mate L. W. Howard was reprimanded for not acting promptly when the ship found herself in a dangerous position, and Second-mate John K. Colefield's certificate was suspended for six months for great negligence in going too close inshore and not calling the captain sooner. The inquiry was held by British Consul Thomas Erskine, assisted by Captain H. C. Davison of the British ship "Lord Templeton" and Captain Ernest Dalton of the British ship "Border Knight." The "Glenesslin" went on the rocks with all sails set, and was so badly wrecked that the hulk was sold for $560 where it lay.

According to advices brought by the "Nippon Maru," there is a rumor current in Japan to the effect that an amalgamation between the Toyo Kisen Kaisha, which operates to this port, and the Nippon Yusen Kaisha, supplying an Oriental service to the Sound, is contemplated. The rumor, which came from well-informed quarters, indicates that the amalgamation will be brought about by the Japanese government in connection with a revision of shipping subsidies. The Japanese government, according to the report, is prepared to advise the grant of an annual subvention in support of new services to the Atlantic coast of North and South America when the Panama Canal is open for commerce. As the result, however, of financial stringencies it is necessary to effect economies, and the combine in question has been suggested as the best way out of the difficulty. The present lines between the Orient and the Pacific Coast are maintained by the Toyo Kisen Kaisha, the Nippon Yusen Kaisha and the Osaka Shosen Kaisha.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone, Kearny 394; (Advt.)

International Seamen's Union of America.

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.

THOS. A. HANSON,
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AFFILIATED UNIONS.

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DETROIT, Mich., 7 East Woodbridge St.
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(Continued on Page 11.)

Coast Seamen's Journal

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BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

PAUL SCHARRENBERG.....Editor
I. M. HOLT.....Manager

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, OCTOBER 22, 1913.

INSPECTING THE "CONGRESS."

Thursday of last week was "visitors' day" on the new steamer "Congress," recently completed at Philadelphia for the Pacific Coast Steamship Company and now engaged in the Pacific coastwise trade.

According to the reports in the daily press nearly three thousand persons were received and entertained on the "Congress." The entertainment of the great throng is said to have taxed the steward's department, but every visitor was treated to a "dainty" lunch served in the dining saloon.

Detailed description of the "unique" dining saloon were given by all newspapers. Here is a sample:

> The dining saloon is airy and spacious and only four persons are seated at each table. The seating arrangement, which includes a drop seat for two on each side of the table, gives privacy to each group of diners. The saloon is furnished in white and gold, with mahogany fittings. More than 200 persons can be served simultaneously. An orchestra played. Etc., etc.

The editor of this sheet did not receive an invitation to the reception, but he invited himself to a private overhauling of the "mammoth coaster" a day in advance of the public reception. The editor marveled at the elegance of the passengers' quarters and the taste displayed in the selection of the various styles of finishings, and after feasting his eyes in viewing these royal accommodations he betook himself to those much less advertised places designated as the sleeping and eating quarters for the sailors and firemen and the personnel of the steward's department. Before the "Congress's" arrival on the Coast it had been stated that in this vessel the crew's accommodations would be a model in every respect. Therefore, much was expected—and it was perhaps due to these unreasonably fond expectations that the disappointment was rather severe. A visit to the firemen's quarters revealed the unpleasant fact that it was right above a very warm part of the ship. So warm, indeed, that a pair of shoes left on deck for a short period would double up like a worm on a hot stove. Further, we were told by one who knew, because he had been in the "Congress" on her maiden trip from the east coast, that if there is any kind of breeze and a modest sea running, the bull's-eyes would have to be closed, and as there is no other ventilation, the normal temperature during those periods comes dangerously near to that prevailing in a Turkish bath.

It must be said to the credit of the company that separate shower baths have been provided for sailors and firemen, but the latter's shower is located in a rather peculiar position to say the least. It is quite certain, at any rate, that none of the 3,000 visitors who partook of the sumptuous luncheon ventured up that ladder which leads to the firemen's shower.

The sailors' quarters are more roomy and airy than those on most steamers on the Coast, but there is no fancy mahogany finish on the ship's sides in the forecastle. It is just the plain cold steel with a coat of paint.

Separate rooms are provided for the four quartermasters and the four deck boys. In each of these two rooms the ventilation is confined to one bull's-eye and there is no locker or space for clothing or other things—just four bunks, that's all.

There are separate mess rooms for sailors and firemen; these rooms are not what we had hoped for, but they are at least a step in the right direction.

It is to be hoped that the defects in the crew's quarters herein referred to will be remedied as far as possible at an early date. And we do sincerely trust that in the building of the next steamer for the Pacific Coast Steamship Company all grounds for just criticism from this quarter will be entirely eliminated. The management of that company has at least made an effort to improve upon the utterly disgraceful accommodations provided for the crews in most steam vessels, and we would rather commend than criticize—whenever and wherever it is possible to do so.

Now that the "Volturno" incident has become a thing of the past—another chapter in the bulky volume of disasters at sea—we may look forward to another investigation by Government experts and others representative of the "shipping interests." In view of the fact that in this instance all known life-saving facilities seem to have been available and utilized to the fullest extent, we are curious to know who or what agency will be blamed for the loss of lives. One thing is certain, the "shipping interests" will never admit that an unskilled and inefficient crew could be a contributory factor in any wreck and disaster. If they did they would probably soon be compelled to carry competent and efficient men, and that would mean quite an extra item in the running expense. They can not shoulder the responsibility upon the equipment; they will not blame an inefficient crew—so what are they to do? Blame the wind and the sea, see!

The history of the labor movement will repeat its successes oftener and its failures seldomer whenever the laborer learns to accept experience as a gift from the past instead of insisting upon purchasing it with his own good coin.

THE PANAMA CANAL.

With the explosion on the afternoon of October 10th of eight tons of dynamite under the Gamboa dike, the dream of centuries became a reality.

It is doubtful if a more momentous telegram was ever sent than that which went from the White House from the tip of President Wilson's finger and destroyed the last remaining obstacle to the transit from sea to sea at Panama. In four seconds an electric spark raced 4000 miles—to Galveston, across the Gulf, over the Isthmus of Tehuantepec, then 1500 miles more under the sea along the Central American coast, to the spot where it wrought the culminating beneficent devastation and fulfilled the dream of four centuries.

Now that the great task has been almost completed, it is particularly appropriate to call attention to the fact that for about two years following the final assumption by the United States of the work of constructing a canal across the Isthmus of Panama, scarcely a stroke of work was performed upon the main undertaking. It was a period of preparation for an herculean enterprise, and millions were poured into the Canal Zone without producing any results apparent to the casual observer. Yet it was during this period that the foundations of the tremendous task now approaching completion were laid. So far as knowledge extends, no previous enterprise approaching this in magnitude had been entered upon with the same regard for the welfare of those engaged upon it. That something like $20,000,000 should be expended on the isthmus before the real work of construction was well advanced, in order to make conditions not only tolerable but fairly comfortable for its force of 40,000 workers and for the other thousands employed in providing service for this force, looked at the time to many as if altruism rather than twentieth century business methods was to prevail in the zone. The events of the succeeding years proved, however, that there was little dreaming but eminently sane planning of very much practical work during those two preliminary years.

Every American must feel pride in the achievement. Less than ten years ago the French administration left us a legacy of failure and despair and tragedy. It was freely prophesied that the task was beyond human compassing. It proved too much for the two able men who preceded Goethals as chief engineer. Some of those who had been engaged in the work for years uttered their forebodings of the entire collapse of the project, and resigned. But most of the brave army of occupation persevered. They now have the reward of their faith in the visible triumph. The croakers and false prophets are silenced. None can deprive the host of toilers of the honor that is their due for the most significant alteration in the atlases of the globe that has ever been made by the hand of man.

To the people of the Pacific Slope this event must be accepted as the final signal for a concerted effort in preparing for the change that is bound to come with an immigration suddenly diverted to these shores.

For fair products of all kinds consult the JOURNAL's ad columns.

PETROLEUM DISPLACES COAL.

On account of the large production of petroleum in California and its use for fuel, coal mining has practically ceased in that State, the production in the last two years being only 10,747 tons in 1911 and 10,978 tons in 1912, according to Edward W. Parker, of the United States Geological Survey.

The production of petroleum in California in 1912 was 86,450,767 barrels, of which not less than 50,000,000 barrels was used directly for fuel. Large quantities of oil are also used in place of coal for gas making, and on the estimate that 3½ barrels of petroleum is equivalent to 1 ton of ordinary bituminous coal, it is probable that from 1,400,000 to 1,500,000 tons of coal would be required to perform in California the service now rendered by petroleum in the production of heat, light and power. California oil is the principal fuel for locomotives as far north as Washington and across the Sierra and the Cascade Range, its freedom from sparks serving as a great protection against forest fires, as compared with coal or wood fuel. It is used almost exclusively on inland and coastwise steamers and to an increasing extent by the transpacific steamers. It has even displaced coal on Puget Sound, many of the steamers of the Canadian Pacific fleet plying between Vancouver, Victoria, and other points having been equipped for oil burning. There is still, however, some demand for coal in California, particularly for domestic use and for bunker trade at San Francisco, but it is almost exclusively supplied by coals from other States and from abroad.

There are, however, in California a number of small, widely separated coal fields, chief among which are the Mount Diablo field of Contra Costa County, the Corral Hollow field of Alameda County, the Priest Valley and Trafton fields of San Benito County, and the Stone Canyon field of Monterey County. The first two, which are on the eastern border of San Francisco Bay and consequently in the west-central part of the State, produce black lignite or sub-bituminous coal. The coals in Monterey County are of the same geologic age as those farther north, but they have been altered into true bituminous coals. The alteration in the San Benito County areas has not progressed so far as in Monterey County, but the coals closely approach the bituminous grade. None of them possesses coking qualities.

THE "VOLTURNO" DISASTER.

The "Volturno" disaster indicates need of much greater protection against fire on all passenger ships.

All such vessels should have a proper equipment of powerful pumps of large capacity, connected with a system of perforated pipes in the hold and all other parts of the hull in which fire could break out. Also a pipe system for the discharge of carbonic acid gas to stifle fire in places where water can not be used with advantage.

The problem of safety from fire at sea would seem to be one of expense simply, save in the case of highly inflammable or explosive cargoes, which never should be carried on passenger ships.

Sea water is far superior to fresh water for fire-fighting purposes, which is one great advantage a ship's crew has compared with firemen on shore.

Usually shipowners are far more concerned about profit than for safety. They rely more upon insurance than on precautions against fire or wrecking from any cause. Even on the greatest and the most costly liners there is more or less sacrifice of safety to comfort, luxury and speed. And often the officers are greatly overworked, so as to be unable to exercise all the vigilance and alertness required by their responsible duties.—Sacramento Bee.

PANAMA CANAL FACTS.

Estimated cost, $375,000,000.

Length, forty-two and a half miles.

Dirt excavated, 242,000,000 cubic yards.

Channel, 300 to 1000 feet wide; from 41 to 619 feet deep.

Locks, 1100 feet long and 110 feet wide, usable.

Summit, eighty-five feet above sea level.

Passage will require ten to twelve hours.

Isthmian Canal Commission, chairman and chief engineer, Colonel George W. Goethals.

Engineers, Colonels H. F. Hodges and H. H. Rousseau, Lieutenant-Colonel D. D. Gaillard, Lieutenant-Colonel William L. Sibert.

Sanitary Officer, Colonel W. C. Gorgas.

Civil administrator, Maurice H. Thatcher.

Gatun dam—Length along crest, 8000 feet, including spillway; greatest width, 2100 feet; crest of dam, 115 feet above sea level, leaving a thirty-foot margin above the normal height of canal; crest, 100 feet wide; concrete in Gatun locks, 20,000,000 cubic yards.

Cost includes $20,053,000 for sanitation, $7,382,000 for civil administration and $50,000,000 paid to the new French Canal Company and to the Republic of Panama for property and franchises.

Earlier attempts to build—Spain authorized canal in 1814. United States Government makes first survey of possibilities in 1824, but does not act; Accessory Transit Company, an American concern, began operation of railroad in 1852, but did not use its canal franchise.

Actual construction of canal began in 1882 by French company of speculators and promoters, headed by Count Ferdinand de Lesseps, builder of Suez Canal. Wild financiering and inefficiency and extravagance put the company into hands of a receiver in 1889. Under receiver's direction a new company was formed in 1893; it was offered $40,000,000 for canal rights. Deal with America concluded after Panama-United States treaty in 1904. Work on present canal began May 4, 1904.

Though the latest official report on the census of Scotland shows that the population is fully one million greater than in 1881, there is a decline in the number of Gaelic speakers. The enumeration of Gaelic-speaking persons in Scotland was first instituted in the census of 1881. The census now under review gives the number at 202,398, as against 230,806 in 1901. Speakers of Gaelic alone numbered 28,107 in 1901.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Oct. 13, 1913.

Regular weekly meeting came to order at 7:30 p. m., John W. Ericksen presiding. Secretary reported shipping slack, with lots of men ashore. It was decided that the regular weekly meeting at San Francisco shall hereafter begin at 7 o'clock p. m., instead of 7:30 p. m., which has been the custom in the past.

Headquarters, San Francisco, Cal., Oct. 20, 1913.

Regular weekly meeting came to order at 7 o'clock p. m., E. Stein presiding. Secretary reported situation unchanged. Shipwreck Benefit was awarded to seven members of the crew of the steam-schooner Merced. A donation of $100 was made toward the defense of the men in jail owing to the Wheatland riots. Officers were nominated for the ensuing term.

JOHN H. TENNISON, Secretary pro tem.
84 Embarcadero. Phone Kearny 2228.

Victoria, B. C., Oct. 13, 1913.
Shipping dull, with few men ashore.
ARCHIE KING, Agent.
Old Court Rooms, Bastion Square.

Vancouver, B. C., Oct. 13, 1913.
Shipping quiet; prospects uncertain.
W. S. BURNS, Agent.
N. E. corner of Hastings and Main streets. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Oct. 13, 1913.
Prospects uncertain.
H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, Oct. 13, 1913.
Shipping and prospects poor.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Oct. 13, 1913.
Shipping dull; prospects uncertain.
JACK ROSEN, Agent.
P. O. Box 6. Tel. Main 557.

Portland Agency, Oct. 13, 1913.
Shipping slack.
G. A. SVENSON, Agent.
P. O. Box 2100. 51 Union Ave. Tel. East 4912.

Eureka Agency, Oct. 10, 1913.
No meeting; shipping slack.
JOHN ANDERSEN, Agent.
227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, Oct. 14, 1913.
Shipping dull.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Oct. 4, 1913.
Shipping and prospects poor.
JACK EDWARDSEN, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Oct. 16, 1913.

Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported situation unchanged. $100 was donated to the striking miners in Calumet, Mich.

EUGENE STEIDLE, Secretary.
Phone Kearny 5955.

Seattle Agency, Oct. 9, 1913.
No meeting. Shipping fair.
LEONARD NORKGAUER, Agent.
Grand Trunk Dock, Room 203-205. Phone Main 2233. P. O. Box 214.

San Pedro Agency, October 9, 1913.
Shipping improving. Nominated delegates to the International Convention.
HARRY POTHOFF, Agent.
P. O. Box 54.

Portland Agency, October 8, 1913.
No meeting; shipping improving; prospects medium.
THOMAS BAKER, Agent.
New Grand Central Hotel, Room 108, Third and Flanders Sts. Phone Main 1528.

Aberdeen Agency, Oct. 8, 1913.
Shipping quiet; nearly all sailing vessels laying up.
JACK ROSEN, Agent.
P. O. Box 6.

DIED.

William Hogberg, No. 786, a native of Sweden, age 38. Died at Seattle, Wash., Oct. 11, 1913.

CONSIDERATION OF SEAMEN'S BILL

During the past week beginning with Thursday, Oct. 16, the Senate of the United States has given consideration of the Seamen's bill. Before it was agreed to give consideration to the Seamen's bill a discussion took place in the Senate upon the advisability to postpone action until the regular session in December. Following are the remarks of the Senators who participated in the preliminary discussion, as printed in the Congressional Record of October 9:

The Merchant Marine.

The Vice-President—The hour of 2 o'clock having arrived, it becomes the duty of the Chair to lay before the Senate the unfinished business, which is Senate bill 136.

The Senate, as in Committee of the Whole, proceeded to consider the bill (S. 136) to promote the welfare of American seamen in the merchant marine of the United States, to abolish arrest and imprisonment as a penalty for desertion, and to secure the abrogation of treaty provisions in relation thereto, and to promote safety at sea.

Mr. La Follette—Mr. President, it is not my purpose to press the bill for consideration at to-day's session. After I make a request and ask to have some printing done, I will ask to have it temporarily laid aside.

Before that, however, Mr. President, I should like to say that I do not press the bill for consideration to-day because I am advised that some members of the committee, among others the chairman of the committee, are absent from the city and that many of them are not advised that Senate bill 136 has been made the unfinished business. I wish to give an opportunity for the members of the committee and all members of the Senate who are interested in this legislation, and who desire to be present, to be here when it is considered.

I understand that the Senate has already agreed that when it adjourns to-day it will meet on Monday.

Mr. Kern—Yes.

Mr. La Follette—To-day is Thursday. I think perhaps if the notice were given to-day that the bill would be taken up next Monday it would give opportunity for Senators who are absent to be here.

Mr. Vardaman—Mr. President——

The Vice-President—Does the Senator from Wisconsin yield to the Senator from Mississippi?

Mr. La Follette—Certainly.

Mr. Vardaman—I wish to suggest to the Senator from Wisconsin, as I said personally to him on the floor, that when this bill was reported by the committee it was understood by some members of the committee that it was not to be considered at this session. I agree with the Senator from Wisconsin that some legislation is very much needed, and I join with him in his desire that the matter shall be pressed at the earliest possible moment. I think, however, that next Monday would hardly give the Senators who are interested in the measure time to return. One of them I know has been here since the convening of Congress last year and he has a little private business at home that he is now attending to. I wish to suggest to the Senator from Wisconsin that it might be better to fix the time, say, next Wednesday.

Mr. La Follette—I had some discussion personally with members of the committee who were present on the floor during the session this morning—the Senator from Mississippi, among others—and also with the senior Senator from Florida (Mr. Fletcher), who reported the bill and who gave me information that makes just a slight correction in the statement of the Senator from Mississippi as to the understanding of the committee. I see the Senator from Florida is now on the floor. I was about to say that I understood from the Senator from Florida that the understanding when the bill was reported from the committee was that, so far as the wishes or views of the members of the committee were concerned, they preferred that the bill should not be considered at this session, but that the question of consideration was a matter which the Senate would have to determine. Do I state that correctly, I inquire of the Senator from Florida?

Mr. Fletcher—I think that is quite correct.

Mr. La Follette—I am certainly desirous that that all Senators who would care to participate in the discussion should have the opportunity to be present. Perhaps we might right at this time agree that the bill should be taken up on Wednesday of next week and its consideration continued from day to day until, say, Saturday of next week at 4 o'clock, when we might vote upon it.

Mr. Vardaman—Mr. President, the purpose of my suggestion to the Senator from Wisconsin was that especially two Senators, the Senators from Arkansas (Mr. Clarke), the chairman of the Committee on Commerce, and the Senator from Ohio (Mr. Burton), might be permitted to finish up their private affairs at their homes and be here by that time, because I know that they are very anxious to be present when the bill is considered.

Mr. La Follette—My attention was diverted just for the moment. Did I understand the Senator to say he thought that would give them an opportunity to be here?

Mr. Vardaman—I would think so.

Mr. La Follette—That would give them an entire week. Then I will make the request in this form:

I ask unanimous consent that on Wednesday, the 15th of October, 1913, immediately upon the conclusion of the routine morning business, the Senate will proceed to the consideration of the bill (S. 136) to promote the welfare of American seamen in the merchant marine of the United States, and so forth, and that not later than Saturday, the 18th of October, at 4 o'clock on that day——

Mr. Williams—The calendar day.

Mr. La Follette—On that calendar day the Senate will proceed without further debate to vote upon any amendment that may be pending, any amendments that may be offered, and upon the bill, through its regular parliamentary stages, to its final disposition.

Mr. Lea—I should like to ask the Senator from Wisconsin if he would change those dates to Thursday, the 16th, and Monday, the 20th, for the reason that a committee of which I am a member has an engagement that will take us out of town on Saturday, and perhaps eleven members of the Senate will be absent.

Mr. La Follette—I will make that substitution of those dates.

Mr. Brandegee—Mr. President, I have no objection to the portion of the agreement that provides as to proceeding to the consideration of the bill immediately after the morning business on any day, but I know at least one and, I think, other Senators are absent who want to be heard upon the bill extensively. I do not think that unanimous consent for the termination of debate upon the bill ought to be given now in their absence. I would not object myself, and I am not making this objection for myself, but simply speak from what has been said to me. I am quite confident that they desire to be here, and they are away. I do not know what their engagements are and whether they can return in time.

I assure the Senator from Wisconsin I am not making any captious objection to the agreement at all; but I wish he would defer his request for unanimous consent until the next meeting of the Senate, so that if after those gentlemen have had notice that such a request was made, and those gentlemen care to do so, they themselves may appear and object, if they see cause. I will not object, because I have not been requested to do it, and I have no objection myself, but I simply state what I have in mind.

Mr. La Follette—If the Senator thinks that the time would not be sufficient for a full discussion of the measure, and that we should vote upon it on Tuesday, or even upon Wednesday—I do not wish to curtail debate at all.

Mr. Brandegee—I have no doubt of that. I know the Senator wants to be perfectly fair about it, and I have no idea——

Mr. La Follette—There are very urgent reasons why this legislation should be enacted. It goes to the safety of human life upon the sea, and we are in peril every hour of having repeated just such a disaster as shocked the entire world a little more than a year ago.

I do feel, Mr. President, that we ought to dispose of this legislation as soon as it can be done in an orderly and proper way.

Mr. Brandegee—I have no doubt of that myself, and I have no disposition to thwart it in any way. I am uninformed as to the provisions of the bill; as far as I am concerned, I do not expect to take part in the discussion of it; but I hope to learn the merits of it from the debate; and, of course, I shall read the bill. I have not read it; I do not know what its merits are. I am utterly unable to form an opinion as to whether two days or three days or four days will be sufficient for the discussion that Senators will want to give it. I do not intend to object.

Mr. La Follette—I understand.

Mr. Brandegee—I simply leave it to the Senator.

Mr. Thomas—Mr. President——

The Vice-President—Does the Senator from Wisconsin yield to the Senator from Colorado?

Mr. La Follette—I yield.

Mr. Thomas—I was simply going to say that the Senator from Wisconsin has been here constantly during the summer. It has been a very long session and one of a very arduous character. A few of us have stayed here upon the theory that the Senate of the United States was the place where a Senator should be when the Senate is in session. The Senator from Connecticut has been very regular in his attendance here. Of course, Senators have to leave frequently upon urgent business.

It seems to me, in view of the fact that the Senator from Wisconsin has been here right along giving his time and attention constantly to the public business, when he states that he has a measure which is of prime importance, one which ought to be enacted at this session, particularly if the Senate has no other important business before it, time should to some extent be given according to his idea of what is necessary and proper under the circumstances.

Mr. Ashurst—Mr. President, will the Senator yield to me for a moment?

Mr. La Follette—I yield.

Mr. Ashurst—While I do not happen to have the honor to be a member of the committee which reported this bill, I must not let this occasion pass without saying here that I am extremely pleased that the bill has been reported. I have given the bill considerable study, not only during this session but during the last session. Before I came to Congress I gave a bill somewhat similar to this measure much study.

This bill has for its object the promotion of the safety of human life at sea. Do we need another "Titanic" disaster to convince us of our duty on this bill? How much longer must we delay when matters of such supreme importance are before us? The bill not only promotes the safety of passengers and the crew of the vessel at sea, but it also has for its beneficent purpose the abolition of a very odious form of involuntary servitude that has been carried on and imposed upon many helpless seamen.

We are here; Congress is supposed to be in session; and we ought in good faith to the people of the United States manfully to legislate on all subjects upon which we have jurisdiction or manfully adjourn.

I join with those who say we ought not to ping-pong about from Thursday to Monday, then from Monday to Thursday. Let us diligently take up subjects of legislation and treat them as they should be treated, or have the nerve and pluck to adjourn—I was about to say resign; yes, if we can not do our work we ought to resign.

I earnestly hope that no objection will be made, for this bill or some bill of this same general character should have been passed years ago.

Mr. Brandegee—Mr. President, just a word. Some of the Senators, at least, who desire to be heard on this bill are absent. It has been generally understood by Senators on both sides that we were adjourning three days at a time for a report on the Banking and Currency bill. It has also been assumed by Senators who have gone away that if contested matters were to be brought up Senators would raise the question of a quorum. That question has not been raised to-day; but the Senator from Wisconsin asks for a unanimous-consent agreement to take up this bill and to vote upon it and all amendments on a certain day. The question of the particular day or the time, in my opinion, is of not so much importance. By count there are not to exceed 19 Senators upon the floor out of a body of 95, and the unanimous consent of these 19 binds all the other absent Senators.

I think that Senators who are away should be informed that this request has been made to-day and is going to be made again, so that they could be here to speak for themselves.

As I have said, I shall not object to this consent if the Senators think that it is fair to the absentees who are away on the kind of reliance or understanding I have indicated; but there is always more or less trouble about unanimous-consent agreements when Senators feel that they are cut off in what they want to say, although I agree they have no excuse for protesting against anything that is done while they are away, if it is done under the rules of the Senate. They should be here to protect themselves.

The Senator from Arizona (Mr. Ashurst) has indicated by his expression "ping-ponging" what has been happening here for some time, adjourning three days at a time because nobody wanted to press any contested matter. If that game is to be stopped—and it ought to be stopped, in my opinion—Senators will be here to protect their right.

Now, I have said all I care to say.

Mr. Sheppard—Mr. President——

The Vice-President—Does the Senator from Wisconsin yield to the Senator from Texas?

Mr. La Follette—I do.

Mr. Sheppard—I think the Senate ought to understand that it was the understanding in the Committee on Commerce that if this bill was reported it would not be considered until the regular session.

Mr. Ashurst—Will the Senator yield to me?

Mr. Sheppard—In just a minute. And the members of that committee who are absent went away with that understanding in their minds. It is for the Senate to say whether that understanding of the committee should be observed on the floor. I think it due to them that the statement ought to be made here.

Mr. La Follette—The Senator from Texas will remember that when the bill was reported and laid before the Senate in the presence of those Senators, members of the committee who had attended at that session of the committee which agreed to report it, and when it was attempted to have it go to the calendar, the proposition was made that it should go to the calendar with the understanding that it should not be taken up at this session, thereupon I interposed an objection and it went to the calendar, subject to be called up at any time. So that these Senators were advised then that the Senate had not followed their wishes in that regard.

Mr. Sheppard—I recall the occurrence to

which the Senator alludes, and I thought it due to those Senators to make the statement to-day. I am in hearty sympathy, as the Senator knows, with this legislation.

Mr. La Follette—I know it.

Mr. Fletcher—Mr. President, when this bill was reported by the committee, as the Record shows, it was with the statement that in the judgment of the committee action should not be taken on the measure until the regular session next December. That was the judgment of the committee, and there are a number of members of the committee who are away and who are interested in this subject and want to be present when it is discussed.

I would suggest to the Senator from Wisconsin that perhaps as far as he ought to go to-day, in justice to those absent Senators, is to state that on a certain day—on Monday, for instance—he would ask unanimous consent for a time to take up the bill and vote upon it. In other words, I scarcely feel that it would be fair to those members of the committee who are absent to-day to agree that on a certain date we would dispose of the bill. I think perhaps the Senator will be willing to give notice that on Monday next he will ask for that consent. That perhaps is as far as we ought to go in justice to those who are absent, believing that the matter would not be taken up at this session of Congress.

Mr. La Follette—I do not think that any wrong can be done to any Senator if time enough is allowed for debate of the bill. It has waited consideration for twenty-two years, and I do not think that the matter of senatorial convenience should be strained to the last point to postpone consideration of the bill any longer, and I am going to ask unanimous consent that——

Mr. Ashurst—Before the Senator makes that request may I make an observation? Certainly the precedent should not be established that the creature of the Senate, the committee of the Senate, can in any way bind the action of the Senate. If that be true, then the creature could rise higher than its creator, because the committee is the creature of the Senate. The committee might take the view that the bill ought never to be considered. That could not bind the Senate if the Senate saw fit to consider the bill. Therefore, while I have the most profound respect for all the members of the committee and for the view of the committee and in its idea that it would not be expedient to proceed to the consideration of the bill now

Mr. Vardaman—The committee is not seeking to bind anybody.

Mr. Ashurst—I say it could not in any way seek to bind the Senate or bind a Senator who is not a member of the committee and preclude him from moving to proceed to the consideration of this bill.

Mr. Weeks—Mr. President——

The Vice-President—Does the Senator from Wisconsin yield to the Senator from Massachusetts?

Mr. La Follette—I do.

Mr. Weeks—The senior Senator from Ohio (Mr. Burton) has been called from Washington on account of some important engagements. Before leaving Washington he said to me that he is interested in this legislation, and he hoped to be able to get back before it was given consideration in the Senate. I am interested myself, but my time is being taken entirely at the hearings of the Banking and Currency Committee, and I was surprised when I found that this bill had been made the unfinished business. I am quite sure the Senator from Wisconsin wishes to give everyone who is interested in this legislation and wishes to take part in the debate reasonable opportunity to be present. I can be myself, I suppose, by neglecting duties in other places, but I think the senior Senator from Ohio, who is a member of the committee, would be very much embarrassed if he were asked to return here before the middle of next week. Therefore I hope in asking unanimous consent that the Senator from Wisconsin will take that into consideration.

Mr. La Follette—Mr. President, I was about to make my request that the bill be taken up on Thursday, the 16th of October, and that following the usual form of the request the vote be taken at 4 o'clock on the 22d of October.

Mr. Williams—The calendar day?

Mr. La Follette—The calendar day. That allows a full week for debate, and I do not think that anyone, whether present or not, can have any reason to complain of such an agreement.

The Vice-President—This seems to be a free discussion. The Chair has no right to say anything; but the Chair suggests that on account of the absence of the President pro tempore, the chairman of the committee, the date should be made the 23d.

Mr. La Follette—Certainly.

Mr. Weeks—Mr. President, may I suggest to the Senator from Wisconsin that the time he names for the commencement of the debate seems to be perfectly satisfactory, but the time of closing the debate and taking a vote on the bill, it seems to me, should be determined when the members of the committee are here, and especially those who are largely interested in the proposed legislation. I hope the Senator will limit his request for unanimous consent to the proposition to commence the debate.

Mr. La Follette—I could not do that, because I do not have to ask unanimous consent to commence the debate.

Mr. Weeks—I understand; the bill is the unfinished business.

Mr. La Follette—If it is to run without limit, I must seek to get it up for debate on Monday.

Mr. Weeks—I will not object to the request.

The Vice-President—The Secretary will state the request made by the Senator from Wisconsin.

The Secretary—The Senator from Wisconsin (Mr. La Follette) asks unanimous consent that on Thursday, October 16, 1913, immediately upon the conclusion of the routine morning business the Senate will proceed to the consideration of the bill (S. 136) to promote the welfare of American seamen in the merchant marine of the United States, and so forth, and that not later than 4 o'clock p. m., Thursday, October 23, 1913, the Senate will proceed, without further debate, to vote upon any amendment that may be pending, any amendments that may be offered, and upon the bill, through the regular parliamentary stages, to its final disposition.

The Vice-President—Is there any objection? The Chair hears none. The order is entered.

Mr. La Follette—I wish to have printed for the convenience of the Senate the letter written by Secretary Redfield and Secretary Wilson to the chairman of the Senate Committee on Commerce. I have the letter as printed in my hand, but it bears no document number. I understand the edition has been exhausted from the files and I ask to have a reprint made of it.

The Vice-President—Is there objection? The Chair hears none, and it is so ordered.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

tor's loyalty to his own convictions he was defeated for re-election by the Gould interests, who controlled at that time the Western Union Telegraph Company.

A Good Settlement.

After many conferences of the committee representing the Builders' Exchange League and a committee representing the Building Trades Council of Pittsburgh, Pa., an agreement has been reached with reference to the Hodcarriers' and Building Laborers' Union. The agreement carries a good wage scale and many important regulations. One of the sections of the agreement calls for the adjustment of any dispute which may arise by the joint committee making the agreement and which precludes any cessation of work during the life of the agreement, and further proyides that disputes shall be adjusted by the joint committee has been notified. It is claimed that this settlement has resulted in a better understanding among the various trades and the contractors and that the result achieved will be beneficial to other organizations.

An Object Lesson.

The Ladies' Tailors Union in Buffalo, under a state of effective organization, secured a raise in wages of $4 a week and reduced their hours from fifty-four to forty-eight per week. As frequently occurs, the members of the organization did not fully appreciate the value of maintaining their organization. The members grew apathetic and neglected their union, the one and only means whereby they could preserve and hold their increased wages and shorter hours. Finally their employers, learning of the situation, were enabled to lengthen the hours again to fifty-four. Now the former members are exceedingly active in an effort to re-establish the union, having received a salutary lesson, which emphasizes the fact that the employers are always on the job, and that it behooves those who are members of labor organizations to be as assiduous as are the employers.

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,

V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION

570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y.....55 Main Street
Telephone Seneca 936 R.

CLEVELAND, O.....1401 W. Ninth Street
Telephone Bell Main 1842.

MILWAUKEE, WIS.....133 Clinton Street
Telephone South 240.

ASHTABULA, O.....21 High Street
Telephone 552.

NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

DETROIT, MICH.....7 Woodbridge Street, East
Telephone 3724.

SUPERIOR, WIS.....1721 N. Third Street
Telephone, New, Broad 385.

BAY CITY, MICH.....108 Fifth Avenue
OGDENSBURG, N. Y.....70 Isabella Street
CONNEAUT, O.....922 Day Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue
PORT HURON, MICH.....517 Water Street
ERIE, PA.....107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

HEADQUARTERS.
71 Main Street, Buffalo, N. Y.
Telephone Seneca 48.

BRANCHES:

CLEVELAND, O.....1135 W. Eleventh Street
CHICAGO, ILL.....445 LaSalle Avenue
MILWAUKEE, WIS.....151 Reed Street
DETROIT, MICH.....27 Jefferson Ave, East
SUPERIOR, WIS.....1814 Fourth Street
OGDENSBURG, N. Y.....70 Isabella Street
BAY CITY, MICH.....108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.

HEADQUARTERS.
BUFFALO, N. Y., 55 Main St. Tel. Seneca 2295

BRANCHES.

CLEVELAND, O.....1401 W. Ninth Street
MILWAUKEE, WIS.....151 Reed Street
CHICAGO, ILL.....314 N. Clark Street
ASHTABULA, O.....74 Bridge Street
TOLEDO, O.....54 Main Street
DETROIT, MICH.....7 East Woodbridge Street
PORT HURON, MICH.....517 Water Street
CONNEAUT, O.....922 Day Street
OGDENSBURG, N. Y.....70 Isabella Street
NORTH TONAWANDA, N. Y.....152 Main Street
SUPERIOR, WIS.....1721 N. Third Street
BAY CITY, MICH.....108 Fifth Avenue
ERIE, PA.....107 E. Third Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue

UNITED STATES MARINE HOSPITALS AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS.

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS.

Ashland, Wis.	Ogdensburg, N. Y.
Ashtabula Harbor, O.	Oswego, N. Y.
Buffalo, N. Y.	Port Huron, Mich.
Duluth, Minn.	Manitowoc, Wis.
Escanaba, Mich.	Marquette, Mich.
Grand Haven, Mich.	Milwaukee, Wis.
Green Bay, Mich.	Saginaw, Mich.
Houghton, Mich.	Sandusky, O.
Ludington, Mich.	Sault St. Marie, Mich.
Manistee, Mich.	Sheboygan, Wis.
Erie, Pa.	Superior, Wis.
Menominee, Mich.	Toledo, O.

BRITISH TRADE-UNION CONGRESS.

The forty-sixth Annual Congress of the Trade Unions of the United Kingdom was held at Milton Hall, Manchester, on Monday, September 1, and the five following days. The Congress was presided over by the chairman of the Parliamentary Committee, Mr. W. J. Davis, J. P., General Secretary of the National Society of Amalgamated Brassworkers and Metal Mechanics.

The analysis into groups of trades given below shows the composition of the Congress compared with the corresponding figures for the Congress of 1912:

Groups of Trades.	1912. No. of Organizations	1912. No. of Delegates	1912. No. of Members	1913. No. of Organizations	1913. No. of Delegates	1913. No. of Members
Building	4	7	44,988	7	12	63,739
Mining and quarrying	9	132	566,800	10	140	618,465
Engineering	12	18	54,988	11	18	62,516
Shipbuilding (including boilermaking)	3	10	80,263	3	10	89,782
Other metal trades	4	35	71,664	5	47	93,192
Textiles	13*	88	304,649	13*	94	326,901
Clothing	7	16	64,131	7	17	79,104
Transport (land and water)	15	61	311,270	16	67	317,105
Chemical, Gas and general laborers	8	19	138,031	9	33	159,390
Printing, bookbinding, etc.	11	22	65,715	11	23	68,954
Pottery and glass	1	5	8,194	4	4	8,262
Woodworking, furnishing, etc.	7	9	31,047	6	8	29,591
Baking and cigarmaking	3	6	12,606	3	6	12,601
Engineers	5	27	53,399	5	26	51,950
Post Office employes	3	8	72,846	5	8	76,217
Miscellaneous	17	30	106,793	20	38	160,067
Total	127	494	1,987,354	135	551	2,217,836

The number of organizations accounted for in the above statement is 135, but some of these organizations are Federations having members of several of their constituent trade unions in attendance at the Congress. Allowing for such cases, members of about 220 trade unions attended as delegates this year out of about 1135 unions in existence. The membership represented comprised about two-thirds of the total membership of all trade unions, and showed an increase of 11.6 per cent. as compared with a year ago.

Among the principal subjects on which the Congress passed resolutions were: The conduct of the authorities during the disturbances in Dublin; the ballot to be taken under the Trade Unions Act, 1913, respecting the inclusion of political action in the objects of trade societies; the adoption of a specified period for the operation of all industrial agreements and the fixing of a common date and period for all future agreements; the need for an increase of wages in view of the enhanced cost of living; railway nationalization; the fair wages clause in Government contracts; the eight hours' day; the minimum wage; security of tenure of agricultural laborers' cottages; legislation against the eviction of workpeople during disputes; and the amendment of the Workmen's Compensation and National Insurance Acts.

It was also agreed to rescind a resolution passed at the Nottingham Congress in 1908 demanding a minimum wage for clerks.

The voting by Congress for members of the Parliamentary Committee for the ensuing year resulted in the election of representatives of the following organizations: Boilermakers and Iron and Steel Shipbuilders, General Union of Carpenters and Joiners, Amalgamated Cotton Spinners, National Union of Dock Laborers, National Union of Gas and General Workers, National Amalgamated Brassworkers, Miners' Federation, National Amalgamated Printers' Warehousemen, National Union of Railwaymen, Amalgamated Weavers, Amalgamated Watermen, Lightermen and Bargemen, Ship Constructors and Shipwrights, United Patternmakers, National Amalgamated Shop Assistants, National Vehicle Workers, and Amalgamated Musicians. Mr. J. A. Seddon was elected chairman of the committee.

INDUSTRIAL UNIONISM.

(Continued from Page 1.)

being, to endeavor to have them co-operate and federate for their mutual advantage.

"Attention is also called to the provision of this suggested amendment to the Constitution of the American Federation of Labor, that if it were adopted it would require a two-thirds affirmative vote of the members voting to bring about amalgamation, when as a matter of fact, amalgamation of several organizations has been effected by conference and agreement ratified by a majority of the membership, or a majority of the convention, voting upon the question. Thus it will retard and not facilitate.

"Years ago we severed the affiliation of the American Branch of the Amalgamated Society of Engineers, and declared that inasmuch as its members performed the work in several of the machinery trades, the members thereof should belong to the International Association of Machinists. The Allied Metal Mechanics' International Union became part of the International Association of Machinists, and the Machinists' Helpers' unions have become part thereof.

"The Amalgamated Wood Workers' International Union amalgamated with and became a part of the United Brotherhood of Carpenters and Joiners, and the American Branch of the Amalgamated Society of Carpenters has had its charter revoked because it refused to amalgamate with the United Brotherhood of Carpenters and Joiners.

"In accordance with the instructions of the Atlanta Convention, efforts were made to have the International Association of Steam and Hot Water Fitters and Helpers amalgamate with the United Association of Plumbers, Gasfitters, Steamfitters, and Steamfitters' Helpers. Because of the refusal of the former, we have endeavored to carry the instructions into effect that there should be but one organization recognized in the pipe fitting industry, and that the United Association of Plumbers, Gasfitters, Steamfitters, and Steamfitters' Helpers. The United Association has within its membership those branches of the trades included in its title.

"The International Molders' Union of North America now encompasses molders of all metals, and some years ago the Coremakers' International Union became amalgamated with it.

"The Longshoremen have pilots and steam shovelmen in addition to their own workers, longshoremen.

"Blacksmiths have chain makers and helpers.

"The Lasters' International Union became amalgamated with the Boot and Shoe Workers' International Union.

"The Iron and Steel Workers are organizing the unskilled with the skilled of the trade.

"The miners have jurisdiction over all work in and around the mines.

"Granite Cutters have added polishers, rubbers, sawyers, and the tool sharpeners have been part thereof from the beginning.

"Quarry Workers have added derrickmen, boxing and strapping.

"Railroad Telegraphers have added station agents, signalmen, train despatchers, telephoners, pneumatic interlockers, and staffmen.

"The Journeymen Tailors' International Union, the United Garment Workers of North America, and the Ladies' Garment Workers' International Union are endeavoring to bring about an amalgamation of the three organizations, or to bring about a closer co-operative effort.

"So on might we quote nearly all of the national and international unions in their constant effort to a more thorough and comprehensive organization of their own fellow workers in the trade, or in kindred trades.

"And yet it is also true that in some few organizations the amalgamation of various branches of one industry having been accomplished, they have voluntarily separated into a number of international unions of their respective branches. That is especially true of the International Typographical Union, which until some years ago had under its jurisdiction and part of the organization the compositors, proofreaders, pressmen, bookbinders, stereotypers, and electrotypers, mailers, news writers, photoengravers. By agreement the bookbinders, stereotypers and electrotypers, and photoengravers, have formed separate organizations from the International Typographical Union, and generally co-operating in their local and national councils.

"The American trade-union movement is one of constant growth, development and expansion. Since its inception, the American Federation of Labor has been the most practical and beneficial general organization of the wage workers of the continent; has taken cognizance of the constant change and transition in industry and by every means within its power has sought not only to effect the organization of unorganized workers, but to bring about unity, solidarity, and fraternity among organized workers, and has stimulated by every means within its power the necessity for closer co-operation, federation and amalgamation of existing trade unions to the end that each may be helpful to all.

"The American Federation of Labor realizes that a chain is no stronger than its weakest link; that the grand army of organized labor can not advance much further than its most backward column; that the labor organizations are made up of human beings who are not cast in plastic molds; can not be placed in rigid forms, and therefore, it must concede that the authority vested in the affiliated unions and their members must be the largest consistent with the general progress and the welfare of the entire wage-working masses.

"The American Federation of Labor has organized central bodies in hundreds of cities, and State federations in nearly all the States in America; has instituted a large number of international unions and numberless local unions, and has developed the system of Industrial Departments which federate the organized workers of the different crafts, trades and callings and which co-operate for the common protection and advancement of the interest of all.

"The American Federation of Labor realizes that there is still much to do, but repudiates the insinuation which is implied by the term 'Industrial Unionism' as it is employed by the so-called 'Industrial Workers of the World' in antagonism to 'Trade Unionism' for in that implication the false impression is conveyed that the trade unions are rigid, unyielding, or do not adjust themselves to meet new conditions and do not advance, develop or expand, whereas the whole history of the trade-union movement in the past thirty years demonstrates beyond successful contradiction, that there is not a day which passes, but which witnesses in the trade-union movement in America the highest and loftiest spirit of sacrifice in order to cooperate with our fellow workers for their interest and common uplift.

"In line with the historic, intelligent, and comprehensive attitude which the American Federation of Labor has pursued since its inception, we urge still greater effort and energy in the work of more thoroughly organizing the unorganized workers, pursued to its fullest extent; to urge upon the organized workers a more thorough co-operation, to advocate amalgamation of organizations of kindred trades and callings, and a more thorough federation of all organized labor, to the end that economic, political, moral and social justice shall come to the toilers, the wealth producers of America."

During the Rochester Convention, the following resolution, designated in the proceedings as resolution No. 13, was acted upon as indicated:

"Resolved, By the Thirty-second Annual Convention of the American Federation of Labor, that the Executive Council of this Federation be instructed to arrange conferences between the representatives of the various international unions where there is more than one international membership employed in any given industry, and that every effort by the Executive Council be extended to bring about a federation of such unions to the end that joint action may be assured in all disputes between organized labor and the employing classes."

The committee on adjustment, to which the resolution had been referred, reported as follows:

"Your committee reports that the principle contained in this resolution is covered by Section 2 of the Autonomy Declaration of the Scranton Convention. We, therefore, recommend that the resolution be referred to the Executive Council of the American Federation of Labor, with instructions to do whatever it properly can to establish co-operation among the organizations of kindred trades."

The report of the committee was adopted.

Now for the three million mark!

The private car of the Czar of Russia is said to be practically dynamite proof, and owing to its weight it could not be run on the major part of the European lines. The car is elegantly furnished and also contains a chapel, where prayers are offered for his safety. The Czar travels with only one chef, who is well along in years and who served his father and for awhile the grandfather of the present German emperor.

HELP THE MINERS.

Washington, D. C., Sept. 29, 1913.

To All Organized Labor:

Each new advance in human betterment leaves its furrows of pain and suffering across human hearts and lives. There is scarcely a worker in all America who does not know the meaning of a strike, during which the workers and their families have suffered and endured in order to obtain justice; or who has not felt the terrible fear for the physical safety of loved ones in the thick of the contest, or the heart-breaking pain because of inability to supply even the barest necessities of life for those dependent upon him. To you, members of organized labor, the brave struggle of the copper miners of Calumet, Michigan, will appeal with greatest effect.

After exhausting all other means of securing the just demands which they made upon their employers, these miners laid aside their tools on July 23, and went out on a strike. They had been working a so-called ten-hour day, which in reality was an eleven-hour day, for wages that would not permit American standards of living. Miners have been forced to handle individually heavy drilling machines which had formerly been operated by two men. After considering all matters the men decided to demand an eight-hour day, three dollars as the minimum wage, and two men to handle drilling machines as formerly. All requests for conferences or consideration of these just demands were ignored and treated with contempt.

Despite the fact that the strike was inaugurated peacefully and has been conducted by the miners without even the slightest show of violence, seldom has there been such a display of arbitrary methods on the part of the mine operators and governmental authorities. The morning after the strike began hundreds of deputies were sworn in; the employers imported companies of Waddell-Mahon guards; finally State troops were sent to the mining district that the mine owners might be enabled to operate their mines and the voice of Labor in its appeal for justice might be silenced. All of this display of force was under the pretense of protecting property (when the miners did not attack it, nor contemplate attacking it); when the miners attempted to protect and promote human rights, they were ridden down in the streets, clubbed, fired upon!

Though there have been the usual efforts to foment strife and to stir up violence among the strikers, yet no property has been destroyed and the miners have remained steadfast in their determination to win their rights, and in their determination not to be forced into lawlessness.

The officials of the miners asked for an injunction restraining the appointment of additional deputies to serve the mine operators—their request was refused. The mine operators asked for an injunction restraining the strikers from picketing, "molesting" men going to or from work and from parading in the vicinity of the mines—that order was granted.

Such are the conditions under which these copper miners are waging their fight for justice and a life somewhat better worth living. With all the forces of capital and organized society working against them, they have maintained courage, determination and good spirit. There are 16,000 miners engaged in this struggle. A large number of miners and their families were evicted from their homes owned by the corporations. The lives, safety, and welfare of something like 50,000 men, women, and children are bound up with its fate. The strike has now been in progress for over two months and still the mine operators maintain stubborn resistance and unreasonable refusal to consider the demands of the men. The long, hard winter of northern Michigan is approaching, and these brave men, women and children who are bearing the brunt of this fight for industrial justice for American workingmen are in need.

Two members of our Executive Council, John Mitchell and John B. Lennon, have been among these strikers and presented to us unquestionable evidence of the conditions there. After consideration of the conditions, the need and importance of the issues involved, the Executive Council makes this appeal to all the members of organized labor for prompt and generous financial assistance to aid these needy and suffering fellow-workers, their wives and children.

We appeal in the name of all labor and common humanity that each local union at once make an appropriation from its funds of not less than five cents for each member; that each Central Labor Union select a committee to appeal to all workers and friends to contribute promptly and as generously as possible, and to use every other honorable means by which funds may be secured. The men and women and children of Calumet, Michigan, must not be starved into submission. They must and they will win, if the toilers of our country will but do their duty.

Remember that the splendid solidarity of the workers of America largely aided in securing the magnificent victory of the anthracite miners a few years ago. The newspapers have suppressed nearly all reference to the Calumet miners' strike. In this appeal we hope to reach the minds, hearts, and the consciences of our fellow-workers and friends, and thereby secure their ready response to the call for aid.

Send all contributions to Frank Morrison, Secretary, American Federation of Labor, Ouray Building, Washington, D. C., who will return receipt for the same and promptly forward every dollar to the immediate aid of the struggling miners of Calumet.

Fraternally yours,

SAM'L GOMPERS, President.
FRANK MORRISON, Secretary.

Since the supreme intelligence of the German shepherd dogs was brought to the notice of the police authorities in Berlin, eight years ago, 1956 dogs have been attached to the department. Although there are so many of these dogs in Germany, it is difficult to purchase a good one and an ordinary and not fully trained dog costs about $200. There is also a feeling that it is somewhat unpatriotic to sell the best German dogs, since they are of great service to the police and the military.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

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Branches:

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LA CONNER, Wash.

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ABERDEEN, Wash., P. O. Box 34.

DUWAMISH FISHERMEN'S UNION.
GEORGETOWN, Wash.

SKAGIT RIVER FISHERMEN'S UNION.
FIR, Wash., P. O. Box 6.

COQUILLE RIVER FISHERMEN'S UNION.
PROSPER, Ore.

ALASKA FISHERMEN'S UNION (Local No. 2), KETCHIKAN.
LORING, Alaska.

ALASKA FISHERMEN'S UNION (Local No. 3).
PETERSBURG, Alaska.

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Agencies:
SEATTLE, Wash., 84 Seneca St., P. O. Box 42.
ASTORIA, Ore., P. O. Box 138.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA

29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

An eight-hour day for all State employes is proposed by California's Civil Service Commission, according to an announcement made by Charles W. Reed, president of the Commission. The Commission has asked Attorney-General Webb if there is any State law prohibiting the adoption and enforcement of such a rule.

California State Labor Comissioner John P. McLaughlin is conducting an inspection of labor camps throughout California, in order to ascertain their sanitary condition and make imrovements where required. Commissioner McLaughlin is also arranging to have the branches of the State Labor Bureau make daily reports to the main office in San Francisco.

Senator Myers of Montana has presented to the Senate resolutions adopted at a mass meeting of citizens in Butte, Montana, calling upon the Congress of the United States to institute a Congressional investigation in order that the true facts, as they exist, in the Copper Mining District of the State of Michigan may be made public. It is further asked that upon the results of this investigation be based remedial legislation.

An investigation of wages and living conditions of women and girls employed in Minnesota is being made by the Minimum Wage Commission. Circular letters have been sent out to all female wage workers in the State, containing twenty-three questions. These questions, of course, relate to the general subject of wages, hours, living expenses, etc. Upon the replies will be determined recommendations for a betterment of the conditions of the working women and girls of the State.

Officers of four labor unions, representing 230,000 railroad employes, will meet at Milwaukee, Wisconsin, about October 15 to plan a general move for higher wages and improved working conditions. The unions to be represented are the Brotherhood of Locomotive Engineers, Brotherhood of Locomotive Firemen, Brotherhood of Railway Trainmen, and the Order of Railway Conductors. The meeting here will be preliminary to action by each separate organization.

Three thousand five hundred longshoremen, cotton screwmen and draymen settled their differences and called off the strike which crippled the Galveston water front for several days. The principal issue, that negro cotton screwmen become unionized, was settled by the proposition that they affiliate with the International Longshoremen's Union under separate charter. At Texas City where the longshoremen struck in sympathy with the Galveston men, work was also resumed.

A reduction in the force at the navy yard in Washington, D. C., brought forth an appeal to the Navy Department to allot a sufficient amount of work to the yard which would preclude any further reductions in the present force. In consequence thereof the Navy Department has issued orders for the manufacture of numerous supplies needed by the Navy Department and which can be manufactured at that yard. This will temporarily, at least, forestall any further depletion of the force.

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Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Abrahamsen, Johannes	Johnson, A.
Anderson, H.	Jensen, Hans -2114
Andersen, A. -1352	Jensen, G. S.
Alonzo, J.	Johansen, Knut
Absalomsen, O. M.	Johannesen, Olaf
Alexis, H.	Johanson, K. J.
Agerup, K. B.	Johanson, Theodor
Andersen, O. -1719	Johnson, G.
Anderson, A. -1821	Johnson, Olaf
Anderson, H. Torni	Kalning, J.
Anderson, Ragnvald	Krutz, Ivan
Anderson, David	Klebnikoff, I. W.
Anderson, I.	Korber, Th.
Anderson, Hjalmar	Kreutz, Karl
Behr, Henry	Karsima, N.
Burholtz, F.	Karrell, J.
Borgen, K. S.	Kolberg, Joe
Brox, H.	Larsen, L. A.
Brower, G.	Larsen, Charles
Broberg, Chas.	Little, Sid
Buckow, C. W.	Ljunggren, Edmund
Christensen, Anton	Lof, Oscar
Crosley, J.	Larson, Ingvald
Carlson, Thure	Larsen, Axel -1746
Davidson, Jacob	Larson, John
Davis, Joseph	Lovera, P.
Dylwik, E.	Lackey, C.
Dall, Carl	Larsen, L.
Ellinsen, H. O	Larsen, John
Enig, Herman	Larsen, A.
Ehlert, August	Larsen, Fred
Edvardsen, Anton	Lundgren, K. J.
Ekwall, G. A.	Marks, T.
Ellison, Sam	Martins, Paul
Eliason, C.	McPherson, R.
Erikson, Axel	McCarthy, J.
Eskilsen, Lars	Mortensen, J. C.
Evanger, Nils	Murphy, D.
Fonslund, Victor	Mynchmeyer, H.
Fredriksen, Harold	Maver, J. S.
Fjellman, Geo.	Macdonald, N.
Freeman, J.	Martinsen, Harold
Franzell, A.	Maki, Ivar
Fjelstad, K. M.	Mathisen, Nils
Fossen, Alex	McNeary, J.
Fortune, John	McDougall, J.
Framness, Ivar	Miller, J. C.
Gaasserud, O. K.	Mikkelsen, K. -1620
Gehler, F.	Moore, J. M.
Grant, J. J.	Muir, J.
Grantley, C. W.	Munroe, W.
Gunderson, L. S.	Martinsen, Ragnvald
Hansen, A. M.	Newland E.
Hansen, Hans	Nielsen, F. M.
Helgap, A.	Nilsen, T. H.
Hansen, Hans P.	Nielsen, C.
Hansen, N. S.	Nelson, H. J.
Hoglund, Ephraim	Nicholsen, F. E.
Holst, L.	Nilson, Andrew
Hubner, Herman	Neilsen, Edvard
Jaeger, F. J.	Nielsen, Alfons
Jacobsen, Torgils	Nilsen, Albert
Jacobsen, Johan	Nylund, Arthur

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Portland, Or., Letter List.

Abramis, George	Larsen; Engvald
Anderson, Sam	Larsen, Martin,
Anderson, Gust, -1808	-1710
Anderson, Nils	Larsen, Soren
Anderson, Ole	Lerch, Paul
Andersen, Mike	Lewik, Karl
Anderson, Otto	Lemarchand, Louis
Anderson, Erik B.	Lendeman, Ruhtii
Alexander, John	Lundsoor, Oskar
Albrechtsen, Page	Lundmark, Heege
Androlio, A.	Lundquist, Ernest
Bergman, Karl W.	Maciac, Allexander
Brodig, Wm. G.	Marchand, Louis
Bults, Ernest	Mattson, Maurits
Buckner, W.	Miller, Chas.
Carlsen, Charlie	McManus, John
Chase, W. P.	McMahon, Jack
Christensen, Albert	Meinke, Rudolf
Colman, E.	Meyer, W.
Conway, M. E.	Nelson, Anton
Collins, Frank	Nelsen, C. J.
Cunnicham, W. P.	Nielsen, Kristian
Dahl, Henry	Nielsen, Edward
Day, Aca	Nilsson, Osvold
Dennis, Charlie	Narberg, John
Dorff, William	Narman, Ludwig
Edstrom, John	Ohlsen, Charles
Ehenbaugh, W. J.	Olsen, Severin
Ekham, Frans	Olsen, Ausgar
Fredrickson, H. G.	O'Brien, Jack
Gjortz, P.	Person, Charles
Gordia, Piet	Perouse, Andre
Gulliksen, Amandus	Petrich, Theodore
Hall, G. A.	Petersen, Aage
Hansen, Bernard	Peterson, Hans
Helin, Waldemar	Peterson, Heinie
Henriks, Waldemar	Petterson, Einar
Henke, Ernest	Pedersen, Peter
Hellman, Albin	Pratt, M. L.
Helenius, Oskar	Rantio, Jacob
Hohm, E.	Raetz, August
Huntington, E. R.	Rasmussen, Thor
Hoch, Gore	Roed, Halfdan
Hultman, A.	Sandstrom, Hugo
Johansen, Johan F.	Sanders, Chas.
Johnsen, Chris	Simens, O. L.
Johnson, Axel	Schulz, Robert
Johnson, Jack	Saule, J. L.
Johnson, Oie C.	Swanson, John
Johnson, W.	Swenson, Carl Oscar
Johnson, H.	Saukha, August
Kalberg, Wm.	Swenson, John B.
Karlson, K. E.	Thomas, A.
Kenny, James	Tamford, B. A.
Kealy, James	Trost, Peter
Kikur, Allesander	Wall, W. H.
Koop, Nick	Warren, Chas. B.
Kronstrand, H. T.	Wadren, G. F.
Kristensen, W.	Westlund, Gust
Koalvik, Oscar	Wehi, J.
Laine, Frank	Wiejurecht, Ernest
Larsen, John	Weshart, Jno.
Larsen, George	Welsen, J.
Lurberg	Bunk, Bruno
O'Brien, J. S.	Persson, Johan
Olsen, C.	Petterson, Harry
Olsen, Trygve	Petersen, V. -1447
Olsson, Brov	Petterson, Richard
Olsen, O. -1062	Petterson, S.
Olsen, Ed	Quigley, R. E.
Olsen, C. E.	Rees, W.
Olsen, B. -597	Skubber, H. (Registered)
Omholt, T.	
Orell, A.	Stahlbaum, E.
Pedersen, O. A.	Stone, C. L.
Poppe, Geo.	Saudburg, C.
Petterson, Karl	Schuldt, Theoder
Pedersen, Hedley	Seley, G.
Pedersen, P. C.	Sterr, W. T.
Pedersen, Peder	Saar, J.

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Ahlstrom, Harry	Jacobsen, W.
Anderson, John	Jensen, George
Breien, Hans	Nilson, Anton
Clausen, Fred	Miller, Fred
Debus, Fred	Publicatus, August
Ehlert, August	Plas, Henry
Gudmundsen, Gudmund	Robertson, A.
Hansen, Harald	Syvertsen, Paul
Ismas, Richard	Thorsen, Fredrik
Samuelson, H.	Thomson, P.
Schultz, P. (Registered)	Tyghe, T.
	Thienpoint, F.
Schultz, Axel	Thogren, David
Scott, Alfred	Thorsen, Tom
Starness, C. O.	Veasted, T. P.
Storek	Van Loo, A.
Stewart, J. G.	Verney, A.
Strauss, W.	Waischwell, A.
St. Johns, C. R.	Warner, Jake
Suarth, A.	Waters, L. A.
Steel, J. R.	Wehde, F.
Sharness, C. O.	Wessman, John
Sperlan, B.	

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Tacoma, Wash., Letter List.

Anderson, Carl	Jorgensen, Peter A.
Anton	Kalberg, Wm.
Berglind, Erik	Kesler, Karl
Conley, J. H.	Kathy, A.
Dehler, Alfred	Melgail, M.
Christensen, Albert	Moren, G. H.
Dehler, Alfred	Nilsson, Edvin
Ellison, Harry H.	Olsen, Olaf
Eidsvoog, Petter	Olsen, Martin E.
Fors, Alfred	Persson, John
Groveñ Albert	Plesner, Levi J.
Hansen, C. M.	Person, Fritz
Hansen, Johannes	Petterson, J. M.
Hangen, Arthur	Simonsen, Sigvald
Hetman, Walter	Seblom, John
Iversen, Ivar	Thorsen, Axel L.

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Aberdeen, Wash., Letter List.

Anderson, Ernest	Kaiser, Fred
Anderson, -1283	Kallio, Frans
Aalto, Waino	Loining, Hermand
Andersen, F. C.	Ljungberg, Herman
Anderson, Axel P.	Lengtssen, Gottfried
Arntzen, Werner	Laine, Herman
Armstrong, Harry	Lorsin, G. L.
Berger, C.	Mertz, G.
Behn, Alfred	Mekerman, Ernest
Brown, C.	Nikolin, E. Miko
Carlstrom, John	Olsen, Nils
Christensen, Albert	Oksanen, Juko
Carson, Edward	Peterson, Axel
Duval, Bennet	Petersen, Christian
Edwardsen, Anton	Rommel, Andrew
Finth, Richard	Stangeland, Peter S.
Flatten, James	Schacht, H.
Granberg, Eric	Thorn, -70
Graf, Otto	Walder, Olsen N.
Glase, Gustav	Wincl, Jacob, -1357
Hohn, Arthur	Zoerb, Walter
Herman, Axel	Packages.
Hansen, Ove	Hansen, John
Johansen, Harry	MacGuire, O. F.
Jensen, Harry	

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Victor N. Kvenen, a native of Belgium, age 32, last heard of in Ashtabula, Ohio, April, 1909, inquired for by his brother John Kvenen, Route 2, Raleigh, Tenn.

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George Campbell is inquired for by his mother. He is supposed to sail out of San Francisco. Any one knowing his whereabouts please notify Mrs. Elizabeth Campbell, 655 31st Avenue, Vancouver, B. C.

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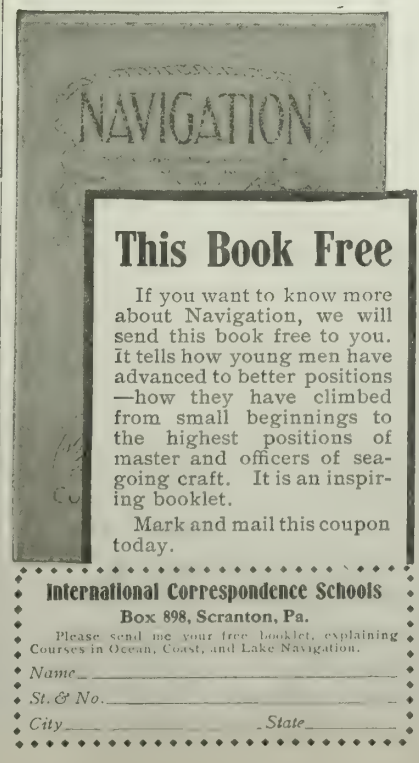
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Home News.

President Wilson, on October 10, touched an electric button in the White House thereby releasing the electric current, blowing up Gamboa dike and opening the Panama Canal to navigation.

Ninety-three deportation warrants, almost all of them for Japanese, were issued recently by Richard L. Halsey, chief inspector of the Immigration Bureau at Honolulu. The enforcement of this order means the abolishment of the red light district in Honolulu.

The House Committee on Immigration has passed a resolution declaring that a bill practically identical with the measure passed at the last session, but vetoed by President Taft, should be enacted into law. The chief measure of the bill will be an educational test.

Indian Commissioner Sells has developed a plan for utilizing the ranges of the West for stock grazing and to employ Indians as cattle and sheep growers with a view to reducing the cost of meat. He advertised for 9000 cattle for the Crow reservation in Montana. President Wilson approved the project.

A recent dispatch from Mankato, Minn., contains the information that thousands of bushels of fall and winter apples are decaying on the ground in that section of the country because, it is stated, "of a lack of profitable market." It is added that the trees are breaking under the immense load of fruit. This is a problem in transportation, for the price of apples in the industrial centers is not only high now, but will undoubtedely continue to rise in price until next season's crop is available.

How wealthy persons, anticipating death, seek to evade the inheritance tax laws of California by transferring their property by deed to relatives and thereby taking the administration of their estates from the probate court, is unfolded in reports made by inheritance tax authorities to the State Controller. One deals with the $2,657,154 estate of the late Alice Phelan Sullivan of San Francisco, $2,174,814.89 of which was transferred to the husband and four children before the woman died.

The United States Department of Agriculture has announced that it will commence the publishing of a monthly magazine for the benefit of the farmers, the first issue to appear in September. "The information to be disseminated will be prepared in a popular way, with a view to enabling the farmer to determine at a glance just what plant crop and animal crop conditions are prevailing in his own State, as compared with other individual States, and the country at large and also important foreign producing areas."

The Japanese Government has sent a third protest to the United States in regard to the California alien land laws. The Japanese officials are said to be sanguine that the United States will accept the terms which it proposes, in which case, it is said, a new treaty between the two countries will be necessary. The terms are said to imply an application of the Roman law, with an extension of the President's authority by placing the latter above the veto of the Supreme Court. Article 6, clause 2, of the American Constitution is cited in support of Japan's position.

Domestic and Naval.

The construction of a floating dry dock, to be one of the largest of its kind and to cost $100,000 will begin shortly at Orange, Texas.

The Italian Admiralty is considering a project for a battleship in which the center screw is driven by six Diesel motors of 12,000 aggregate horsepower.

Bowman C. Gullison, first officer of the Standard Oil Company's steamship "Perfection," which arrived from Boston, recently, shot and killed himself in his cabin September 28, while the vessel lay at anchor off Tompkinsville, S. I. He was thirty years old.

The North German Lloyd Steamship Company, it is said, intends to retire the steamship "Kaiser Wilhelm der Grosse" from its express service. The company will rename and rebuild the vessel, for second class, third class and steerage traffic, eliminating the first cabin passenger accommodation.

It is reported that officials of the Treasury Department have just completed an investigation of serious charges against high officials of the Life Saving Service. Favoritism, financial irregularities, gross inefficiency and undue activity in behalf of legislation are some of the charges. The report has not been made public.

The Steamboat Inspection Service has ruled (file No. 59,636) that percussion caps may be transported on steamers carrying passengers under the same conditions as small arms ammunition, and (file No. 59,693) that it is unlawful to use a gasoline engine to drive an electric generator on board a pleasure steamer subject to inspection.

With more than $500,000 already saved to the Government through competition on contracts for materials for battleship "No. 39," Secretary Daniels announces he has notified the Midvale, Carnegie and Bethlehem Steel Companies that he would not accept either of their recently submitted identical bids for heavy armor plate for this vessel unless they could show him cost of production figures to justify their prices.

The North of Ireland Shipbuilding Co., Ltd., Londonderry, have completed their second steamer for the Canadian Lakes. She is named "Glenfoyle," and is a sister ship to the "Glenmavis," which was the first launched by the new company. The steamer is constructed on the Ayre-Ballard arch principle. Her leading dimensions are: Length, 250 ft.; breadth, 42.6 ft.; depth, 20 ft. She has been built under special survey, and will be classed for service on the Great Lakes and the St. Lawrence.

The Bureau Veritas reports marine casualties during July as follows: Total losses, 17 steamers of 36,227 tons; viz.: 3 British, 3 Italian, 3 Japanese, 2 Brazilian, 2 Spanish, 1 German, 1 American, 1 Argentine, 1 Russian. The causes were: Stranding 8, collision 4, fire 1, foundered 1, condemned 2, missing 1. Lost sailers, 13, of 4,746 tons; viz.: 4 American, 3 British, 3 Norwegian, 2 French, 1 Portuguese. The causes were: Stranding 6, collision 1, abandoned 2, condemned 3, missing 1. The accidents reported during the month affected 291 steamers and 56 sailers. Furthermore, 5 steamers and 5 sailers were broken up or converted.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Abraham, A. M.
Abrahmen, Edward
Albors, Arne
Alexi, Hakon
Alver, Ben
Andersen, Albert
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Garrinen, V.
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Robertson, John H.
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Rog, A.
Roslin, R.
Rounberg, Edward
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Sick, Herman
Sikman, Andrei
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Smyth, Wm.
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Sponer, Emil
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Sovchnes, P. Olaf
Spark, A. V.
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Stanford, Max
Stangeland, P. A.
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Stevensen, August
Stinessen, Harold
Stoltzerman, E.
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Valtti, Jalmar
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Torpensen, Guwald
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Tvede, James
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Vladel, J. M.
Volkanen, Veda
Void, O. P.
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Williams, Thomas
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Wilson, John E.
Winblact, M. M.
Winther, Johan
Wolferen, Svan
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Johanson, Nils A.
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San Francisco.

Andersen, F. K.
Bensen, John
Bang, R. O.
Cefalia, Vinzenco
Eriksen, Johan
Husby, Lars
Hansen, C.
Jansson, Carl
Johansen, Johan
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Lundgreen, G. Kari
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Johansen, Ingvald
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Petterson, J. M.
Plesner, Levi J.
Seblom, John
Simonsen, Sivgard
Strand, Chas.
Thoresen, Axel L.
Wessman, John

INFORMATION WANTED.

Any one knowing the address of Thos. Symington, age 59, last heard from in Seattle, Wash., 1908, will please communicate with John Sym- Chicago, Ill.

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June 30, 1913:

Assets	$55,644,983.27
Capital actually paid up in Cash	1,000,000.00
Reserve & Contingent Funds	1,757,148.57
Employees' Pension Fund..	158,261.32
Number of Depositors.....	62,134

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INFORMATION WANTED.

Reiar Gundersen is inquired for by his brother, B. C. Gundersen. Anyone knowing his whereabouts please communicate with the Coast Seamen's Journal.

John West, who was on the steamer Horatius in June, 1912, is inquired for by P. Ivers, River Darling, via Wenthworth, Australia Please notify Sup't., No. 1 State street, New York.



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INFORMATION WANTED.

Rudolph Kurella, born January 5th, 1868, at Grabowo, Germany, is inquired for by the German Consul-General at San Francisco, Cal.

John Hansen, who was lookoutman on the S.S. "Argyll" some months ago, is wanted by the Union Oil Co. Anyone knowing his whereabouts please notify the manager Marine Department, Mr. Walter G. Tubby,

Oscar Osolin, John Lind, M. Elone, John Anderson, Thomas Pukki, Alex. Tuominen, Chas. Grouberg, who were on board the steamer "Fifild" April 7, 1913, please communicate with the Coast Seamen's Journal.

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INFORMATION WANTED.

Carl Johan Nilsen, a native of Sandefjord, Norway, aged about 33, left his home at 1164 Potrero Ave., Sunday, August 17th. Any one knowing his whereabouts please notify Coast Seamen's Journal.

News from Abroad.

The estate of Herr Bebel, the German Socialist, who died a few weeks ago, was valued at $100,000.

More than 1000 German firms have promised to participate in the Panama-Pacific Exposition at San Francisco.

An earthquake occurred at Messina and Palmi, Italy, while the American Red Cross Orphanage, erected at the latter place from funds collected in the United States at the time of the Messina earthquake, was being dedi-

The Chinese Government has postponed compliance with the Japanese demand for the dismissal of General Chang, head of the Nanking troops, owing to inability at present to enforce a decree of dismissal.

While the inauguration of Yuan Shi Kai as President of China was in progress in Peking, the chief of the Peking mounted police was arrested, and confessed that he had been bribed to try to kill the President as he was taking the oath.

The Argentine Senate has passed the bill for the canalization of the Upper Uruguay and the irrigation of an immense zone. The Argentine Government will contribute 8,000,000 pesos (gold) and the Brazilian and Uruguayan Governments 5,000,000 pesos (gold) to the scheme.

M. le Coutre, a distinguished astronomer of Geneva, is the latest scientist to arrive at the conclusion that the inhabitants of the planet Mars are signaling to the earth. During observations which lasted seventeen days the astronomer remarked a series of luminous apparitions of a bluish white color like the light of a powerful electric arc lamp. These illuminations, which usually lasted some seconds, were observed on several different nights.

Twenty-eight persons were killed on October 17 near Johannisthal, Germany, in the explosion and fall of Count Zeppelin's latest dirigible balloon, the L II. The twenty-eight men represented the entire personnel of the Admiralty Board which was to conduct the final trial of the dirigible, looking to its acceptance by the Government as a new unit of the German aerial navy, the pilot and crew and invited guests. Every person that went aloft in the big airship is dead.

Reports received at Panama from the center of the recent seismic disturbances indicate that startling changes are taking place in the bed of the ocean off the coast of Los Santos province in the vicinity of the town of Tonosi. One point about fifteen miles distant from the main land a cable repair ship found that a depth of 1000 feet on the chart of the United States War Department, published in 1904, now shows a depth of 5000 feet, indicating that a vast subsidence has taken place.

The volume of emigration through Hamburg and Bremen during the first seven months of 1913 was almost 100,000 greater than that for the same period of 1912, and 14,000 greater than that for the record year of 1907, the actual figures being 267,482, 169,147 and 253,958. The majority of the emigrants still go to the United States, but it is believed that a larger share is being diverted to Canada. Of the 147,127 emigrants who left via Bremen from January to July, only 5,884 were German subjects.

With the Wits.

Quizzer—What's the matter, old man? You look worried.

Sizzer—I have cause to. I engaged a man to trace my pedigree.

Quizzer—Well, what's the trouble? Hasn't he been successful?

Sizzer—Successful! I should say he has! I'm paying him hush-money.—London Opinion.

Most Any Time.—The scene is set. A country road, trees, sky, summer homes, a lake in the distance. A steam railway line crosses the road at right angles.

Enter, up the road, an automobile, well loaded and running at high speed.

Enter at the far right an express train.

Both automobile and train are rushing toward the crossing.

Owner of automobile to chauffeur: "Can you make it?"

The chauffeur, speeding up: "Sure I can make it!"

He doesn't.—Cleveland Plain Dealer.

The following Scotch tale is one of President Wilson's favorites:

A Scotchman was strolling through the market-place in Glasgow one day and close at his heels followed his faithful collie. Attracted by a fine display of shell and other fish, the Scot stopped to admire, perhaps, to purchase. The dog stood by, gently wagging its tail, while its master engaged the fishmonger in conversation.

Unfortunately for the beastie its tail dropped for a moment over a big basketful of fine, live lobsters. Instantly one of the largest lobsters snapped its claws on the tail, and the surprised collie dashed off through the market, yelping with pain, while the lobster hung on grimly, though dashed violently from side to side. The fishmonger for a moment was speechless with indignation; then, turning to his prospective customer, he bawled:

"Mon! mon! whustle to yer dog, whustle to yer dog!"

"Hoot, mon," returned the other complacently, "whustle to yer lobster!"—New York World.

Children's Accounts

Your children should be taught to save. Open an account for each of them to-day. Show them by example that you believe in a savings account.

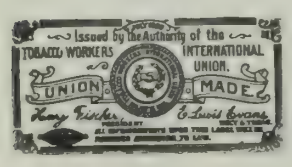
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There is no standard of education required of a pupil entering the School, for no matter how ignorant the seaman may be, even in the rudiments of common education, Captain Henry Taylor will teach and raise him from the depths of ignorance to the height of the average well-informed man, and in a comparatively short interval of time.



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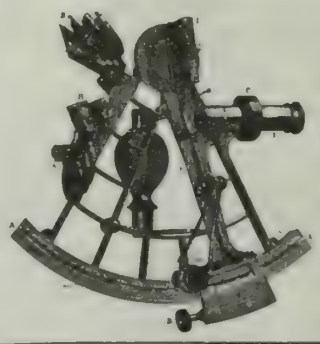
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COAST SEAMEN'S JOURNAL



FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XXVII, No. 7. SAN FRANCISCO, WEDNESDAY, OCTOBER 29, 1913. Whole No. 2249.

CALIFORNIA STATE

SEAMEN'S BILL PASSES SENATE.

Measure Favored by Seamen and Championed by Senator La Follette Approved by Senate Oct. 23.

Senate Bill No. 4, ably championed by Senator La Follette, so amended as not to affect the treaty relations of the United States until the President has been given an opportunity to readjust them, but otherwise intact, passed the Senate on October 23 at the end of a debate that is said to have been characterized by unusual proceedings.

In the end the debate became a eulogy of Andrew Furuseth, Secretary of the Sailors' Union of the Pacific and President of the International Seamen's Union of America, who was lauded as the man chiefly responsible for the passage of the bill. Furuseth, who sat in a Senate gallery throughout the debate, was declared by Senator La Follette (Progressive Republican) and Senator Williams (Democrat) to have unselfishly worked in Washington for many years "at a seaman's pay" to secure legislation improving the conditions of his fellow seamen.

Efforts were made by Senators Bacon and Burton to amend the bill but they failed to impress their views upon the Senate.

Senator La Follette closed the debate on the measure with an attack on E. T. Chamberlain, United States Commissioner of Navigation, who, he said, ought to be removed. He declared Chamberlain had held office since President Cleveland's Administration by "trimming and turning and twisting," but that all of his reports showed that his recommendations "fit into the interests of the shipowners." Senator La Follette also charged that Congress and the executive department of the Government for years had "shown a subserviency to the shipping interests."

Notwithstanding the extended debate, when it came to the final vote, the bill was passed without a roll call.

The La Follette bill will now require the approval of the House of Representatives, but inasmuch as the House at the previous session passed a similar bill (the Wilson measure known as H. R. 23673) by an almost unanimous vote, it is not believed anywhere that the efforts of the "shipping interests" will prevent the passage of the bill at an early date, although the indications are that one grand concentrated attack will now be made upon the La Follette bill by all the forces that have at all times opposed any kind of legislation for the improvement of the seamen's condition.

It should be understood the La Follette bill is a very superior measure over the makeshift bill which was adopted by the Senate in the closing hours of the last session and then vetoed by President Taft.

Features of La Follette Bill.

Following are the principal features of the La Follette bill:

Section 1 of the bill amends the present law (sec. 4516, R. S.) by regulating the hours of labor at sea by dividing the sailors into at least two and the firemen into at least three watches—this is the statute law of France and Germany; it is the custom in England and custom protected by law in Norway—and in port by establishing a nine-hour day, except on Sundays and legal holidays, when no unnecessary work shall be required. This is, in substance, the law of France, Germany, and Norway.

Section 2 amends the present law (sec. 4529, R. S.), which deals with when and how a seaman shall be paid, by increasing the penalty for its violation. The present law provides one day's pay for each day that the seaman is compelled to wait for his pay beyond the time set by law. One day's pay is not sufficient to pay one day's board and lodging, and it is here proposed that the penalty shall be two days.

HELP WANTED!

Information just received from Washington, D. C., is to the effect that the strongest lobby which has ever assembled at the nation's capital in behalf of the shipping "Interests" is now gathering for the purpose of persuading the House of Representatives to delay action on the Seamen's bill. Every Chinese-loving shipowner, the Steel Trust, and last but not least, the English, German and other European companies who are interested in retaining their monopoly in the transatlantic trade, have sent on their most capable men to prevent action upon the bill.

Twenty years of inaction by Congress and the vetoing of the bill by ex-President Taft at the last session had left the cheap-labor crowd under the impression that nothing serious would transpire at this session to interfere in any manner with their insatiable greed. Hence, the Senate's action of last week has given them the surprise of their lives. They are just now recovering from the blow, and like a lion driven to bay, they are making the last desperate stand for the perpetuation of their infamous policy to coin dividends at the expense of safety.

Every friend of the Seamen, every lover of liberty, and all who believe that American ships should be manned by Americans, and that involuntary servitude should forever be abolished on merchant vessels in American ports, should wire at once to Joshua W. Alexander, Chairman of the Committee on Merchant Marine and Fisheries, Washington, D. C., urging him to take immediate action upon Senate Bill No. 4.

Don't Delay—Do It Now!

Section 3 amends present law (sec. 4530, R. S.) by striking out the following: "unless the contrary be specially stipulated in the contract," and inserting in its place as follows: "and all stipulations to the contrary shall be held as void." The section thus amended gives the seaman the right to demand one-half the wages due him in any port, notwithstanding any contract to the contrary, and extends its application to seamen on foreign vessels while in American harbors, and the whole section becomes a part of the means by which the cost of operation of all vessels taking cargo out of any American port may be equalized.

The present law, under which the seaman is permitted to contract away the right, which this section otherwise gives, to collect part wages in ports of call, has been used to compel the men to make such contracts and then to drive seamen to desert and thus lose their earnings. The exception ought to be nullified by law and the seamen protected in their wages in order that their needs shall not hold them to the vessel against their will. Justice demands this and the spirit bred by modern education will tolerate nothing less.

Section 4 amends existing law (sec. 4559, R. S.) so as to give a majority of the seamen, exclusive of the officers, a right to demand a survey of the vessel while in a foreign port to determine its seaworthiness. That is the existing law relative to vessels engaged in the domestic trade.

Section 5 deals with the quarters of the seamen. In this place the men live when off duty; in this place they sleep and keep their clothing, and in most vessels it is also used as messroom. The space allotted, 72 cubic feet for each man, is the room needed to sling a hammock, it is the space allotted for this purpose on the old vessels of the world's navies, and while the space now given on our warships is about double the old rules, the rule yet remains on our merchant vessels, except in sailing vessels built or rebuilt after 1898. The section amends existing law by striking out "not less than 72 cubic feet and not less than 12 square feet" and inserting "not less than 100 cubic feet and not less than 16 square feet" as forecastle space allotted for each member of the crew and by providing for opportunity for cleanliness. The laws of England, France, Germany, and Norway require 120 cubic feet of forecastle space for each member of the crew, part of which, however, may be used for other purposes.

Section 6 amends existing law (sec. 4596, R. S.) so as to give the seaman the same freedom as landsmen when his vessel is in a safe harbor and to enforce proper discipline while at sea.

Section 7 amends existing law (sec. 4600, R. S.) by striking out the words "reclaim deserters" and thus brings this section of the law into harmony with section 4596 as amended.

Section 8 amends existing law (sec. 4611, R. S.) relative to corporal punishment by enabling the seaman, who has been thus punished, to sue the vessel for damages if the master permits the officer guilty of violation to escape. The present law permits the master to be sued in such cases; but experience has shown this to be a barren right and no remedy.

Section 9 amends existing law (sec. 23 of act of Dec. 21, 1898), so as to improve the legal rations by giving one more quart of water and one more ounce of butter daily.

Section 10 amends existing law (act of Dec. 21, 1898) by prohibiting advances or allotments of seamen's wages except to near and dependent relatives. Perhaps the most pernicious and effective means through which the crimp has kept the seaman under his power and defrauded him of his earnings has been and is the advance or allotment. This amendment would destroy the crimp's power.

It may be further stated that the system or

general custom, prevalent everywhere except in our domestic trade, of paying seamen or others on their behalf an advance upon the money to be earned is one of the causes of the low wages of the seamen and of sending inexperienced men to sea to serve in positions which require skill as first condition of safety. The law should therefore apply to all vessels leaving our ports. It is difficult to see any just reason why laws enacted to protect seamen and passengers on our vessels may not be made applicable to vessels and seamen coming within the jurisdiction of our laws.

Section 11 amends existing law (sec. 4536, R. S.) so as to give the men employed in deep-sea fisheries the same protection against garnishments of their wages now enjoyed by seamen on other merchant vessels.

Section 12 is new to American maritime law. It proposes a standard of skill in the able seaman of three years' service on deck at sea or on the Great Lakes in 40 per cent. of the deck crew, exclusive of licensed officers, in the first year after the passage of this act and gradually increases the number of able seamen required until it reaches 65 per cent. in five years after the passage of the act.

It also provides that no vessel shall be permitted to leave any port of the United States unless she has a crew on board not less than 75 per cent. of which, in each department thereof, are able to understand any order given by the officer of such vessel.

Passenger vessels are not permitted to depart unless they shall have a sufficient crew to man each lifeboat with not less than two men with the rating of able seaman or higher. The crew of a lifeboat is from five to nine men; with two actually skilled men as herein provided, and such training of the others as may be had on the vessel, it is believed that the lifeboats may be lowered and managed in a rough sea. The enactment of this section is absolutely essential to promote the safety of travel at sea.

Section 13 provides for proper statistics of casualties to, and on board of, barges that may be towed through the open sea, and for yearly reports to Congress upon such accidents.

Section 14 provides for the repeal of existing law relative to the arrest, imprisonment, or delivering up of deserting seamen to the vessels from which they deserted and for abrogation of all treaties in conflict with the provisions of this act.

Section 15 provides the date upon which the act shall go into effect; this will be ninety days after its final passage. The legislation to foreign ships will not become effective until twelve months after adoption.

Further Improvements Adopted.

According to a message from Andrew Furuseth further improvements to the La Follette bill were made in the Senate by the adoption of the amendments suggested jointly by the Secretaries of the Departments of Commerce and Labor.

Following are the departments' amendments:

Add to section 5 dealing with the quarters of the crew the following:

Provided, That forecastles shall be fumigated at such intervals as may be provided by regulations to be issued by the Surgeon-General of the Public Health Service, with the approval of the Department of Commerce, and shall have at least two exits, one of which may be used in emergencies.

Having in view the decision by the Supreme Court in the case of the Osceola (189 U. S., p. 158) the departments suggested the following amendment to section 6 of the bill:

Provided, That in any suit to recover damages for any injury sustained on board vessel or in its service seamen having command shall not be held to be fellow-servants with those under their authority.

And finally the departments recommended that a penalty be added to section 12 in the following language:

Any violation of any provision of this section shall subject the owner of such vessel to a penalty of not less than $100 and not more than $500.

No other country in the United States, from the Atlantic to the Pacific, has the distinction of Lancaster County, Pennsylvania. For fifty years it has stood as the richest farming county in the land. The tillers of the soil try to raise better crops each successive year. McLean County, Illinois, now stands second to Lancaster, with Los Angeles County, California, a close third, and Whitman County, Washington, fourth.

The forests of Corsica, the little island upon which Napoleon was born, are managed by the French government. They produce lumber, firewood and turpentine, and all parts of the tree are far more closely utilized than in America.

BULGARIA'S WASTE OF LIFE.

A standing example of "how not to make war" is afforded by Bulgaria, says a military critic, who signs himself "Chasseur," in Blackwood's Edinburgh Magazine. He is referring to the loss of life revealed in the official returns recently issued at Sofia, showing that 330 officers and 29,711 men were killed; 950 officers and 52,550 men were wounded; 3,193 officers and men are missing. Of Bulgaria's population of 2,200,000, one male in every twenty-five must thus be dead, wounded, or missing. The same percentage of males in the United Kingdom would be about 920,000; in the United States it would amount to 2,000,000. Speaking of Bulgaria's reckless valor and incautious exposure of her battalions, he cites the fate of two Sofia infantry regiments:

"These two units had comprised, during the original mobilization, almost the entire literati of the capital. The very architect responsible for the most modern of the buildings had marched away with a rifle on his shoulder. Judges, magistrates, lawyers, actors, shopkeepers, seized in the great tentacles of universal conscription, had been spirited away to the field of battle. What had been their fortune? There is a cruel fate in war, which may spare one unit and proscribe another. The Sofia regiments found the latter fate. Extermination was their role in their country's victories. In the early battles of the war they marched with the 'valor of ignorance' upon the enemy, and paid the price. They were recruited again to service strength. The boys from the lyceum and the apprentices from the works were hastened, a year before their time, into the barrack-square, and after three months' training were drafted to the front. Again a cruel fate lay in store for them. The lions from behind Tchataldja crept out under cover of the night-mists, and for a second time the literati of Sofia were practically annihilated."

An editorial in The Evening Standard (London) contains the startling statement that waste of life in the Bulgar lines made the mortality of this war, considering its duration, unprecedented in the world's annals, and we read:

"It is not surprising to learn that the Bulgarians have lost 30,000 men killed in the war. It was obvious from the first that their reckless gallantry would result in heavy losses. The Turks 'fought like lions' before Adrianople, and, shockingly led as they were at Kirk-Kilisseh, on October 23, and a week later at Lule Burgas, they still managed to inflict heavy losses on their dauntless foes, who advanced in serried ranks against the fire of shrapnel. The attacking side always suffers most severely, as the Japanese found to their cost, and to the 16,000 men put hors de combat in the final assault on Adrianople must be added the terrible struggle for the possession of that Spion Kop in the Tchataldja lines on March 28 and 29, when the Bulgarians were finally driven off through the rain and mist, leaving 1,000 dead behind them. Our own losses in the Boer War were nothing like so heavy as those of King Ferdinand's troops in this campaign, and the total will indeed be appalling when to these figures are added the terrible mortality among the Montenegrins in the attacks on Mt. Tarabosh, and the Servian losses, which in the taking of Pristina alone were officially declared to be 'extraordinarily large.' The Russians in the whole of the Manchurian campaign scarcely lost more men killed."

AN OCEAN 'PHONE STATION.

An oceanic telephone call station on a lighthouse near the island of Guernsey is described in Telephony (Chicago) by Edwin O. Catford, who is keeper of the lighthouse and originated the idea. The lighthouse has no resident attendants and stands on a rock that is completely covered when the tide rises, but it has been equipped with a telephone by which pilots can secure connection with the nearest exchange on the mainland. Says Mr. Catford:

"The lighthouse stands on a rock nearly 1¼ miles away from the mainland of Guernsey. It is fitted with a self-acting acetylene light and with a powerful foghorn. The lighthouse is charted as 'unattended,' the keepers living ashore where the power-house is situated from which the lighthouse machinery is driven by means of a heavily armored submarine cable.

"This cable is now being put to an additional use, to connect with a telephone installed on the platform outside the lighthouse.

"By climbing the lighthouse ladder any local pilot can make use of this telephone to call up the keepers ashore, who can then connect through to the exchange system of Guernsey.

"Pilots waiting for a vessel will thus be able to communicate with their homes, and so learn if any later news of the expected boat has arrived by telegram.

"Another important use of this ocean telephone will be to obtain news of mail-boats approaching Guernsey from England during fog, when, guided by the fog signal, they sometimes creep up to within two ships' lengths of the lighthouse. It has thus frequently happened that a mail boat has been for hours anchored within sight of the lighthouse, while Guernsey was anxiously awaiting news of its whereabouts. With the new telephone any pilot knowing of the arrival of the mail boat in the vicinity will be expected to immediately telephone the news to the central telephone exchange. In return for this service to be rendered in fog, the pilots will be given the free use of the lighthouse telephone throughout the year.

"The captain of a mail boat also, if he anticipated a lengthy delay, might send a boat with one of his officers to report his arrival at Platte Fougere. He could also obtain information as to the state of fog both from the lighthouse keepers and from the town office of either railway company when, should the little Russel be reported clear, he might find it possible to push forward.

"The chief difficulty in the way of providing the new telephone lies in the fact that only one pair of wires in the cable is available for all purposes, and these wires are already engaged in performing five separate services which must not be interfered with. This difficulty, however, can be surmounted."

Demand the union label upon all purchases!

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Join Regular Organization.

There have been several local organizations in the various cities in Ohio, known as the Stationary Engineers' Clubs. These clubs were independent organizations without any affiliations whatsoever. Some time ago the Cleveland organization decided to enter into a movement for a change of conditions, but found that because of the independent character of the organization very little could be accomplished. Efforts were then made to secure affiliation with the Cleveland Federation of Labor. This could not be accomplished until the organization became affiliated with the International Union holding jurisdiction over that particular work. An organizer for the International Union of Steam and Operating Engineers took the matter up with the local club, and as a result of his efforts the Cleveland branch of the Ohio Stationary Engineers' Club voted unanimously to affiliate with the International Union of Steam and Operating Engineers. This action brings into the labor movement of Cleveland 750 additional members. The action of the Cleveland Club will undoubtedly be followed by similar action among the other engineers' clubs of the State, which will mean a considerable accession to the ranks of the Steam Engineers and result in mutual benefit to the International and the former Engineers who were club members.

Furuseth Appointed.

Andrew Furuseth, president of the International Seamen's Union of America has been appointed as one of the commissioners by the President of the United States to represent this government at the London conference on safety at sea. It is highly probable that the appointment of a practical seaman will be the only appointment of that character made by any country save the United States. Andrew Furuseth's knowledge of maritime conditions is not confined to America, but is world wide, he having traveled the sea for many years and into all of the prominent seaports of the world. His appointment will afford him an opportunity to lay before the conference the aspirations of the seamen, and with his general knowledge of maritime affairs he will undoubtedly be able to secure in the recommendations, which will probably be made, provisions whereby the seamen of the world will have restored to them the rights and privileges accorded to landsmen in the various nations.

Vote Against Affiliation.

The Bricklayers and Masons' International Union has voted against affiliation with the American Federation of Labor, according to an announcement made by the Secretary of that organization. It is reported that out of a total membership of 82,351 only 20,351 votes were cast, and of this only 7373 were in favor of affiliation. The information comes through the press dispatches that it was stated by one of the executive officers that in spite of the adverse vote the question would probably be submitted to the International convention to be held next January at Houston, Texas, and might be carried there. It was asserted that this procedure would be permissible under the organization's constitution. The Bricklayers' Union has never been affiliated with the general labor movement, but with the sentiment toward closer affiliation constantly growing it is apprehended that the time is not far distant when affiliation with the Building Trades Department, American Federation of Labor, will be essential to the welfare of the Bricklayers.

Littlefield 'Fesses Up.

Ex-Representative Charles E. Littlefield was one of the witnesses before the Lobby Committee of the House of Representatives. It was the Second district of Maine which this gentleman represented in Congress in 1906, when the American Federation of Labor opened its political campaign against hostile Congressmen. That the Federation knew well the position of Mr. Littlefield was proven when the ex-legislator admitted that he had accepted the assistance of the National Association of Manufacturers. It will be remembered that Mr. Littlefield resigned as a member of Congress, presumably because of the opposition he had created against himself, not only by being hostile to every piece of remedial labor legislation, but because of general unfairness on many other legislative matters. Mr. Littlefield also stated that he a strong dislike for Mulhall, but added a word of praise for Marshall Cushing, the man whose work was along similar lines in the National Association of Manufacturers as that of Mulhall. Cushing also antagonized the printers in their eight-hour fight, but was finally deposed by the N. A. M. for reasons best known to the union busters.

Attacks Tobacco Trust.

An independent tobacco buyer of Henderson, Ky., A. B. Jarvis, in testifying before the Joint Tobacco Commission, asserted that the Imperial Tobacco Company, the so-called tobacco trust in Kentucky, has pauperized the hitherto prosperous towns in the tobacco belt, and that not only the growers were at the mercy of the trust, but the warehouses in the towns have rotted down or been burned, accidentally or otherwise; that labor had as a rule left the factories, and what few factories were now in operation had been rented by the trust at prices fixed at its pleasure. Jarvis further stated that he had known the prices at which tobacco in the Henderson district would sell for and did sell for long in advance of a pound being sold. "I believe that the price of our tobacco was fixed by the representatives of the Imperial Company and of the Italian Government at Richmond, Va., before they began buying in Kentucky. I have never seen the Imperial and Italian buyers compete for a single pound of tobacco." It was asserted that a semblance

(Continued on Page 11.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeland Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts Maritimes de France, 33 rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S, Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federacion Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

One hundred of those involved in the gas workers' strike in Sydney, which was settled recently, were fined altogether over $4,500.

The stevedores of Huelva, Spain, have won a complete victory after a stubborn fight. They achieved the eight-hour day, a daily wage of $1.30 and a considerable increase for overtime.

The female telegraphers of Italy have, by a special decree, been permitted to marry. On the day after the passing of the law 300 telegraphists handed in applications for permission to marry.

The Bookbinders' Federation of Belgium has published a special technical journal of an educational character since July, in addition to their trade union organ, which appears in French and Flemish.

The Government of Western Australia intends to introduce a general accident and sick insurance bill. At the invitation of the Government a preliminary conference of the specially interested employers' and workers' organizations took place.

The petition of the Swiss railwaymen's organization for a general ten-hour day for the permanent way workers was refused by the directorate of the State railway, but it was agreed to allow the men to leave work earlier on Saturday afternoons.

The fourth Women's Conference in Zurich, Switzerland, which was attended by fifty-nine female and eighteen male delegates from twenty trade unions and political organizations, was concerned chiefly with the question of domestic service. The ways and means of creating modern domestic servants' trade unions was discussed.

According to the statistics of the Leather Workers' Federation concerning the conditions of labor in the German leather industry, 85 per cent. of the workers are covered by conditions laid down in tariff agreements, 4,279 workers, employed in 201 workshops in 56 towns, out of the 4,500 engaged in the industry are organized in the Leather Workers' Federation.

According to statistics in connection with the contributions paid by the affiliated trade unions of the French Federation of Workers in the provision industry, this federation had 4,383 members in 1910, 3,772 in 1911 and 4,190 in 1912, which included 1,796 bakers, 489 cooks, 390 waiters, 187 mill workers, 138 butchers, while the others are distributed over ten chief groups.

Some time ago the organized textile workers in Catalonia, Spain, handed the employers a petition demanding the reduction of the working time from eleven to nine hours daily and an increase in wages of 25 per cent. The employers refused this, and as a result a general strike has broken out which will probably extend itself over the 80,000 textile workers of the province.

The Brussels (Belgium) furriers obtained a substantial reduction in the working time, the free Saturday afternoon, and a substantial increase in wages. The wage for workers who have been engaged at least six years in the industry now amounts to $1.70 for a nine-hour day. Organized workers are given preference in the case of workers being engaged.

SAN PEDRO, CAL.

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UNION-MADE CLOTHING FOR SEAFARING MEN
Special Low Price on
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FOR THE BEST THERE IS IN TAILORING
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Next door to Postoffice,
Los Angeles "Waterfront"
SAN PEDRO, CAL.

INFORMATION WANTED.

Kasper Olsen, a native of Fredrikstad, Norway, age about 25, is inquired for. Address Christ Hansen, Port Ludlow, Wash.

THE UNITED HATTERS OF NORTH AMERICA — UNION MADE — REGISTERED

UNION LABEL OF THE
United Hatters of N. A.

When you are buying a FUR HAT, either soft or stiff, see to it that the Genuine Union Label is sewed in it. The Genuine Union Label is perforated on the four edges exactly the same as a postage stamp. If a retailer has loose labels in his possession and offers to put one in a hat for you, do not patronize him. Loose labels in retail stores are counterfeits.

JOHN A. MOFFITT, President, Orange, N. J.
MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

WILL BE A MOTHER TO YOU
Fix your clothes, sew the rips, repair the tears, fasten the buttons, etc. We really clean your clothes by our
French Dry Cleaning Process
which is entirely different from the mere "sponging and pressing" method.
We Call and Deliver
The French Dye Works
612 BEACON STREET
SAN PEDRO, CAL.

INFORMATION WANTED.

This is to certify that on the 27th day of February, 1911, one Mathias Lagman, then nineteen years of age, was a seaman on board the S. S. "Paloma," Cuban flag; that when said vessel was lying at anchor in the Port of Cabarian, P. R., at about 8 o'clock in the evening, Lagman, who had been working with other men at painting, was walking between decks in the dark, when he fell through hatch No. 4, which had been left uncovered. He was picked up in the hold and it was found that he was paralyzed from the waist down. This young man was subsequently taken to Russia, where his mother, who is very poor, is taking care of him.

It is believed that the owners were negligent in failing to have the hatch covered, and in failing to have or furnish proper lighting for the 'tween decks at the point where Lagman fell. If these facts can be proven, some relief might be obtained for this unfortunate boy.

The following are the men who signed on the articles with Lagman, and who had been working with said Lagman:

C. Jones, C. J. Johnson, F. Johan, M. Lanhard, E. Randal, W. Paulson.

Any seaman who will locate these men or send their addresses to the Legal Aid Society, No. 1 Broadway, New York City, will be doing a great favor to said sailor, and to S. B. Axtell, attorney-in-charge.

For similar reasons we desire to communicate with the following men who were members of the crew of the "Lyman M. Law" in October, 1911, when Edward S. Tennberg was severely injured on the trip between Boston and Norfolk:

Adolph Dittmer, John Olson, Harold Herman, Charles Newberg, James J. Kelly.

San Pedro News Co.
Sixth and Beacon Streets, San Pedro, Cal.
Dealers in
CIGARS, TOBACCO, STATIONERY
Los Angeles Examiner and All San Francisco Papers on Sale. Agents Harbor Steam Laundry

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WHEN IN SAN PEDRO
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GLOBE BOWLING ALLEY AND BILLIARD ROOM
UNDER GLOBE THEATRE, SIXTH ST.
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KANE & BRUCE, Props.
We have the best alleys and pool tables on the Pacific Coast.
Light and ventilation perfect.
Cool and pleasant at all seasons.
CIGARS TOBACCO SOFT DRINKS

INFORMATION WANTED.

Charles Edward Latham, native of Auckland, N. Z., age 23, last heard of at Callao, September, 1911, is inquired for by his brother. Address Henry Thomas (No. 550), Sailors' Union of the Pacific, San Francisco, Cal.

Adolf Theining, a native of Vannersborg, Sweden, is inquired for by his mother. Address, Coast Seamen's Journal.

Walter Jorgesen Clang, born in Aaland Yetta, Ostro Yetta, is inquired for by his uncle, John Clang. Address Coast Seamen's Journal.

George Alfred Hall, last heard of on the Sch. "Sehome" in June, 1913, will please communicate with his brother, Walter Hall. Address 790 18th street, Oakland, Cal.

Any one knowing the whereabouts of Enoch Joseph Horsfold, 18 years old, native of New Zealand, please communicate with Coast Seamen's Journal.

Johannes Puun, born in Oesel, Arensburg, Russia, supposed to be sailing on the Pacific coast, is asked for by his mother. Anyone knowing his whereabouts please notify A. Lepp, Sailors' Union, San Francisco.

Anderson, Bernhard. This man has been traced as follows: Fireman on Str. San Jose in 1899; oiler on Str. Panama in 1900.

San Pedro Letter List.

Anderson, Gust	Kinnar, K.
Anderson, W. -1630	Kushlikan, Frank
Annell, Albert	Larsen, A. B.
Anderson, Ernst	Larsen, Axel, -1768
Anderson, Hemmind	L. Edward
Anderson, Patrick	Lindholm, Erik A.
Anderson, Soren	Lass, John
Alexandersen, Paul	Lovgreen, Otto
Anderson, O. E., -1762	Lauritson, George
	Lundberg, Carl
Ahlstrom, Anders	Lindroth, Gustaf
Andersen, K. P., -1717	Larssen, Johan
	Leino, G. F.
Anderson, Ed., -1739	Lewis, George
Anderson, George, -1812	Lindeberg, Ernest
	Lemke, Richard
Anderson, Mr.	Lewet, Frenchie
Berndt, Hugo	Linderman, Gust
Bergsin, Jacob	Lister, W.
Bergh, Borge	Loining, Herman
Benson, Helge	Mayer, W.
Berhus, Emil	Makinen, Oskar
Buchtman, F.	Maatta, John
Blakstad, Ed.	Moulas, Nick
Christensen, H. -1366	Mericult, Gaston
	Miller, John
Carlsson, Aksel -1220	Mikele, Gustav W.
	Moureau, H.
Carlson, Gust. W.	Meyers, P. M.
Carlson, Gustaf	Mikkelsen, Harald
Collins, E. F.	Nelsen, Julius
Dean, J.	Norminen, John E.
Dreger, Jack	Nelson, Hans
Ecat, Anton	Olsen, W.
Ekholm, F.	Olsen, Sckutar
Eriksson, C. -333	Owen, Fred
Farrell, Henry	Olsen, Marius
Flume, Fritz	Olsen, Olav
Falbom, Richard	Osterberg, John
Grantley, Mr.	Pomaret, Leotard
Gusek, Bernhard	Pedersen, A., -1564
Hunt, Gust.	Petersen, Aage
Halvorsen, H., 2229	Pedersen, Peder
Hansen, Nils, -989	Phillips, K.
Hannus, Alex	Pekman, Ernest
Hokonsson, Axel	Repson, E.
Hansen, Peter	Rantman, Robert
Hjorth, Knut	Rudowitz, H.
Hausman, Mr.	Rignell, J. V.
Hansen, C.	Saarine, Hemming
Hass, James	Schroeder, Ernst
Hansen, Herald	Stephan, M.
Hansen, Johannes	Sanders, Charles
Helenius, Oskar	Spieler, Albert
Hintza, Yrjo	Sievers, Herman
Iversen, Ivar	Schrooke, Frank
Jensen, Jens B.	Sievers, G. P.
Johnson, George	Thorsen, Joe
Jorgensen, Jorgen	Torgersen, Anton
Jones, Eddie	Thomsen, Th.
Johnson, Gunnar	Wartland, Lewis
Johnsen, H., -223	Wilson, A.
Johansen, Halvard	Warkala, J.
Jorgensen, Fred	Zorning, Arthur
Jensen, Jens B.	Packages and Photos.
Johansson, Fritz W.	Larsen, James Chr.
Jonasson, O. M.	Nordman, John
Johansen, Walter	
Kramer, Otto	

Honolulu, H. T.

Albrect, Chas.	Karlson, Hans
Andersen, W.	Karlsen, Oskar
Andersen, M. C.	Kjassgaard, Hans
Andowety, H.	Langer, Robert
Anderson, E.	Laymbrag, H.
Anderson, C. E.	Lintianen, Ernest
Anderson, E. K.	Lindberg, T.
Anderson, A.	Ludwigsen, Arne
Berthelsen, M.	Marx, Albert
Baker, M.	Machado, H.
Bode, W.	Mafo, E. S.
Carlson, C.	Methenen, E. K.
Carlson, A.	Olander, Carl
Christensen, A.	Olsen, J. H.
Clausen, J.	Person, Edmond
Colbert, M. J.	Pitschkun, W.
Douglas, G. A.	Pelusan, D. E.
Edgeston, C. J.	Russell, W.
Ehlert, An.	Reinink, H.
Eaton, Neva I.	Rasmundsen, G.
Glaaormither, C.	Silhus, W.
Gordon, James	Slan, C.
Hansen, Pet.	Schiff, Ch.
Haralsen, W.	Sorensen, E.
Hanson, Jorg.	Suvert, H.
Hansen, Christ.	Sjablom, G.
Haven, Francis	Stenars, A. W.
Hevaroso, H. B.	Salversen, S.
Hapstad, Sigurd	Schates, A.
Irwin, Robert	Vilvot, J.
Ivans, Carl	Williamson, R. A.
Trike, Willie	Zornow, Herbert
Jensen, Hans	

INFORMATION WANTED.

William Moran, who left Buffalo forty-two years ago, at the age of 12 years, is inquired for by his sister. Address Mrs. Catherine Moran Fossett, 421 Normal avenue, Buffalo, N. Y.

Albert Christensen, native of Byrum Laso, last heard of in San Francisco in 1910, is inquired for by his brother. Address, H. C. Christensen, Scandinavian Sailors' Home, San Francisco.

Albert Smith, a native of Cork, Ireland, who left the American ship John C. Meyer, on Feb. 20, 1911, is very anxiously inquired for by his wife. Please notify British Consul General at San Francisco.

Fred (Albin) Swanson, a native of Malmo, Sweden, aged about 25, is inquired for. Address, Coast Seamen's Journal

Nils Johnson, who was wrecked in the American bark Oasis, Sept. 2, 1887, is inquired for by W. F. Hohenschild, Berkeley, Cal.

Pacific Coast Marine.

Before departing the respective captains of the German sailing vessels "Harvesthude" and "Thielbek" posted stakes for the race in which their vessels are engaged from the Columbia River to Queenstown.

The tug "Rustler," used for years to carry mail and passengers between Juneau and Sitka and Skagway, has been sold by the Juneau Steamship Company to Alfred McIsaacs of Vancouver, and will be used in British Columbia waters.

Secretary of the Navy Daniels formally announced that the historic battleship "Oregon," which made the famous trip around Cape Horn in the early days of the Spanish war, would lead the great international fleet through the Panama Canal when the waterway is opened in 1915.

A board of survey on the gunboat "Yorktown," at the Mare Island Navy Yard for repairs has recommended that the boilers be replaced, as they are worn out. The boilers were built originally to be installed in the "Bennington," after the fatal explosion in San Diego Bay in 1905.

The report of the officers of the Pacific Coast Steamship Company to the stockholders show that during the year just closed the gross earnings of the company increased $14,497.03, and the operating expenses decreased $26,748.06, making an increase in the net earnings of $41,245.09.

Holding that the grounding of the barkentine "Lahaina" while en route from Willapa Harbor to South Bend in July, 1911, was due to negligence on the part of the tug "Defender," United States Judge Cushman handed down a decision recently awarding the barkentine approximately $3741 damages against the tug.

Two members of the crew of the schooner "Robert Searles," which recently put into Honolulu, stripped of her gear as a result of heavy weather, arrived at San Francisco during the past week on the steamer "Sierra." The captain was washed overboard during the storm which the "Robert Searles" encountered.

The wreck of the "Rio de Janeiro," which sank at the entrance to San Francisco harbor off Mile Rock on February 22, 1901, with considerable treasure and 111 persons, is said to have been located in 128 feet of water, half way between Mile Rock and the Fort Point red buoy by Herman Stelzner, who descended to the wreck in his patent diving device.

The barkentine "John Smith," which has been fixed to carry a cargo of lumber from Puget Sound to Callao, has been sold to Peruvian parties. Another charter announced in the weekly circular of the Shipowners' Association of the Pacific Coast is that of the schooner "Mindora," which has been fixed to load lumber at Hastings Mills for Suva at 50 shillings.

Captain Otto Sverdrup, who was master of the ship "Fram" on Nansen's polar expedition in 1893, believes that the story of the discovery of a new continent north of Asia is impossible. "Nansen drifted over the area and found nothing but water," said Captain Sverdrup, who now is at the head of a whaling company operating in the North Pacific. "While it is possible that the Russian explorers may have found a small island or two, any extensive lands would have been known long ago."

The General Petroleum Company of San Francisco is having four large tankers built at Newcastle-on-Tyne, for the Pacific. The vessels are to be named "Sloss," "DeSabla," "Barneson" and "Colgate" after the four largest owners in the company. The vessels will each have a capacity of about 55,000 barrels and were ordered in England by Andrew Weir who recently bought a large interest in the General Petroleum Company. They will be placed in the trade with South America and the Orient.

By an agreement entered into recently between officials of the Santa Fe Railroad and the American-Hawaiian Steamship Company, the vessels of the latter will continue to call at San Diego as at present, and $200,000 will be spent in repairing the Santa Fe wharf. The railroad company will continue to carry merchandise from San Diego to interior points for the same rates as from Redondo and San Pedro. The deal is deemed important because of recent reports that the American-Hawaiian steamers would choose a more northern point for their port of call in Southern California.

Gibson & Company, of San Francisco and Sydney, announce that commencing next February, they will establish a line of six steamers plying between Australia ports and San Francisco. These vessels will give a sixty-day service for general cargo to Australia. Some of the vessels will bring coal up from Newcastle, which they will discharge here, carrying enough bunker to return via Astoria. Steamers that do not bring coal will bunker on Puget Sound. It is said that the company has secured sufficient space for case oil from the Richmond works of the Standard Oil Company to Australia to make the line assured from the start.

The new oil carrier "Richmond," which will be the flagship of the coastwise fleet of the Standard Oil Company, is to leave the east coast shortly on her maiden voyage to the Golden Gate. The vessel has just completed successful trial tests and is to load a cargo of oil for the Argentine, from where she will come to San Francisco in ballast. Captain Bridgett, formerly master of the Asuncion, is skipper of the new carrier. The Richmond was turned out at the Fall River shipyards, and is 435.4 feet long, 54 feet beam and 31.6 feet deep. She has a capacity for carrying 55,000 barrels of oil. The coastwise fleet of the Standard Oil has been increasing rapidly. The company now has a dozen vessels in operation on the Coast, in addition to harbor craft. Two new barges and a tugboat are now being turned out at the United Engineering Works for the company. The oil traffic to the Orient has also shown a marked increase in the past year, and more fine tankers are being placed on the run to Chinese and Japanese ports.

The steamers "Alameda" and "Mariposa," which operated out of San Francisco in the Oceanic service for many years and are now the property of the Alaska Steamship Company, are to undergo some interesting alterations, which will change their former appearance. Quarters for the ship's officers will be moved from the promenade deck to the boat deck, and additional accommodations for first-class passengers provided. An entirely new house will be constructed on the boat deck above the present forward staterooms, including bridge, wheelhouse, chart-room, master's cabin and officers' rooms. On the "Mariposa" nine rooms will be built aft and the intermediate rooms on the saloon deck aft will be changed to first cabin staterooms, these same alterations having been made on the Alameda two years ago. When the work is completed each vessel will be given greater first cabin passenger accommodations. The changes are to be made during the lull in Alaska shipping, and the steamers will be in readiness for the big trade that is expected in the spring of 1914.

Construction of a bridge across Carquinez Straits will begin shortly. Surveys have been completed, soundings made to bedrock in caissons eighty feet deep, contracts let for the preliminary work and the steel specifications finished. The bridge will be completed in twenty months, and trains will be running over it early in 1915. The bridge, including the approaches, will be more than 12,000 feet long. The steel part, in 400-foot spans, will be 6000 feet long, 72 feet high and have a vertical lift of 230 feet in the middle to permit the passage of the highest-masted vessels. The Oakland, Antioch and Eastern Electric line, which obtained Federal permission to bridge the straits, is now carrying 1800 passengers a day between the Bay and Sacramento. Since beginning operations on September 3 the road has carried 29,000 passengers. Several of the old towns in southern Solano County that have had their mail and other service by stage from Suisun are seeking connections with the electric line, and will run their stages to Solano City. Rio Vista has made application for such a change.

The opening of the Panama Canal will mark the inauguration of at least one new freight shipping service between Boston and San Francisco, according to information conveyed to the foreign trade department of the Chamber of Commerce recently. The new line is owned by the Emery Steamship Company of Boston, recently incorporated, which plans to give a fortnightly service between the two ports to begin with. Operation will commence as soon as the Panama Canal is opened to receive the passage of merchant vessels. Eight first-class steamers are at present available for service, including two large new boats in course of construction. Ralph C. Emery and Harris Livermore, representing the new venture, are due in San Francisco this week to establish terminals for the steamers and to complete arrangements in the matter of west-bound and east-bound freights. Two of the boats to be put on this line are described as fitted for the conveyance of Oregon lumber, while a part of the fleet will be double-deck boats, suited for general cargo products from the Pacific Coast. The two large-carrying steamships nearing completion are to be known as the Pacific and the Atlantic. These steamships are a development and an improvement on the most modern and latest type of bulk carrier operating on the American seaboard. They are highly improved vessels of the latest American collier type, with certain features added to make them much more flexible in other trades, thereby increasing their chartering facili-

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone, Kearny 394. (Advt.)

International Seamen's Union of America.

Affiliated with
AMERICAN FEDERATION OF LABOR
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INTERNATIONAL TRANSPORT WORKERS' FEDERATION.

THOS. A. HANSON,
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New York Branch, 400 West St. Telephone 5153 Chelsea.

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CLEVELAND, O., 1401 W. 9th St.
MILWAUKEE, Wis., 133 Clinton St.
N. TONAWANDA, N. Y., 152 Main St.
CONNEAUT HARBOR, O., 992 Day St.
ERIE, Pa., 107 E. Third St.
DETROIT, Mich., 7 Woodbridge St., East.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
OGDENSBURG, N. Y., 70 Isabella St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.
PORT HURON, Mich., 517 Water St.

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MILWAUKEE, Wis., 151 Reed St.
SUPERIOR, Wis., 1814 Fourth St.
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BAY CITY, Mich., 108 Fifth Ave.

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Branches:
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MILWAUKEE, Wis., 151 Reed St.
CHICAGO, Ill., 406 N. Clark St.
ASHTABULA, O., 74 Bridge St.
TOLEDO, O., 54 Main St.
DETROIT, Mich., 7 East Woodbridge St.
PT. HURON, Mich., 517 Water St.
CONNEAUT, O., 922 Day St.
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N. TONAWANDA, N. Y., 152 Main St.
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BAY CITY, Mich., 108 Fifth Ave.
ERIE, Pa., 107 E. Third St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.

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SAILORS' UNION OF THE PACIFIC.

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Branches:
VICTORIA, B. C., Old Court Rooms, Bastion Square.
VANCOUVER, B. C., Labor Temple, Cor. Homer and Dunsmuir, P. O. Box 1365. Tel. Seymour 8703.
TACOMA, Wash., 2218 North 30th St.
SEATTLE, Wash., 84 Seneca St., P. O. Box 65.
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PORTLAND, Ore., 101 N. Front St.
SAN PEDRO, Cal., 123 Fifth St., P. O. Box 574.

(Continued on Page 11.)

Coast Seamen's Journal

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PAUL SCHARRENBERG.....Editor
L. M. HOLT.....Manager

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, OCTOBER 29, 1913.

SEAMEN'S BILL IN THE HOUSE.

That ex-President Taft unknowingly and unintentionally rendered a distinct service to the Seamen when he vetoed the Seamen's bill adopted in the closing hours of the last Congress has now been clearly demonstrated. The La Follette bill which has just passed the Senate is such a marked improvement over the measure vetoed by Taft and will accomplish so much more for the amelioration of the Seamen's conditions than could have been done had the vetoed bill become the law, that no one will regret the year's delay in securing really effective legislation.

To be sure, the La Follette measure has yet to run the gauntlet of the House of Representatives, but even the most bitter and unreasonable opponents of this legislation concede that their fight was lost when the Senate of the United States refused to listen any longer to their time-worn pleas. The "Interests" have their servants in the House of Representatives—they have their Kahns and their Humphreys, but the influence of those men in the present Congress is "nil." The most regrettable thing about the situation is that an exceptionally large number of Representatives are absent from Washington just now, and the few faithful henchmen of "standpatism" who are present will raise the cry of "no quorum" whenever it is proposed to take action upon any progressive measure.

All friends of the Seamen's cause are therefore urged to prevail upon absent members of Congress to return to their duties at the nation's capital without delay. An overwhelming majority of Congressmen are pledged to support the Seamen's bill, and if a sufficient number can be induced to return to Washington the bill will pass at this special session.

Get busy and find out whether your Congressman is on duty or at home.

The need of the moment is not so much for the formation of new unions as for new members in those unions already formed.

BACK TO THE LAND.

At last we have been told of a simple and effective method of getting the people "back to the land." Those benighted dreamers who propose to make the country more attractive to the workers in order to induce them to go back to the land had better get out of their dreams. A quicker and certainly much less expensive and more effective way has now been clearly pointed out. Read and digest the following from a recent issue of the San Francisco Chronicle:

> Charlatans and political demagogues may preach about the necessity of making the country more attractive to the worker than the city, but there is only one way in which it can be accomplished, and that is by making the city less attractive than the country. It is as idle to attempt to persuade the people to go back to the land when they can do better in the city than on a farm, as it would be to try to make water run up hill.

The ideas which the author of the foregoing wishes to convey are obvious. With the knowledge that the economic and industrial conditions in rural districts are such as to be repugnant to our alleged superior "twentieth century" civilization, and therefore repellant to the workers; he would make conditions in the cities of an even more disgusting nature, and put the screws on the laboring class in these industrial centers, so that they would be glad and willing to jump from the frying-pan into the fire. It is not the desire of this shining pillar of press society to make conditions in the country better in order to lead the people back to the land; but to make affairs in the cities so red hot as to force an exodus of the workers from their fairly comfortable and semi-civilized quarters to the semi-barbarous conditions generally prevailing amongst the workers in the country, where unions and fellowship of man is an unknown quantity.

Bright idea, indeed; yet we have heard of those things before. We have a very forcible example of the workings of the proposed system by our next door neighbors in little Old Mexico. The people in that benighted quarter of God's footstool have been driven from the cities back to the land and vice versa several times, with the result that their civilization is still that of feudal ages, and the country in a general state of chaos, fit for habitation only by things of the desert and ghouls who prey upon the corpses of ruined homes.

By all means let us make life in the cities less attractive, but let us begin the process at the end usually referred to as the top of society rather than at the bottom. Let us insist that special privilege and monopoly shall cease in the cities as well as on the land—and the solution of the problem will be at hand.

The Seamen of America owe an inestimable debt of gratitude to Senator La Follette of Wisconsin. It was mainly due to his efforts—his unmatched championship and his tireless, unselfish devotion to a cause that lacked assistance—that made possible the Seamen's sweeping victory in the Senate. More power to the Senator from Wisconsin! May his reward be plentiful while he is yet in his prime and while he yet has the full measure of vision and the rare courage to do the things about which others dream.

Trade unionism, like Time, knows neither beginning nor end. It is the Genesis and Revelations of the human soul.

FOOD AND DISEASE.

The story has often been told about overworked and underpaid female labor in England and how it has produced a generation so stunted that it is difficult to find recruits of the proper size even for as small an army as is maintained by that country. Several States in America are doing their level best to duplicate the history of England in this respect. And it must be conceded that certain sections of this country would have gone many steps further than England had it not been for the vigil of the organized labor movement.

Only in recent years has there been a tendency among others than organized workers to lay stress on the economic factors of underfeeding and disease. A recent issue of the Medical Times, for example, refers to Professors Giddings, of Columbia University, as one of those who see in the economic exploitation of the masses a very large factor in the causation of disease, crime, and human misery.

Says that publication:

> It is a conservative estimate that one-third of the people in the large cities of the country do not get enough to eat. These can not be expected to make a winning fight against tuberculosis. Giddings thinks that human beings who have made it possible to cross the ocean in five days and who have made it possible to communicate the state of the entire world into editorial rooms all over the world every day and night could, if they wanted to, bring it about that all persons in the world would have enough to eat. Millions never have enough to eat in a world in which hundreds of millions worth of things are wasted every year. Business men who are not in the least likely to die in the poorhouse maintain barbaric conditions in their factories and oppose decent legislation to improve these conditions. Giddings asks how long the able, influential, up-to-date business men of the world are going to leave these questions to the people they call agitators. He thinks it will be the work of the dangerous agitators to rectify conditions unless others wake up and make it their business—and soon. Otherwise we are fated to have loss of life and property and needless bloodshed. The medical profession is taking a decided interest in the bearings of economics upon disease. Nobody knows better than the physician the relation of underfeeding to tuberculosis and the ineffectiveness of crusades that do not include changes in the social order.

If we had professors like Giddings in every higher institution of learning there would probably be fewer "dangerous agitators" on the street corners.

Agitators are the direct and immediate result of our lopsided economic conditions. They are a thorn in the side of the exploiters—yet, the agitator is and has always been the safety valve which protects the very forces in society who are most bitter in denouncing his activities. Were it not for the warning note of the agitator Big Business would probably already have run to the end of its rope—strangled by its own excesses.

One of the reasons why we have so few fearless exponents of the truth among college professors is obvious. If all college professors should suddenly acquire the Giddings' style the plutocratic beneficiaries of "the system" would be much less inclined to endow universities and set aside millions as a pension fund for aged professors.

Those who regret the limitations of the trade-union movement may find some consolation in the reflection that, after all, the only movement that has not fallen short of the highest hopes is that which has not yet been put to the test of practice.

The record of trade unionism shows that, after all, man was not made to mourn.

That our Australian brothers are enjoying their elysium of Compulsory Arbitration can be gathered from the following item in one of the Australian labor papers:

Sydney Gas Employes' Union has paid a first installment of £300 of the £905 fines imposed upon members in connection with the recent gas strike.

The above certainly furnishes food for reflection and expeditiously disposes of one of the main arguments of the adherents to the principle of Compulsory Arbitration. We are not acquainted with the matter in controversy or the merits of this particular strike in the Antipodes, but we are safe in presuming that the digestion of a pill in the shape of a fine aggregating $4,500 is not over pleasing to the palate of our Australian brothers, who owing to their advanced political status are in a position to obtain more favorable awards than we could hope to secure for many decades. Under a Compulsory Arbitration law in this country we are convinced that the net results would be even more unsatisfactory than the admittedly insufficient rewards wrung from capital by the old-fashioned combined force and strength of the workers.

LIABILITY OR COMPENSATION?

The decision of Federal Judge Neterer at Seattle, Wash., upholds the right of workmen to institute proceedings in admiralty for injuries received while employed in loading or unloading a vessel in port, and if this decision is upheld in final appeal, it means the upsetting of the basis on which the Washington State Industrial Insurance Department has been carrying out the provisions of the Workmen's Compensation Act, passed in the last session of the legislature.

According to the Seattle Sun, the foregoing was the statement issued from the office of the Industrial Commission in Seattle. The question will be taken up further with the department at Olympia, and the commissioners will seek to ascertain from Judge Neterer the full purport and intent of the decision.

The commission, according to the statements of its officers, always has conceded the jurisdiction of the Federal courts in admiralty in cases of injury sustained on the high seas. But where stevedores have been employed on a vessel loading or unloading in port, the State and vessel-owners in cases of injuries to workmen have proceeded on the assumption that the Workmen's Compensation Act supersedes all other remedies for injury.

Steamship and stevedoring companies have turned in their contributions to the State as required under the act, with the understanding that they were insured against any further claims or actions in law.

In Section 1 of the Workmen's Compensation Act is the following paragraph:

The State of Washington, therefore, exercising herein its police and sovereign power, declares that all phases of the premises are withdrawn from private controversy, and sure and certain relief for workmen, injured in extra hazardous work, and their families and dependents is hereby provided regardless of fault and to the exclusion of every other remedy, proceeding or compensation, except as otherwise provided in this act; and to that end all civil actions and civil causes of action for such personal injuries and all jurisdiction of the courts of the State over such causes are hereby abolished, except as in this act provided.

The distinction made by Judge Neterer in his decision is a fine one.

The common law remedy, as mentioned in this section, is the right of a plaintiff to proceed in personam against the defendant. But the right to proceed in rem is distinctly an admiralty remedy and so exclusively within the control of the United States courts.

In the case of John A. Thompson against the sailing schooner Fred E. Sander, her engines, equipment, etc., in which the decision is rendered, the action is one in admiralty, where the injured party elected to pursue his remedy against the vessel rather than enforce a common law liability against the owners of the vessel.

Damages in the sum of $5,000 are alleged to have been caused the libelant through the negligence of the owners and those in charge of the schooner, and the prayer is "that the vessel be condemned and sold to pay the libelant's claim and costs."

It appears evident to attorneys who have read the decision that there is nothing to prevent an injured workman, after he has found relief in the Workmen's Compensation law, from obtaining further remedy in admiralty action against the vessel, her tackle and equipment.

A loophole in the enforcement of the act seems to have been recognized by the Attorney-General, who in an opinion October 28, 1911, says: "The State Legislature is without power to prescribe an exclusive remedy," where an injured seaman has the right of relief in admiralty. The act, he held, is limited in compulsory operation "to vessels operating upon the navigable waters of the State without any navigable outlet to any other State or country."

This opinion is printed as a subdivision to Section 18 of the act, in an obscure position.

Notwithstanding this, it is apparent that shipowners have made their contributions under the act with the understanding that its authority is unlimited in relation to vessels lying in port.

If the decision has been interpreted correctly, the Industrial Commission expects a hearty howl from shipowners and stevedoring companies, and it will no doubt result in entirely eliminating seamen from the benefits of the various State compensation acts.

"HANDS ACROSS THE SEA."

We congratulate our able and vigorous contemporary, THE COAST SEAMEN'S JOURNAL, on having just entered on the twenty-seventh year of its life. For twenty-six years this paper has uninterruptedly espoused the cause of the toilers of the sea. "There have been trying periods in the life of the JOURNAL, but so far neither hostile human agencies nor the elements beyond control of man have been able to suppress its voice for one single issue," says the editor, with pardonable pride, in the birthday number. Long may it flourish! say we. Organized seamen the world over could have no stauncher or more fearless Champion.—The Seaman, London, England.

The final limit of the power of trade unionism is the limit of the capacity of working men and women to perceive that their interests can be conserved only by that form of organization—in other words, the limit of the numbers organized.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Oct. 27, 1913.
Regular weekly meeting came to order at 7 p. m., D. W. Paul presiding. Secretary reported shipping slack with lots of men ashore. Shipwreck Benefit was awarded to four additional members of the crew of the steam-schooner "Merced."
JOHN H. TENNISON, Secretary pro tem.
84 Embarcadero. Phone Kearny 2228.

Victoria, B. C., Oct. 20, 1913.
Shipping dull, with few men ashore.
ARCHIE KING, Agent.
Old Court Rooms, Bastion Square.

Vancouver, B. C., Oct. 20, 1913.
Shipping quiet; prospects uncertain.
W. S. BURNS, Agent.
N. E. corner of Hastings and Main streets. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Oct. 20, 1913.
No meeting; no quorum. Shipping dull.
H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, Oct. 20, 1913.
Shipping and prospects poor.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Oct. 20, 1913.
Shipping dull; prospects uncertain.
JACK ROSEN, Agent.
P. O. Box 6. Tel. Main 557.

Portland Agency, Oct. 20, 1913.
Shipping slack.
G. A. SVENSON, Agent.
P. O. Box 2100. 51 Union Ave. Tel. East 4912.

Eureka Agency, Oct. 20, 1913.
No meeting. Shipping slack.
JOHN ANDERSEN, Agent.
227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, Oct. 20, 1913.
Shipping fair.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Oct. 13, 1913.
Shipping and prospects poor.
JACK EDWARDSEN, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Oct. 27, 1913.
Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping slow. The Shipwreck Benefit was ordered paid to two members wrecked on the steam-schooner "Merced."
EUGENE STEIDLE, Secretary.
Phone Kearny 5955.

Seattle Agency, Oct. 16, 1913.
Shipping medium; not many men ashore.
LEONARD NORKGAUER, Agent.
Grand Trunk Dock, Rooms 203-205. P. O. Box 214. Phone Main 2233.

San Pedro Agency, Oct. 16, 1913.
No meeting. Shipping slow; prospects dull.
HARRY POTHOFF, Agent.
P. O. Box 54.

Portland Agency, Oct. 16, 1913.
No meeting. Very few men ashore. Shipping improving; prospects better.
THOMAS BAKER, Agent.
New Grand Central Hotel, Room 108. Phone Main 1528.

The Union Iron Works has purchased the steam schooner "Iaqua," and will convert the vessel into a salvage steamer equipped with powerful pumps, derricks, other necessary salvage gear and a wireless apparatus. The only salvage steamer for seagoing purposes at present in San Francisco is the "Greenwood" of the Whitelaw Wrecking Company. The "Iaqua" is of 712 tons gross, 459 net, and was built at Fairhaven, Cal., in 1900.

THE TOILER.

I sailed May 29, 1913, from New York on the great German steamer, Kaiserin Augusta Victoria.

I traveled first-class. I mention this merely that you may get my viewpoint of what follows:

If you want to know more about the Kaiserin Augusta Victoria, write to any one of its many offices for a pamphlet and you will get a color word painting.

You are not interested in the many things, the comforts, the service, the eclat and the etc., etc., that are made for the spending rich, and I will not burden you with a talk on that subject.

If at any time you grow disappointed in my treatise, "Jetez vos yeux"—the French for making "goo-goo-eyes," at the title of my story, and you will know why I write as I do.

For some reason or other, the following morning I woke up at 4 a. m. What an unusual hour for a bloated non-producer! I promenaded the several decks allotted to the first cabin. I was the first one up of the first-class passengers. I could see no one of the second or third-class passengers. The stillness was as the proverbial "Night before Christmas." But as I directed myself to the bow of the boat, I was surprised to find the hundreds up and about. For two and one-half hours I was a lonely passenger, awake and up on deck. As the morning grew older, a few third-class passengers appeared, a few second-class passengers were also seen, but by that time almost every steerage passenger was up and about. I immediately reasoned why. I advanced two theories: First, the beds must be uncomfortable and the sleeping apartment uninviting. Second, they are of the element that must rise with the crow of the cock that they may work that others may sleep, and by force of habit, they get up early, though no work for them. My conclusions I prove later to be correct.

The steerage passengers interested me the most, though I viewed them from a distance and locked in from contaminating them, and at a point where the well-groomed women day after day, afterward, would look down upon them and sigh a heave of sorrow and then leave, for two reasons: First, although the ugly sight appealed to their more charitable natures, they feared that to give them a thought along correct lines might lead them to their mankind, and that would not be according to social Hoyle; and second, because for otherwise interior reasons, they were called to reckon with the ocean, pirating on a famous poet, "Water thou art, to water returnest, was not spoken of the soul."

I looked and looked in the direction of the steerage, but the steerage passengers all looked towards the East, save one strong-looking workman, clad in mackintosh, who looked and looked towards the West, and as I thought, towards me.

By special leave of the captain, with the aid of an officer, I was permitted to make the rounds of the ship and interview all employes and passengers.

Six years ago there was a general strike on the steamers.

As usual, it was for higher wages and better conditions. The strike was lost, and immediately the steamship company resorted to the usual scheme and organized a sick and death benefit society of its own, and many of the employes are content with that, for they receive sick and death benefits. The company has since then made several concessions to its men. I did not find a real discontented employe. At least they did not tell me that they were, although I drove the subject home, and the officer accompanying me was sympathetic to my inquiries, and encouraged the men to speak, and to speak frankly.

I found a fair sprinkling of union men, members of various German labor organizations. And the vast majority of them were Socialists.

An employer's organization of employes is not only undesirable, but should be destroyed, for it can never be conducive of good for labor's cause. It is but human nature that after a man has paid in dues for several years, he will hesitate to strike or assert his rights though absolutely necessary, for fear of losing his standing in that association.

A labor organization can never attain success so long as its members depend for their earnings, not upon compulsory pay by the master for services rendered, but upon tipping, the accursed graft that makes the man who tips a condescender and a patronizer, and the recipient a humble, humiliated beggar. This tipping had more to do with destroying the seaman's organization which entered upon that fatal strike, than anything else.

It is so difficult for me to convince the men who are directed by the company to wait upon me that I am a real democrat—that I will tip them liberally, though I hate it, but that I do it because of custom and my desire that they will not lose their earnings, but that I do not want their servile bowing and favoring. I hate it! For example, my wife was late for her bath, so she apologized to the stewardess. The bath steward overheard it, and he scolded the stewardess until she burst into tears, and the next day a line of servants came up to me to express their apologies for the stewardess daring to receive a passenger's excuses. I promptly told them that I would hear no more of it; that to me it was a nuisance; that I believed that the stewardess was as human as my wife, and that my wife was accustomed to treating all people civilly; that it was a place to excuse herself; that they must not act like fools and slaves just because they are in a servant's capacity. But notwithstanding all that, and in spite of my little sermon, they went out bowing and gesticulating.

Workmen who are servile, and I distinguish that from what I term courtesy, are not free.

As long as a single workman is a slave, he is the concern of the entire organized labor world.

Let us proceed to the steerage!

The boat's capacity is 600 first cabin passengers, all occupied, and believe me, by a vast number of parvenues, and sons and daughters of the rich, who did not glean their riches and "in the sweat of thy face shalt thou eat bread."

The first cabin is a floating palace of luxury. Every device for pampering and coddling the passengers is invoked. The average man, or the heir of the average man thrust into such environment, raises himself by his boot-straps and he becomes a self-made aristocrat, and looks askance upon the "base degrees by which he did ascend," and it is to his selfish interest, and human nature is easily made selfish, that he look down upon the masses; for to lift up the masses means to level him down, and that he does not want to do. The fool! Yes, the fool, that he does not understand that leveling up is the only law of human progress for justice and equality. And by leveling up can he alone maintain his position. That is true in all things. That is why the skilled mechanic, perfectly satisfied with conditions, strikes sympathetically with the man beneath because he knows that the only way he can stay up is to pull the man below him up also.

The second cabin holds 350 passengers, occupied to the brim—mostly well-to-do middle class tourists.

The third class holds 285 passengers, all fully occupied—composed of young mechanics and American or Americanized workmen who are crossing for a visit to the old folks or friends. The difference in cost between third class and steerage is but $10 per passenger, and one can hardly believe that $10 separates a man from a class of travel where things are clean, neat and wholesome, with a fair amount of privacy and self-respect, and puts him in a class (steerage) that herds men and women, although in separate compartments because of sex, like cattle.

There comes over one a feeling of resentment, as well as pity, when one beholds the steerage passengers in their hole in the bow of the ship. One is tempted to look upon them as of a class scarcely human, providing one can, in the folly of his self-made aristocratic tendencies, forget that the seed of American manhood, the flower of our civil, industrial and political life, including most of our policemen, and perhaps the parents of most of us came over in that way.

Really, one feels like apologizing both for the company and the human race, that there should be in this age of modern conveyances and conveniences, whatever reason there may have been for travel by steerage in earlier years by our best American citizens, a desire on the part of any steamboat company, and a consent on the part of so many people, to travel thus.

One feels at first as though steerage is the dividing line between the civilized and the uncivilized. It is only by a study of conditions, by a reasoning with one's self, that a pacifying conclusion is arrived at that back of it all is poverty. And poverty is seldom of one's own creation, but is a by-product of conditions that makes first cabin travel and luxury possible.

It is not my purpose to confine myself to the labor side of the steerage passengers. The capacity for steerage is 1,600 passengers, and the boat carried only 350, including 29 children and 17 babies at the breast. The number is small, for they were not America bound, when, I am told, it is always taxed to its capacity. All nationalities were represented, all religions, all creeds.

These were about the questions I propounded to about two-thirds of the steerage occupants:

(A) Why did you leave America?

(B) Do you expect to return to America?

(C) What was your occupation in Europe?

(D) What occupation did you follow in America?

(E) Were you a member of any labor organization?

(By the way, in the third class, I found several card men, and you could tell them at almost a glance. A union card is always an insignia of assertive, independent manhood.)

The answers were that most of them (with

the exception of forty passengers, mostly Armenians who were deported for physical defects) were a little tired from work and went to Europe to take a rest, as they had saved up a little money. Their dress, their unwashed persons, at once told you that they had been overworked and underpaid in America, and that they, in turn, had bought scarcely anything in America, for they still had their European clothes, notwithstanding their sojourn in America for several years, and their huddling together and clubbing their cuisine had made their cost of living at a minimum, using up only 30 per cent. of their earnings for subsistence, and the rest, 70 per cent., they had saved and were taking it back to Europe to retire upon as a suitable competence.

There were among them not a single mechanic, nor such as were taught in America to be machine hands. Men and women, quite a number of them, returned because in the mad rush of being worked and crowded in American industrial institutions and centers, they were broken down in health, and sorrowfully were returning home in hope of recovery, but alas, perhaps to die.

I found among them victims of mines and sweat shops. One man, a Slavonian, in broken English, said: "America no good, me work too hard. Me save money, but me no good no more."

I found three passengers who were returning at the request of aged parents, to take charge of their little farms. Thirty per cent. of those I interviewed were farmers in Europe. Not one of them worked on farms in America. America, to them, is the land of good wages, but the land of hard work. Most of them expect to return some time. Shall we let them? Shall they be permitted to come back and work for what they believe to be good wages and have their habitat and subsist under conditions far below the American standard? If you do not let them return because they are exploited in America, why permit the return of the six hundred first cabin passengers? The great number of them are exploiters of the steerage class.

Exclusion is no remedy. Education, I admit, is slow and often discouraging to the man who can not peaceably persuade his fellow workman to right thinking on labor matters. But what's left to do?

The man in the mackintosh who always looked west was a fairly healthy-looking Pole, and he said to me, "Some day me, too, rich, and I go better class."

If we could by some means get that thought that was burning in the dancing eyes of that Pole out of the souls of men, to get rich and to better one's self, and leave all the rest behind, and rather inculcate the spirit in all the working people, "Some day we workmen shall be masters, and we will then have no exploiting. There will be no first class, second class, third class, and steerage, only one class, first class for all, and we who have worked shall travel and enjoy, and they who do not produce shall not enjoy."

What a ready solution to our ever present conditions and difficulties! And as Portia has so well said:

"If to do were as easy as to know what were good to do, chapels had been churches, and poor men's cottages princes' palaces."

The worker, the producer, would rule and reign supreme!—W. B. Rubin in International Molders' Journal.

BRITISH COLUMBIA SALMON PACK.

The following estimated figures have been furnished in regard to this season's pack of sockeye salmon in British Columbia, as compared with former years:

Districts	1909 [1] Cases.	1912 Cases.	1913 [2] Cases.
Fraser River	542,248	108,784	480,000
Skeena River	87,901	92,498	40,000
Rivers Inlet	89,027	112,884	60,000
Naas River	28,246	36,037	18,000
Outlying	93,019	94,559	140,000
Total	840,441	444,762	738,000

1 Last quadrennial year.
2 Approximate figures to present time.

The increase in the pack of the outlying districts is accounted for from the fact that traps in the Straits of Fuca have this year taken many salmon that would otherwise have started up the Fraser River. This does not necessarily mean that the Fraser River pack would have been increased had these salmon not been taken in the Straits, as the canneries on the Fraser River were compelled to turn away thousands of fish on account of being unable to handle the catch of the fishermen, as it was, for a certain period.

It is conceded that the first run of sockeyes on the Fraser River is exhausted and a large number of the canneries ceased operating for a time on account of the small delivery of fish. The second run of fish in the Fraser River is expected in September and it is thought that that district will increase this year's pack to as much as that of 1909.

CAPE COD CANAL.

Unless something unexpected occurs, the Cape Cod Canal will be open to shipping July 1, 1914. Two of the biggest dredges i the world are excavating about 4,000 yards daily, and estimates made by engineers show that only 4,000,000 yards remain. In addition to scoop dredges and steam shovels the builders are using suction dredges, which are pumping sand and water from the bed of the canal and forcing it through pipes along the right of way, where new land is being made. The canal, work on which was begun August 19, 1907, will be twelve miles long, extending from Bourne on Buzzard's Bay, to a point near Sandwich, on Cape Cod Bay. It will have a depth of twenty-five feet at low water and at its narrowest point will be 100 feet wide at the bottom and 200 feet wide on the surface, with a maximum width of 160 feet at the bottom and 320 feet at the surface. The cost of construction will be about $12,000,000, and it is estimated that the cost of operation will be about $200,000 a year. It will be open to shipping all the year according to the plans.

The New York World recently said editorially: "Better than harsh words and high sounding phrases is the record of things done for men and women who work, and in this respect the Federation of Labor is more fortunate than any of its predecessors or present day rivals. It has brought about improved conditions, it has shortened hours, it has marked up wage scales. and it has established better relations between employers and employes. Everywhere there is testimony to the effectiveness of reason, conference, arbitration, and peace."

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,
LAKE SEAMEN'S UNION,
V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

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PORT HURON, MICH.....517 Water Street
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CONNEAUT, O.....922 Day Street
OGDENSBURG, N. Y.....70 Isabella Street
NORTH TONAWANDA, N. Y.....152 Main Street
SUPERIOR, WIS.....1721 N. Third Street
BAY CITY, MICH.....108 Fifth Avenue
ERIE, PA.....107 E. Third Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue

UNITED STATES MARINE HOSPITALS AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS.

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS.

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Ashtabula Harbor, O.	Oswego, N. Y.
Buffalo, N. Y.	Port Huron, Mich.
Duluth, Minn.	Manitowoc, Wis.
Escanaba, Mich.	Marquette, Mich.
Grand Haven, Mich.	Milwaukee, Wis.
Green Bay, Mich.	Saginaw, Mich.
Houghton, Mich.	Sandusky, O.
Ludington, Mich.	Sault St. Marie, Mich.
Manistee, Mich.	Sheboygan, Wis.
Erie, Pa.	Superior, Wis.
Menominee, Mich.	Toledo, O.

AN "EXCEPTIONAL" JUDGE.

"Ill fares the land, to hastening ills a prey,
Where wealth accumulates, and men decay."

These lines from Goldsmith's "Deserted Village" were written into a court decision recently by Judge Bradley V. Sargent, of Monterey county. The jurist, sitting in extra sessions department of the Superior Court of San Francisco, had assigned to him the case of a local laundry proprietor who attacked the constitutionality of a city ordinance forbidding "owners and employes of laundries to wash, mangle or iron clothes between the hours of 7 p. m. and 6 a. m., or at any time on Sunday." The laundry owner won his case in the police court, the judge there holding that the ordinance was in contravention of the Fourteenth Amendment to the Constitution of the United States. State Labor Commissioner McLaughlin appealed the case, and it was assigned to Judge Sargent in the Superior Court. Then something happened to the judgment of the lower tribunal. After a full hearing, the Monterey jurist rendered a decision, from which the following is quoted:

"What can be more within the police powers of the State than to say that the future wife and mother shall sleep during those hours of the night when the balance of the world is at rest also; or that the mother, caring for her children, shall be able to labor during the hours when they are at school or at play, and give them the solicitous care and attention that their wants require during the night, or enjoy their affectionate company during the early evening so dear to the hearts of the little ones? . . . With the exception, perhaps, of the Chinese laundries, I do not think I exaggerate when I say that fully 90 per cent. of the employes in the laundries of San Francisco are females. The machinery with which the work is done is often dangerous, and the utmost attention must be paid by the operator to save herself from injury. . . . If this law be unconstitutional, mothers and girls engaged in the laundry business must be night slaves, hardening the one and rendering the other physically unfit for motherhood. It has been said with truth that the only liberty worshiped to-day is the image graven on the American dollar. Sordid avarice and greed for wealth heed not the cry of starving children or the despairing sigh of weakened motherhood. . . . Who are the more qualified to determine what laws are for the best interests of society, the legislative body, the members of which come in daily contact with every phase of life, or judges who upon the bench or in the recesses of their chambers are entirely untouched by the circumstances and conditions surrounding labor? . . . I think the ordinance is wise and reasonable and just in its application. It is a forward movement looking to social advancement generally. Its enactment is to be commended and its application enforced. The judgment of the lower court is reversed."

The judge so reversed probably based his decision on that of an Oregon court, which held the eight-hour law of that State to be unconstitutional because it deprived women wage-earners of the "right" to work themselves to death, if they so desired. If the writer remembers correctly, the Oregon stickler for constitutional rights in this respect was himself reversed by a higher court, and evidently on the same ground as that taken by Judge Sargent, who held in the decision above quoted that "the interpretation of statutes, especially those intended for the promotion of social conditions, should be seasoned with less constitutional limitations and more common sense." There are too few Sargents on the bench.—Frank J. Bonnington in The Typographical Journal.

TYPHOID FEVER VACCINE.

Hereafter, any Californian who has typhoid fever has himself to blame for his wholly unnecessary affliction.

It has just been announced that typhoid vaccine and directions for its use will be sent free to any physician in the State who will make application for it to the Department of Pathology of the University of California.

A new method of typhoid vaccination has now been worked out by Dr. Frederick Parker Gay, Professor of Pathology in the University of California. Vaccination against this dread disease has already been proved a success by world-wide experiment and use. Heretofore, however, the use of typhoid vaccine has caused, in many persons, considerable fever or nausea. Dr. Gay's new method, however, is not only of increased efficiency but does away with, or greatly reduces, any disagreeable symptoms in connection with such vaccination. Instead of using attenuated strains of living bacteria, as French medical investigators had done, Dr. Gay makes his vaccine from typhoid bacteria which have been killed and ground exceedingly minute. His new method differs from the method ordinarily used heretofore in the United States and Great Britain in that he uses a sensitized culture—a culture treated with immune serum. Heretofore the three inoculations required have been given at intervals of ten days. Professor Gay's method shortens the time required. The second and third injections of the vaccine are now put into the arm three and six days, respectively, after the first inoculation.

More than three hundred students have been vaccinated against typhoid with Professor Gay's new method since the University of California reopened in August. The University Infirmary is now giving the vaccine to more than 150 students every week. All students who ask for it are to be given such protection against this dangerous disease.

Typhoid is a more common disease than is generally recognized. Of the students in last year's Freshman class at the University one out of nine of the men and one out of eight of the girls had suffered from typhoid fever before entering college.

For some years the British, German and Japanese armies have enforced vaccination against typhoid for all their men. The United States army adopted it in 1911, and immediately cut down typhoid cases in the army to one-twenty-first of what they had previously averaged per annum. The field agents of the United States Department of Agriculture now all take this precaution.

It is particularly in small towns and in the country that danger from typhoid is great, for the large city is apt to have better water supply, protected against sewage pollution. It is contaminated water, contaminated milk, and flies which are the cause of most cases of typhoid. Even a city dweller who is protected against these three sources of infection is still in danger of contracting the disease, since "typhoid carriers" are numerous and may contaminate food or drink. Such a typhoid carrier was discovered a year or so ago by the State Hygienic Laboratory of the University. He was a winch-driver on the ship "Acme," who had himself fully recovered from the disease. Merely because he dipped his fingers into the water-cask on deck, during a period of five years he gave typhoid fever to thirty people, of whom five died. Besides those known cases, there is no telling how many others contracted the disease from him without the connection being traced. Director Wilbur A. Sawyer, of the State Hygienic Laboratory, estimates that two per cent. of all the people who have typhoid remain "carriers" after they themselves have recovered from the disease. He urges that physicians should not discharge typhoid patients as cured until bacteriological tests prove they are no longer dangerous to others.

While ample tests have shown the superiority of Professor Gay's new method, probably in increasing the immunity of the person so vaccinated against typhoid and certainly in making the process simpler and in lessening discomfort, yet Dr. Gay is continuing his experiments, in the idea of still further perfecting the method. It is still thought desirable to continue to follow what is now the approved practice of the medical world, and to repeat such vaccination against typhoid fever after two years.

The British Annual Report on Sea Fisheries says that English steam trawlers, at one time confined to waters adjacent to the British Isles, but whose sphere of operations has gradually extended to localities as far distant as Morocco, Iceland, and the Barents Sea, have, during the last year or two, been taking fish on the Newfoundland Banks. This last-named source of fish supplies was for many years exploited solely by vessels fishing with long-lines (known in Canada and Newfoundland and the United States as bultows, or trawls). Within the last few years a number of French steam trawlers have fished in those waters, as well as some American and Canadian steam trawlers, but it is only quite recently that one or two English steam trawlers have visited the Banks. Judging by the fact that the trips have been repeated, the operations would not appear to have been unsuccessful.

The popularity of whale flesh in Japan is steadily increasing. For several years past this meat has been used both fresh and canned very extensively in that country, and there are now in active commission a number of whaling steamers hunting in the waters of Korea and Southern Japan.

The knockers and kickers are not the men who spend their money and time to sustain the cause of labor.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

only of competition was kept up by the four companies into which the American Tobacco Company was "dissolved."

Letter Carriers Next, Maybe.

When the National Association of Letter Carriers met in convention in San Francisco some time ago, Walter Macarthur, representing the American Federation of Labor, extended a formal invitation to that organization to become affiliated with the American Federation of Labor. The president of the Association dealt with that subject in his annual report. The convention concurred in the recommendation that a referendum vote be taken by the Association upon the question of affiliation. It is to be hoped that the membership of this Association will act favorably and become a part of the great organized labor movement. Prior to the passage of the last sundry civil bill the officials of the Postoffice Department, through Presidential executive orders and otherwise, prohibited employes in the postal service from joining organizations affiliated with the American Federation of Labor. A clause in the last sundry civil bill which passed Congress, in effect repealed the executive orders and regulations of the Postoffice Department in this regard, restoring to government employes the right to join any association which they saw fit.

Meat Shortage Real.

Shortage of meat in the United States and the way to increase the supply is discussed by experts in the Department of Agriculture in a special bulletin just issued to the farmers of the country. According to information in possession of the Bureau of Animal Industry there is a decided meat shortage. It is stated by an official of this department that the rise in prices in recent years is the natural result of an actual shortage in production. It is contended that the condition is reflected in the per capita consumption of meat in the United States, which is estimated to have fallen off ten pounds in four years, or from 162 pounds in 1909 to 152 pounds in the fiscal year 1913. The bulletin points out that within the last six years the number of beef cattle in the country apparently has fallen off some 30 per cent., while the population has increased. Department estimates show that the number of beef cattle in the country in January, 1907, was 51,566,000, and at the beginning of the present year only 36,300,000, while the number of dairy cows remained practically stationary. The slaughter of beef, it is set forth, has fallen off approximately 780,000,000 pounds from 1910 to 1913. Meanwhile the country's export trade had greatly fallen off. The bulletin further asserts that there is little hope for exports from Argentina and Australia, because of their great drain by European markets, and that Argentina is already drawing on its live stock reserve. The department says that the farmers of this country have almost unlimited possibilities for live stock production and that all the meat needed could be furnished if the farmers could be shown how to produce it and how to get a ready market. The department urges that the nation's meat supply be increased by a revival of beef cattle raising in the corn belt and its extension in the Eastern States where success depends upon the utilization of pasture and cheap roughage; the use of dual purpose cows on dairy farms, saving the calves for feeders; raising sheep more extensively in the corn belt and Eastern States; increasing hog production on the irrigated farms of the West; increasing production of beef cattle and hogs in the South, "the one section of the United States where cattle still can be raised, fed and sold at a profit of from 5 cents to 6 cents per pound."

Orientals Evade Law.

Information that hundreds of Chinese and Japanese annually enter the country in the guise of students, only to evade the stringent immigration laws, has come into the hands of the Commissioner General of Immigration. The Commissioner, it is stated, is preparing for a thorough investigation of the subject with the end in view of making still more stringent the regulations to prevent this practice. Under the treaties between the United States, Japan, and China, young men and women are permitted to enter this country to study. No time limit is provided for them to complete their work and thus the present regulations are deemed lax upon this matter. It is asserted that hereafter reports of all Chinese and Japanese students will be kept and it will be required that they make periodical reports, indorsed by the various school officials. When the periods of schooling are ended the privilege of remaining in the country will be withdrawn. In numerous cases, it is said, Chinese and Japanese have entered the country as students, attend classes for a week or so, and then feel that they are secure to remain in the country indefinitely.

Tennessee Labor Laws.

The recent extra session of the Tennessee Legislature passed a number of labor measures which have been valiantly contended for by the organized workers of the State. There were seven bills in all which passed during the closing hours, when it seemed that there was but little chance to secure any legislation. The laws secured are as follows: A law to regulate and limit all hours of labor of children and females to fifty-eight per week, this law to be effective January 1, 1914, and a fifty-seven-hour limit to become effective January 1, 1915, the children affected under this act to be under sixteen years of age. A law providing supplies for first aid to the injured in all mines of the State; a law providing for organizing and maintaining rescue crews in the mines; a law providing for fire escapes on workshops and factories that are two stories and over in height; a law providing for semi-monthly pay days for corporations and concerns maintaining commissaries; a law providing for the reporting of accidents to the Department of Workshops and Factory Inspection, and to prohibit the use of any part of the report as evidence in the courts except for law violation cases. Another bill passed was that strengthening the child act in conformity with a recent Supreme Court decision.

Demand the union label upon all purchases!

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

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ALASKA FISHERMEN'S UNION.

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SEATTLE, Wash., 84 Seneca St., P. O. Box 42.
ASTORIA, Ore., P. O. Box 138.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA

29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

Five hundred coremakers employed at the foundry of the Commonwealth Steel Company at Granite City, Ill., are on strike. Men from a colony of foreigners rushed to take their places, and trouble resulted in which several were hurt. The strike was the culmination of a long series of grievances on the part of the employes of the mills. The men complained that they had been unjustly treated by watchmen. Monday a committee of the coremakers called on the management and asked recognition. No demand for a wage increase had been made.

A tense situation exists between the locomotive firemen employed by the Canadian Pacific Railroad and the company. The employes have been seeking an increase in the scale of wages and better working conditions for a considerable period. When last appealed to, the company asked that the matter be held in abeyance pending the action of the Eastern Railway Board. That board made its award granting concessions to the firemen of the fifty-two railroads affected some time ago. The employes are considering it high time that their demands are granted.

Provision for increased pay for government clerks and for their retirement on a pension of from 40 to 50 per cent of their salaries is contained in a bill introduced in the House by Representative Austin of Tennessee. The age fixed for retirement is seventy years. It is provided, however, that a government employe of thirty years may retire at the age of sixty-two on one-half the average salary of the last five years of service. The salaries fixed by this bill range from $240 for a charwoman to $4,200 for the higher grade chief clerks. Other clerkships range from $900 to $2,500.

Representative Lafferty of Oregon has introduced a bill providing pensions for all persons in the United States who have reached the age of sixty years and who have been citizens for at least sixteen years, amounting to $6 a week. The measure asks that an appropriation of $1,000,000 be provided for its first year of operation, and places the task of putting the new law into effect upon the Secretary of the Interior. The law is so framed that it would enable all persons to have incomes of $6 a week, while persons having an income of less than $6 a week would receive an amount sufficient to bring the amount up to that figure.

Special hearings in textile centers of Massachusetts, beginning at New Bedford, will be held to hear opinions on the new child labor law by the special committee of the House of Representatives, appointed to investigate conditions surrounding the employment of women and children in Massachusetts. Since the law went into effect, September 1, hundreds of minors are said to have been discharged in Lawrence and Lowell. Representatives Sanborn of Lawrence, and Achin of Lowell, said in view of the fact many employers have absolutely refused to continue the employment of minors under the restrictions imposed, they felt it would be better to repeal the statute than work women and children eight hours a day.

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Portland, Or., Letter List.

Abramis, George	Larsen, Engvald
Anderson, Sam	Larsen, Martin, -1710
Anderson, Gust, -1808	Larsen, Soren
Anderson, Nils	Lerch, Paul
Anderson, Ole	Lewik, Karl
Andersen, Mike	Lemarchand, Louis
Anderson, Otto	Lendeman, Ruhtil
Anderson, Erik B.	Lundsoor, Oskar
Allexander, John	Lundmark, Heege
Albrechtsen, Page	Lundquist, Ernest
Androllo, A.	Macrae, Allexander
Bergman, Karl W.	Marchand, Louis
Brodig, Wm. G.	Mattson, Maurits
Bults, Ernest	Miller, Chas.
Buckmer, W.	McManus, John
Carlsen, Charlie	McMahon, Jack
Chase, W. P.	Meinke, Rudolf
Christensen, Albert	Meyer, W.
Colman, E.	Nelson, Anton
Conway, M. E.	Nelsen, C. J.
Collins, Frank	Nielsen, Kristian
Cunnicham, W. P.	Nielsen, Edward
Dahl, Henry	Nilsson, Osvold
Day, Ara	Narberg, John
Dennis, Charlie	Narman, Ludwig
Dorff, William	Ohlsen, Charles
Edstrom, John	Olsen, Severin
Ehenbaugh, W. J.	Olsen, Ausgar
Ekeen, Frans	O'Brien, Jack
Fredrickson, H. G.	Person, Charles
Gjortz, P.	Perouse, Andre
Gordia, Piet	Petrich, Theodore
Gulliksen, Amandus	Petersen, Aage
Hall, G. A.	Peterson, Hans
Hansen, Bernard	Peterson, Heinie
Helin, Waldemar	Petterson, Einar
Henriks, Waldemar	Pedersen, Peter
Henke, Ernest	Pratt, M. L.
Hellman, Albin	Rantio, Jacob
Helenius, Oskar	Raetz, August
Hohm, E.	Rasmussen, Thor
Huntington, E. R.	Roed, Halfdan
Hoch, Gore	Sandstrom, Hugo
Hultman, A.	Sanders, Chas.
Johansen, Johan F.	Simens, O. L.
Johnsen, Chris	Schulz, Robert
Johnson, Axel	Saule, J. L.
Johnson, Jack	Swanson, John
Johnson, Oie C.	Swenson, Carl Oscar
Johnson, W.	Saukha, August
Johnson, H.	Swenson, John B.
Kalberg, Wm.	Thomas, A.
Karlson, K. E.	Tamford, B. A.
Kenny, James	Trost, Peter
Keady, James	Wall, W. H.
Kikur, Allesander	Warren, Chas. B.
Koop, Nick	Wadren, G. F.
Kronstrand, H. T.	Westlund, Gust
Kristensen, W.	Wehl, J.
Koalvik, Oscar	Wiejurecht, Ernest
Laine, Frank	Weshart, Jno.
Larsen, John	Welsen, J.
Larsen, George Lurberg	Bunk, Bruno
O'Brien, J. S.	Persson, Johan
Olsen, C.	Petterson, Harry
Olsen, Trygve	Petersen, V. -1447
Olsson, Brov	Petterson, Richard
Olsen, O. -1062	Petterson, S.
Olsen, Ed	Quigley, R. E.
Olsen, C. E.	Rees, W.
Olsen, B. -597	Skubber, H. (Registered)
Omholt, T.	Stahlbaum, E.
Orell, A.	Stone, C. L.
Pedersen, O. A.	Saudburg, C.
Poppe, Geo.	Schuldt, Theoder
Petterson, Karl	Seley, G.
Pedersen, Hedley	Sterr, W. T.
Pedersen, P. C.	Saar, J.
Pedersen, Peder	

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Abrahamsen, Johannes	Johnson, A.
Anderson, H.	Jensen, Hans -2114
Andersen, A. -1352	Jensen, G. S.
Alonzo, J.	Johanson, Knut
Absalomsen, O. M.	Johannesen, Olaf
Alexis, H.	Johanson, K. J.
Agerup, K. B.	Johanson, Theodor
Andersen, O. -1719	Johnson, G.
Anderson, A. -1821	Johnson, Olaf
Anderson, H. Torni	Kalning, J.
Anderson, Ragnvald	Krutz, Ivan
Anderson, David	Klebnikoff, I. W.
Anderson, I.	Korber, Th.
Anderson, Hjalmar	Kreutz, Karl
Behr, Henry	Karsima, N.
Burholtz, F.	Karrell, J.
Borgen, K. S.	Kolberg, Joe
Brox, H.	Larsen, L. A.
Brower, G.	Larsen, Charles
Broberg, Chas.	Little, Sid
Buekow, C. W.	Linggren, Edmund
Christensen, Anton	Lof, Oscar
Crosley, J.	Larson, Ingvald
Carlson, Thure	Larsen, Axel -1746
Davidson, Jacob	Larson, John
Davis, Joseph	Lovera, P.
Dylwik, E.	Lackey, C.
Dall, Carl	Larsen, L.
Ellingsen, H. O	Larsen, John
Enig, Herman	Larsen, A.
Ehlert, August	Larsen, Fred
Edvardsen, Anton	Lundgren, K. J.
Ekwall, G. A.	Marks, T.
Ellison, Sam	Martins, Paul
Eliason, C.	McPherson, R.
Erikson, Axel	McCarthy, J.
Eskilsen, Lars	Mortensen, J. C.
Evanger, Nils	Murphy, D.
Fonslund, Victor	Mynchmeyer, H.
Fredriksen, Harold	Maver, J. S.
Fjellman, Geo.	Macdonald, N.
Fjellman, J.	Martinsen, Harold
Franzell, A.	Makl, Ivar
Fjelstad, K. M.	Mathisen, Nils
Forsen, Alex	McNeary, J.
Fortune, John	McDougall, J.
Fjermoss, Ivar	Miller, J. C.
Gangserud, O. K.	Mikkelsen, K. -1620
Gehler, F.	Moore, J. M.
Grant, J. J.	Muir, J.
Grantley, C. W.	Munroe, W.
Gunderson, L. S.	Martinsen, Ragnvald
Hansen, A. M.	Newland E.
Hansen, Hans	Nielsen, F. M.
Helpap, A.	Nilsen, T. H.
Hansen, Hans P.	Nielsen, C.
Hansen, N. S.	Nelson, H. J.
Haglund, Ephraim	Nicholsen, F. E.
Holst, L.	Nilson, Andrew
Hubner, Herman	Neilsen, Edward
Hager, F. J.	Nielsen, Alfons
Jacobsen, Torgils	Nilsen, Albert
Jacobsen, Johan	Nylund, Arthur
Johnson, A.	Jensen, Hans -2114

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Eureka, Cal., Letter List.

Ahlstrom, Harry	Jacobsen, W.
Anderson, John	Jensen, George
Breien, Hans	Nilson, Anton
Clausen, Fred	Miller, Fred
Debus, Fred	Publicatus, August
Ehlert, August	Plas, Henry
Gudmundsen, Gudmund	Robertson, A.
Hansen, Harald	Syvertsen, Paul
Ismas, Richard	Thorsen, Fredrik
Samuelson, H.	Thomson, P.
Schultz, P. (Registered)	Tyghe, T.
Schultz, Axel	Thienpoint, F.
Scott, Alfred	Thogren, David
Starness, C. O.	Thorsen, Tom
Storek	Veasted, T. P.
Stewart, J. G.	Van Loo, A.
Strauss, W.	Verney, A.
St. Johns, C. R.	Walschwell, A.
Suarth, A.	Warner, Jake
Steel, J. R.	Waters, L. A.
Sharness, C. O.	Wehde, F.
Sperlan, B.	Wessman, John

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Bartlett Wharf, Port Townsend, Wash.

Aberdeen, Wash., Letter List.

Anderson, Ernest	Kaiser, Fred
Anderson, -1283	Kallio, Frans
Aalto, Waino	Loining, Hermand
Andersen, F. C.	Ljungberg, Herman
Anderson, Axel P.	Lengtssen, Gottfried
Arntzen, Werner	Laine, Herman
Armstrong, Harry	Lorsin, G. L.
Berger, C.	Mertz, G.
Behn, Alfred	Mekerman, Ernest
Brown, C.	Nikolin, E. Miko
Carlstrom, John	Olsen, Nils
Christensen, Albert	Oksanen, Juko
Carson, Edward	Peterson, Axel
Duval, Bennet	Petersen, Christian
Edwardsen, Anton	Rommel, Andrew
Finth, Richard	Stangeland, Peter S.
Flatten, James	Schacht, H.
Granberg, Eric	Thorn, -70
Graf, Otto	Walder, Olsen N.
Glase, Gustav	Wincl, Jacob, -1357
Hohn, Arthur	Zoerb, Walter
Herman, Axel	Packages.
Hansen, Ove	Hansen, John
Johansen, Harry	MacGuire, O. F.
Jensen, Harry	

RAYMOND, WASH.

THE OLYMPIC CLUB

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All Daily Papers—Coast Seamen's Journal.

RAYMOND WASHINGTON

INFORMATION WANTED.

Axel Peterson, F. Lundberg, J. Gustafson, M. Garcia, crew of the steamer Riverside, at the time she towed in the Oceana Vance, kindly call at the office of the Charles Nelson Co. for money due them.

Victor N. Kvenen, a native of Belgium, age 32, last heard of in Ashtabula, Ohio, April, 1909, inquired for by his brother John Kvenen, Route 2, Raleigh, Tenn.

Valetine (Walter) Zima from Lubiachowo, Kreis Schrimm, Province Posen, Germany; last address Sailors' Union Hall, Seattle. Please communicate with Imperial German Consul, Seattle, Wash.

Anyone who was on the schooner "Americana" on January 29, when Louis Buttner was injured, is respectfully requested to communicate with the injured man. Address Sailors' Union of the Pacific, San Francisco, Cal.

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INFORMATION WANTED.

William McGrail, of Baltimore, Md., who sailed on the Atlantic and Gulf Coasts as cook for a number of years, is inquired for by his brother, George McGrail, 603 Decatur street, New Orleans, La.

George Campbell is inquired for by his mother. He is supposed to sail out of San Francisco. Any one knowing his whereabouts please notify Mrs. Elizabeth Campbell, 655 31st Avenue, Vancouver, B. C.

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INFORMATION WANTED.

Andrew John Anderson, who left Aberdeen, Wash., on lumber barge Washtura for San Francisco, is inquired for. Any one knowing his present whereabouts please notify Mrs. Anna Anderson, Aberdeen.

John Rebbetad, who was in the steamer A. F. Lucas in November, 1911, is inquired for by his brother. Address, Coast Seamen's Journal.

William Fayette White, whose mother died recently, is inquired for by his brother. Anyone knowing his whereabouts please address S. A. White, 106 W. Salem Ave., Roanoke, Va.

W. A. Goodrich, who left the British ship Puritan at San Francisco, February 6, 1911, is inquired for by the British Consul-General at San Francisco.

Mrs. Alice Phillips wishes to hear from her husband, Tom Phillips. Write to 35 Sussex St., Sydney, N. S. W., Australia.

Fritz Rohnstock, a fireman on the Coast steamers, is inquired for by his relatives.

Home News.

The Ohio Mothers' Club pledged its delegates to the "health marriage" plan, and condemned immodest dress for women.

It was estimated that the Government would lose $10,000,000 of revenues under the new tariff law by the withdrawal from the bonded warehouses of $100,000,000 worth of commodities.

Campaign work is said to be beginning in Illinois, the Progessives leading in the work of party organization by the selection of Raymond Robins, a reformer, as the head of their State organization.

It is reported that the largest income tax, $245,000, to be collected from any American will be paid by a Philadelphia woman. There are some States in which all the citizens together will not pay so much.

It was testified in the suit to dissolve the United States Steel Corporation that the Bethlehem Steel Company had leased 500,000,000 tons of iron ore in Chile, and would import it via the Panama Canal, beginning in 1915.

The pottery imported into the United States in 1912 was valued at $9,555,530, but the domestic production, according to the United States Geological Survey, was valued at $36,504,164. The exports were valued at $1,177,784. The domestic production was 81.4 per cent. of the total consumption against 78.9 per cent. in 1911.

After thirty years of litigation in the courts, the American Bell Telephone Company has asked the Supreme Court to decide the amount of royalties and rentals it owes the Western Union Teelgraph Company under the contract of 1879, which ended their rivalry in the telephone business.

The value of the metals produced from domestic ores, foreign ores, matte, and unrefined bullion smelted or refined in the United States in 1912, according to a report by J. P. Dunlop, of the United States Geological Survey, was $995,798,618, compared with $787,712,776 in 1911. The figures are approximate, as the value given for aluminum is that for consumption and includes the imported metal in addition to the production from domestic ores.

William Sulzer ceased to be Governor of the State of New York on October 17. He was removed from office by the high court of impeachment by a vote of 43 to 12, two members not voting. Martin H. Glynn, Lieutenant-Governor, was sworn in as his successor. The verdict of the court was that Sulzer was guilty of falsification, perjury and an attempt to suppress evidence against him. Of all other charges he was acquitted, the court unanimously voting him not guilty of the remaining articles of impeachment.

An injunction issued by Judge O'Brien at Calumet, Mich., prohibits picketing and parading by coppermine strikers while workmen are going to or coming from work. At a strikers' mass meeting the injunction was declared to be an unconstitutional attempt to restrain liberty and to interfere with freedom of speech and the right to peaceably parade. The representative of the Federal Department of Labor, Mr. John A. Moffit, returned to Washington on the 21st, having failed to secure the consent of the operators to arbitration.

Domestic and Naval.

A large wrecking steamship for the Merritt & Chapman Wrecking Company is being built at Camden.

The new British battleships of the "Queen Elizabeth" class are to be fitted with boilers for use with oil fuel alone.

The Greek Government, it is stated, proposes, after the conclusion of a loan of £30,000,000, to place orders with German yards for two battleships.

It is reported that a contract has just been placed with Sunderland builders for the construction of an 8,000-ton steamer at £7 2s. 6d. per ton.

The German East African line has ordered of the Vulcan Yards, Vegesack, two cargo steamers of 9,000 tons dead weight, delivery end of 1914 and beginning of 1915.

It is announced that the new Spanish load-line regulations will not come into force before January 1 next. The regulations relating to timber deck loads have not yet been definitely settled, and will not be enforced until October 31, 1914.

The Government of Victoria at a cabinet meeting has decided to introduce legislation during the present session of Parliament, placing shipping companies on the same footing as common carriers, and making them responsible in the same manner as the commissioners of railways or other common carriers are at present.

The three-masted schooner "William M. Critchett" was launched recently at the shipyard of F. S. Bowker, Phippsburg, Maine. The schooner was built for Rogers & Webb of Boston and is designed primarily for the lumber trade between Boston and southern points. She is 158 feet long, 34 feet beam and 14.6 feet depth of hold.

A compilation of transatlantic passenger traffic at the port of Boston from January 1 to September 16 of this year shows a total of 99,547 passengers arriving and leaving, which is an increase of 65 per cent. over the same period of last year. Steerage traffic has almost doubled during this period. Analysis of the figures shows that up to September 17, 1913, 70,381 passengers arrived and 28,716 passengers sailed from Boston.

In view of the high prices of oil the Secretary of the Navy will probably recommend that Congress appropriate a sufficient sum of money to operate the oil tracts in California which were set aside about a year ago by order of President Taft for naval use. One of these tracts, in the opinion of officials of the Navy Department, contains about 250,000,000 barrels of oil, which is sufficient to supply the Navy needs for about forty years.

The Newfoundland-Labrador catch for 1912 exceeded that of 1911 by 30,000 quintals, being estimated at 430,000 quintals. There were 5,468 men and 827 vessels employed in the fishery, or 463 men and 87 vessels less than in 1911. The shipments of codfish from the Labrador coast direct to foreign markets in 1912 were 194,995 quintals, valued at $682,482, an increase over 1911 of 33,952 quintals in quantity and $6,101 in value. Of these, the United States took 2,400 quintals, Spain 86,419, Italy 45,929, Greece 27,563, United Kingdom 10,757, Portugal 7,537 and Canada 14,450.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Abolin, K.
Aholainen, Edward
Alarev, C., 791
Albors, Arne
Allen, James
Alver, Ben
Andersen, Albert
Andersen, Carl
Andersen, Osker
Andersen, Fred
Andersen, H. J.
Andersen, -1795
Andersen, Kristian
Andersen, A.
Anderson, A. C.
Anderson, Arnold
Anderson, Arthur
Anderson, C. -1817
Anderson, Carl
Anderson, -1344
Anderson, Chris
Anderson, David
Anderson, F.
Backman, Paul
Ballot, John
Bardsen, F.
Barr, Gustav
Bartels, O.
Barton, W. F.
Bay, George
Beausang, Eugine
Beekly, Chr.
Begg, John
Bekker, George
Bellos, Jack -2036
Bendsen, Harry
Benson, A.
Benson, Helge
Bentsen, Lars
Bergman, Waldemar
Bergstrom, C.
Bergquist, Emil
Bernhard, Oscar
Bierstet -1736
Blair, Francis
Caine, V.
Cain, P.
Callon, Jose
Cambrou, G. C.
Campbel, Geo.
Campbel, Wm. H.
Cannon, Ed.
Carlsen, Edwardt
Carlsen, Harry
Carlson, Gustag
Carlson, Julius
Carlson, O. S.
Carroll, A. R.
Carlsson, R. T.
Carlstrom, J. O.
Dahlgren, Niels
Dangull, A.
Dellas, James
Dehler, Alfred
Dianus, William
Dickens, D. W.
Dillon, Patrick
Dohmann, ——
Dohman, Fred
Dories, H.
Edgerton, Jack
Edoff, C.
Egeland, O. O.
Ehlert, August
Ekendahl, W.
Elholm, Peter
Elinius, Axel
Ellertsen, Elbert
Fabrowski, T.
Fallbom, John A.
Fisher, William
Fisher, Max
Fjellman, Jonas
Flood, Rangvald
Foerg, Wm.
Form, Frank
Gangserud, O. K.
Garbrick, Luis
Garrinen, V.
Geelman, PJacob
Geiger, Joe
Gent, A. C.
Gibbs, H. D.
Gifford, S.
Gilje, Severin
Glase, G.
Goldrick, James M.
Grana, Collin
Grauberg, Fred
Griel, Bernhard
Grolin, Conrad
Haak, R.
Haaversen, Nils
Hakassars, A. W.
Haldin, Fred
Hall, W.
Hammel, Otto
Hannus, Alex
Hannus, M.
Hansen, Charles
Hansen, Frank
Hansen, George
Hansen, H.
Hansen, Hans
Hansen, H. G.
Hansen, Johan
Hansen, John P.
Hansen, Marius
Hansen, Nikolai
Hansen, Viggo A.
Hanson, Chris. G.
Hanson, Hans M.
Hanson, O. T.
Harmonson, K.
Haro, Aarv
Haugen, Hans -1980
Haugen, Lars
Irwing, James
Irwin, Robert
Jackson, Harry
Jacobsen, O. F.
Jansson, Fredrick
Jansen, Hans
Jansson, Fredrick
Jargensen, Peter A.
Jensen, Harry
Jensen, Ole
Jensen, Oscar
Jensen, C.
Jepsen, S. W.
Johannesen, -2283
Johannessen, Anton
Anderson, Jim
Anderson, John -1795
Anderson, Josef
Anderson, Knut
Anderson, O.
Anderson, Ole -1391
Anderson, Peter
Anderson, Thorus H.
Anderson, Wm.
Andreasen, -1477
Aner, Wm.
Andstrom, A. A.
Andstrom, Axel
Antonsen, Marius
Applequest, Otto
Apsit, J.
Arndt, Mike
Arvidsson, Hjalmar
Asplund, Karl O.
Ayers, W. D.
Blank, Georg
Blindheim, O. C.
Blodsing, Aug.
Blodsing, August
Bloomfield, S.
Blom, Gustaf
Bluchner, Frank
Blumel, W.
Boe, Karl C.
Bordin, Hans
Boyes, C.
Bradley, Clifford
Brander, W.
Brandt, Birger
Bremer, S.
Brims, H. W.
Brownell, W.
Bruce, P.
Buck Arthur
Bung, Richard
Burde, Fritz
Burmer, Fred
Ceelan, John
Charles.
Christensen, Albert
Christensen, Erling
Christensen, Hans
Christiansen, Peter
Christesen, Cristens
Clauhser, Fred
Clausen, I.
Colburn, Geo.
Connor, Wm.
Cook, Herman
Corley, Howard
Cunningham, C.
Donaldson, F.
Donnelly, John
Donovan, John
Doyle, William
Downey, W. J.
Dracar, E.
Duks, L.
Dunbar, L. L.
Dunn, Walter
Elliott, Roney
Erekson, Chas.
Erickson, Eric
Erickson, K. J. -513
Erikson, Oskar
Ericson, E. R.
Eskildson, Nils P.
Evensen, Martin
Franke, Karl
Fraudsen, L. M.
Fredrichs, C.
Fredriksen, B. D.
French, Jack
Fretzen, B. H.
Frick, John
Groot, A. H.
Gront, Otto
Guander, Chr.
Guckmann, Ewald
Gudmundsen, B.
Gulbrandsen -1009
Guldbrandsen, Jack
Gulbransen, Bjorn
Gumoes, Frederick
Gundersen, Charles
Gundersen, P.
Gunn, F. D.
Gunvaldsen, J.
Guthrie, R.
Hauschild, Fernand
Hayes, J. B.
Heart, Charles
Heellund, Olaf
Helin, Paul
Hellpap, A.
Hellsten, Kustaa
Helt, I.
Henriksen, Otto
Hendry, John
Hengst, Otto
Hermanson -1622
Hess, Wm.
Hewitt
Hilbertz, Emil
Hinze, Jack
Hjell, Eric
Hofer, Richard
Hogan, A.
Holt, Carl C.
Hooner, Harbert
Hoppner, Albert
Hopstad, Sigurd
Hull, Henry
Hunt, Crist
Hurst, Jack
Iversen, John
Iversen, Tom
Johansen, Arthur
Johansen, Carl J.
Johansen, Chas.
Johansen, F.
Johansen, E. A.
Johansen, Harold V.
Johansen, -1593
Johansen, -2021
Johansen, H. B.
Johansen, Luis
Johansen, Oscar
Johansen, W.
Johanson, S. A.
Johansson, Johan
Johnsen, Oscar
Johnsen -2213
Johnson, Berdines
Johnson, C. E.
Johnson, E.
Johnson, Eric
Johnson, -420
Kalminjik, Edward
Kalnin, E.
Kalodzeyzik, C.
Karger, Fritz
Karlgren, Gust
Karlsen, Gustav
Karlsen, Hans
Karlsson, K. 1256
Kearns, H.
Kerber, Karl
Kermagoret, Anatole
Kiesaw, Paul
Kilgore, George
Kjar, Martin
Klausen, C.
Kleibingat, Fred
Kleishman, J. F.
Klinker, C. J.
Labosenick, Rade
Lahke, John
Langenberg, H.
Lanner, Rudolph
Laponble, Jean
Larm, A. L.
Larsen, Asmus
Larsen, Erik J.
Larsen, John
Larsen, Ludvig J.
Larsen, Herman
Larsen, Martin
Larsson, Axel
Lasol, Conrad Thos.
Lawrence, Jack
Laydon, D.
Leander, Carl
Lekschass, M.
Leland, F. W.
Lillelid, Johannes
Lind, Gus
Macdonald, George D.
Madsen, C.
Madsen, Ludvig
Markman, H.
Martensen, I. C.
Martin, H.
Martin, Jack
Martinson, Ernst
Martinsen, Ingvald
Mathews, John
Matson, Morris
Mattson, A. M.
Mattson, -1818
Mayes, J. B.
Mayer, Frank
Mayers, Edgart J.
McCarthy, P.
McGaldrich, James
McKal, J. W.
Nanjack, Gustav
Nar, Nils
Narlstrom, B.
Naystrom, Victor
Nearns, J.
Neergaard, Anton C.
Nelson, C.
Nelson, Hans H.
Nelson, Lewis
Nesbitt, J.
Nielsen, Ed.
Nichander, Dan
Nick, Peter
Nielsen, N. J.
Oberhauser, John
Ohlund, Chas.
Olansson, Johan O.
Olansen, Kristian
Olman, P.
Olsen, A. -1179
Olsen, A. -511
Olsen, Andy, -1225
Olsen, Arne, -1244
Olsen, Charles
Olsen, Charles A.
Olsen, Erik -922
Olsen, Hans -794
Olsen, John
Olsen, O
Olsen, Olair S.
Olsen, Olof D.
Olsen, Oscar F.
Olsen, Oscar Wilhelm
Paludan, C.
Parson, Oscar
Patterson, P. A.
Patvick, Theodore
Paulsen, G.
Pearson, J. T.
Pearson, J. S.
Pedersen, Alfred
Pedersen, -1560
Pedersen -1561
Pedersen, P. A.
Pelsckhur
Pennell, Jim
Pernki, C.
Person, Leonard John
Persson, C. -678
Persson, Harman
Perssen, Oscar
Peterek, Johan
Raash, Otto
Rammerdahl, Knud
Rastad, Erling
Rath, H.
Reckmann, H.
Redmond, Th.
Reinhold, Ernest
Reklas, Jack
Repson, Ed.
Ringeling, J.
Rivera, John
Roalsen, Fred
Saalman, Joseph
Saar, J.
Sahlman, Chas.
Salmela, Julius
Salzer, Julius
Sammis, C. J.
Samuelsen, Leonard
Sanage, Roland
Sandell, Johan
Sandseten, Paul
Sane, Rudolph
Sarde, Alex
Sarinen, H.
Saunders, Jim
Schellenberg, H.
Scher, G.
Schilenz, Charles
Schmidt, Hans
Schneider, H.
Schroder, Ernest
Schroder, F. A.
Schultz, Albert
Schuster, Jakob
Seeland, Sigfrid
Seldre, Willi
Senger, George
Shultman, Jacob
Johnson, O.
Johnson, William
Johnson, Steve
Jorgensen, -2236
Jorgensen, Fred
Julison, C.
Kluge, Frank
Knappe, Adolph
Kninling, F.
Koak, Hermann
Kossmarek, Johan
Kowski, A. L.
Krafe, Paul
Kramer, Fred
Krohn, Heinrich
Krohn, John
Kristensen, A.
Kristiansen, Hans
Kroon, T.
Kruger, G. -934
Krulisch, Frans
Kruttmann
Kusik, Michel
Linde, Oscar B. -1412
Linderkrautz, Fred
Lindholm, Alfred
Lindholm, Axel
Lindstrom, Alexander
Littlestorm
Ljumstrom, John
Luchman, Ed
Luden, William
Lude, Thorvald
Luehrs, L.
Lundberg, Ed.
Lundberg, Harry
Lunderwold, F.
Lungren, Ludwig
Lundmark, Helge
Lundquist, Ernest
Lundquist, Vorald
McKeating, R.
McKenna, B.
McKenzie, W.
Mynheer
McMahon, J. T.
Mehrtens, H.
Mertens, H.
Messman, A.
Meyers, W.
Mickelsen, Martin
Minor, C. F.
Moen, Robert
Monsen, Tollef
Morris, W.
Morris, Reuben
Muiphneek, W.
Muller, John
Murphy, Edward
Murry, Edw.
Nielsen, Pete
Nilsen, Anton
Nilson, Axel
Nilsson, N. E. -552
Nord, Karl
Norris, Ed.
Nuolaisen, Carl
Nurhanen, Evert
Nurken, H.
Nyberg, Berger, -1146
Nylund, Carl
Nylund, John
Nyman, Oskar
Olsen, Oswald
Olsen, Peter helm
Olson, Adolph
Olson, Henrik
Olssen, Oscar
Olsson, B. O. S. -1282
Olsson, -677
Olsson, -1187
Olund, Chas.
Opitz, G.
Orfano, Vappo
Osterberg, J.
Osterhoff, H.
Osterholm, J. W.
Ostlund, Oscar
Otto, Willi
Owens, John -1158
Peters, J.
Petersen, Axel L.
Petersen, C. -1493
Petersen, Christian
Petersen, Kristian
Petersen, L. -1167
Petersen, William
Peterson, Fred.
Peterson, Johan
Peterson, Oscar E.
Pettersen, Fredrick
Pettersen, Otto
Pettersson, C. H.
Petz, Gottfried
Pohjak, A.
Porin, A. L.
Prinz, Carl
Publicatus, August
Punis, Antony
Purgold, G. E.
Robertson, John H.
Robertson, R.
Rohan, Billy
Rommel, A.
Rose, W. H.
Ross, Rudolf
Rounberg, Edward
Rudberg, Charlie
Rundquist, O.
Russell, Jim
Rylke, Otto
Shults, Max
Sick, Herman
Sikman, Andrei
Simmonds, William
Simpson, L. C.
Sjablorm, Karl A.
Sjarbton, Karl H.
Skedsmo, A.
Skjold, Carl
Smith, F. O.
Smith, Johan
Smyth, Wm.
Snaith, Archie
Soder, J.
Sonnenberg, J.
Sorensen, Hans
Sorensen, James
Sorensen, Peter
Sorensen, Soren
Sorne, F.
Sovchnes, P. Olaf
Spark, A. V.
Sping, James
Stahlbaum, Eberhardt
Stanford, Max
Stangeland, P. A.
Stein, Emil
Stemmyahan, Claus
Stevensen, August
Stoltzerman, E.
Strand, Konrad
Strand, Louis
Strandquist, Louis
Starr, W. T.
Stratton, H.
Strauss, Walter
Tahtinen, Hjalmer
Tammon, Chr.
Tavares, Eugene
Taylor, U.
Tenneson, E.
Thielsen, Karl
Thomas, Henry
Thorkilsen, Jonas
Thorne, Richard
Thorsen, Aksel
Thorsen, Jens
Thorsen, Otto
Tietjen, B. H.
Tillix, Hans
Tillman, A. E.
Uhl, Theodore
Uhlig, Carl
Valbo, Hans
Valtti, Jalmar
Van der Made, Leen
Van Katwyk, John
Velure, Hilge
Wahlberg, Reed
Walch, Michael
Waldhouse, John
Walen, Hjalmer
Walkers, Fred
Wells, Frank
Walters, Henry
Wathsted, Albert
Watti, Jalmar
Weigaard, Jens
Welch, L.
Westman, Andrew
Weitgren, I. M.
Weyer, Paul
Yoivola, Gust
Zechel, Walter
Ziehr, Ernest
Zimmerlings, F.
Zoe, Francis
Zoe, Frank
Strom, Olaf
Stuart, James G.
Summers, John
Sundquist, Ernest
Svensson, G. H. -1295
Swan, W. S.
Swarthey, Norman
Swenson, B.
Swanson, Listen
Tobiasson, Joel
Tompsen, Benjamin
Torsgren, Carl
Taivola, G.
Trede, Hans
Treiberg, P.
Treman, Ernst
Treucrek
Trost, A. B. P.
Tuck, W.
Tuhyanscki, Carl
Tuppit, C.
Tvede, James
Twaig, F.
Ursin, J.
Vladel, J. M.
Viereck, Henry
Volkanen, Veda
Vold, O. P.
Willart, Fred
Whinner, W.
Whiteworth
Wilehlm, Edward
Williams, Thomas
Wills, Max
Wilson, John E.
Winblact, M. M.
Winther, Johan
Wold, Statius
Wolter, John
Work, Johan
Wrig, Fred
Zoerb, Walter
Zorb, W.
Zoring, Arthur
Zunk, Rumo

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Apply to Secretary of Sailors' Union of the Pacific.

Anderson, A.
Anderson, Anders
Balda, A.
Buas, Tomas
Bubler, Karl
Christoffersen, Olaf
Ellefsen, Otto
Gasman, Geo. A.
Ginnoes, F.
Guebransen, Bjorn
Hansen, Chr. M.
Hansen, Karl
Illig, Gust
Iversen, Reidar
Johanson, Nils A.
Johnson, W.
Jorgensen, Oluv
Knappe, Adolph
Korsberg, Wolmar
Larsen, Hans
Laydon, D.
Lindroth, Erik
Lundgren, K. G.
Nelson, Hasmund
Nordling, Sven
Olsen, -1244
Olsen, Olaf D.
Olsen, Oswald
Prieberg, P.
Raasen, O.
Rasmussen, E.
Rutter, T.
Saar, J.
Straus, Walter
Summers, James
Torkildsen, Jonas
Trondsen, J. M.
Wakely, R. E.
Walters, Albert B.
Welsen, Julius
Willander, -876

ALASKA FISHERMEN.

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Andersen, F. K.
Bensen, John
Bang, R. O.
Cefalia, Vinzenco
Eriksen, Johan
Husby, Lars
Hansen, C.
Jansson, Carl
Johansen, Johan
Johanson, E. O.
Johansen, A. E.
Johansen, Amiel
Lundgreen, G. Karl
Lundquist, Otto
Larsen, Julius
Lidsten, C.
Osterlund, Albert
Olson, Nels
Peterson, Carl
Peterson, Frank V.
Roelfs, J.
Remmert, J.
Widlund, O. E.
Walrath, G. O.

Seattle, Wash.

Abolin, Adam
Borgen, K. Sigurdsen
Dahl, Ben.
Fister, Johannes
Finnigan, I. H.
Hagen, Gunder
Jensen, Gustav
Johansen, Ingvald
Johnson, Axel
Nelson, Nels Wilhelm
Larsen, Fred
Magnuson, P. A.
Osterlund, Albert
Olsson, Sigfrid
Peterson, Andrew K.
Phister, Albert
Polhome, Mr.
Ridderstaff, Ernest
Rye, F. M. J.
Selback, Chris.
Slinning, Rasmus O
Spellman, Tom.
Starks, John
Stein, George G.
Stixrud, Jack
Stromsness Oscar

Pt. Townsend Letter List.

Andersen, E. T.
Alango, John
Hermansen, L.
Johansen, John
Johnson, Ole
Moore, George
Mertz, George E.
Nachtigall, H.
Rosbeck, Gustaf
Shold, Chas. A.
Varner, C.
Wilson, Gus

Tacoma Letter List.

Buckland, Wm.
Christensen, Albert
Conley, J. H.
Ellison, Harry H.
Foss, Alfred
Flinkenberg, Alno
Freeling, Chas.
Hansel, C. M.
Hansen, Johannes
Jorgensen, Peter A.
Knappe, Adolph
Loren, A. L.
Marin, Joe D.
Mynchmeyer, Harry
Nielsen, C. W.
Nissi, Clemmens
Olsen, Martin
Olsen, O.
Petterson, J. M.
Plesner, Levi J.
Seblom, John
Simonsen, Sivgard
Strand, Chas.
Thoresen, Axel L.
Wessman, John

INFORMATION WANTED.

Any one knowing the address of Thos. Symington, age 59, last heard from in Seattle, Wash., 1908, will please communicate with John Sym- Chicago, Ill.

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Employees' Pension Fund..	158,261.32
Number of Depositors.....	62,134

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INFORMATION WANTED.

Reiar Gundersen is inquired for by his brother, B. C. Gundersen. Anyone knowing his whereabouts please communicate with the Coast Seamen's Journal.

John West, who was on the steamer Horatius in June, 1912, is inquired for by P. Ivers, River Darling, via Wenthworth, Australia. Please notify Sup't., No. 1 State street, New York.



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INFORMATION WANTED.

Arthur Griffith, alias Simmons, a British subject aged 28 years, 5 feet 6 inches in height, fair complexion, stout build, blue eyes, top false teeth, clean shaven, who is believed to sail on a coasting vessel between San Francisco and Portland, is inquired for by H. B. M. Consul-General. Anyone knowing his whereabouts please notify the British Consulate-General, San Francisco.

John Hansen, who was lookoutman on the S.S. "Argyll" some months ago, is wanted by the Union Oil Co. Anyone knowing his whereabouts please notify the manager Marine Department, Mr. Walter G. Tubby,

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INFORMATION WANTED.

Carl Johan Nilsen, a native of Sandefjord, Norway, aged about 33, left his home at 1164 Potrero Ave., Sunday, August 17th. Any one knowing his whereabouts please notify Coast Seamen's Journal.

News from Abroad.

Great Britain decided to establish an opium monopoly in Hongkong.

Prince Taro Katsura, who was thrice Premier of Japan, died in Tokio.

The Austrian police closed all the offices of the Canadian Pacific Railway Company throughout the empire.

The largest monument in the world was dedicated at Leipsic, Germany, in commemoration of the centenary of the "Battle of Nations."

The Turkish Government rejected the offer of the Standard Oil Company for the acquisition of a petroleum monopoly in Turkey.

Two hundred bandits have been killed by Chinese troops in fighting at Tsaoyang, where American and Norwegian missionaries are captives.

The Chinese bandits who have been holding American missionaries prisoners at Tsaoyang consented to negotiate for the release of the captives.

A young churchworker of Liverpool, England, in a fit of religious mania, killed three of his fellow churchworkers and committed suicide.

Winston Churchill, First Lord of the Admiralty, declared nothing would deter the British Government from carrying through the Irish Home Rule bill as planned.

Telegrams from London to Berlin announced that European capitalists were forming a corporation to obtain a monopoly of world's supply of radium.

An exhibition under the auspices of the Government of the Dutch Indies is to be held at Samarang, Java, from August to November next year.

Militant suffragettes smashed the windows of doctors' offices in London as a protest against the resumption of forcible feeding of hunger-strikers.

The Board of Trade inquiry into the Dublin strike is said to have resulted in a deadlock owing to the Trades Council's insistence that all the strikers be reinstated.

John Redmond, the Irish Nationalist leader, in a speech at Limerick, declares himself unalterably opposed to the suggestion of Winston Churchill that Ulster be excluded from the operation of the Home Rule bill.

The German Permanent Exhibitions Commission announced that it would lend its moral support to the German unofficial exhibition at the Panama-Pacific Fair. Privy Councilor Goldberger, the head of the commission and responsible for the German Government's hostility to the fair, resigned.

The Chinese Board of Trade of Victoria, B. C., has issued 1,000,000 circulars for distribution in China calling attention to the pathetic condition of the Chinese who are now in Canada. The circular states that 20,000 Chinese now in the Dominion are unemployed and without a permanent home. It is said that "they are begging for food and clothing to save themselves from cold and starvation. Many may be seen in pain and agony in the streets," it is asserted. The circular states that "Canada has plenty of waste land and a very scanty population of aborigines, but there is practically not one inch of land that a Chinese can with freedom stand on."

With the Wits.

Diplomacy.—Spectator—Why don't you rush in and end the row?

Policeman—I'm trying to decide whether it's case for mediation or intervention.—Brooklyn Life.

Too Swift.—"Do any of the good things you hope for come to pass?"

"They all come to pass; but they come and pass so doggoned swift I can't grab 'em."—Houston Post.

The Kind We Want.

In spite of all this proverb cant
I think 'twill be agreed
It is a friend in funds we want,
And not a friend in need.
—New York Sun.

Explained—"Atkins," said the sergeant angrily, "why haven't you shaved this morning?"

"Ain't I shaved?" asked Atkins, in apparent surprise.

"No, you're not," insisted the sergeant; "and I want to know why."

"Well, you see, sergeant," replied the soldier, "there was a dozen of us using the same mirror, and I must have shaved some other man."—New York Mail.

Popularity Counts.—Michelangelo beckoned to Rembrandt.

"I see they've found another of your pictures, Remmy."

The master sighed.

"They found four last week," he said, "and five the week before. Funny, isn't it?"

"That's where the boys who write have the best of you daubers," said John Milton. "You don't hear of any Paradise Lost's being found in out-of-the-way places."

"Nor any Pilgrim's Progresses," added John Bunyan.

"Nor any Hamlets," put in Will Shakespeare.

Rembrandt smiled.

"No," he answered; "I don't. All these discoveries seem to depend on present market values."

And pulling his big velour hat over his eyes he waved his hand and stalked away. — Cleveland Plain Dealer.

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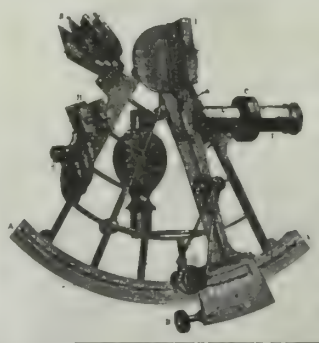
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FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XXVII, No. 8. SAN FRANCISCO, WEDNESDAY, NOVEMBER 5, 1913. Whole No. 2250.

WHAT IS "SAFETY AT SEA"?

Secretary of Commerce Redfield's Committee on Efficiency of Officers and Crews of Merchant Vessels, to prepare recommendations for the use of the American delegation to the London International Conference on Safety at Sea, has made a most remarkable report.

In order to keep the records clear and to fully acquaint American Seamen with the odd views of that committee their report is printed herewith, together with the rejoinder of Andrew Furuseth who ably analyzes the peculiar points brought out in the committee's report.

The Committee's Recommendations.

The efficiency of officers of merchant vessels is already determined in accord with regulations established by the principal maritime nations, which though differing somewhat in scope and detail, are reasonably similar in the standards required.

Discipline and obedience to orders are the first essentials to efficient crews, but these are matters for local legislation and custom rather than international agreement.

The physical condition and health of seamen and the sanitary conditions under which they pursue their calling enter into the problem of efficiency and are proper subjects of international regulation. Conclusions on these subjects, however, must be based on medical and hygienic investigation, and the committee doubts whether the program of the conference provides for this subject or whether the duration of the conference will permit the investigation and discussion necessary to authoritative conclusions.

Training of the crews is the second essential to efficiency and the standards for such training are proper and necessary subjects for international regulation.

The basis of such training, so far as safety is concerned, should be the fire drill, closing bulkhead doors, and lifeboat drills.

Lifeboat drill may be divided into two parts:

(a) Training of the crew of each lifeboat in the swinging out and lowering of boats, direction and stowing of passengers, use of oars and other equipment.

(b) Training of the entire crew as a unit in their duties when it becomes necessary to abandon ship. The efficiency of the crew as a unit can be attained only by frequent and thorough drills of the entire crew, or at least of not less than a full watch of all departments, and such drills should take place after the ship has left the wharf on her voyage, and, as a general rule, once a week.

Life boats may be divided into two classes:

Class I—

(a) Boats under davits.

(b) Collapsible or decked lifeboats.

Class II. Life rafts—

(a) Each boat of Class I should have at least three efficient boat hands, including the officer or petty officer in charge of the boat.

(b) Each life raft (Class II) should have at least one efficient boat hand.

An efficient boat hand shall be a man trained in the launching, lowering, detaching, and handling of boats and the use of oars, and shall also have served at least one year on vessels navigating the ocean, bays, sounds, or large inland seas or lakes.

The efficient boat hand shall have a Government certificate as such, which shall be recognized by other governments reciprocally.

Asiatics may be certificated as efficient boat hands provided they meet the prescribed standards and also can understand and answer the orders of the officers relating to lifeboat service and duties.

Crews should be drilled at fire quarters and closing bulkhead doors where such exist at least once a week.

In view of the material difference between passenger and cargo steamers and of the further fact that the establishment of a new rating—efficient boat hands—has been recommended for ocean passenger steamers which will require time to carry out, the committee makes no recommendation for cargo steamers beyond the requirement of weekly boat and fire drills.

Seamen shall not serve as lookouts on ocean passenger steamers unless they have been examined as to acuity of vision, color sense, and hearing, and have Government certificates thereto; provided that ship surgeons or other reputable physicians or oculists may issue temporary certificates in cases where a Government medical officer is not accessible.

All licensed officers (including engineers) in the merchant marine should be required to pass tests for hearing, and all navigating or deck officers should be required also to pass tests for color sense and acuity of vision. These tests should be applied by Government medical officers—in the United States by officers of the Public Health Service.

The committee consists of E. T. Chamberlain, Commissioner of Navigation, chairman; D. P. Foley, senior Captain, U. S. Revenue Cutter Service; Henry M. Seeley, Supervising Inspector, Second District, Steamboat Inspection Service; W. J. Pettus, Assistant Surgeon General, Public Health Service.

Furuseth's Caustic Comment.

Washington, D. C., October 6, 1913.

Hon. William C. Redfield,
Secretary of Commerce, Washington, D. C.

Dear Mr. Secretary: A report from the Committee on Efficiency of Officers and Crews, International Conference on Safety at Sea, was submitted to you under date of September 13, 1913.

This report is made up of recommendations, which, if adopted, would to such an extent lower the standard and skill that it is very difficult for me to understand how these recommendations could be made by men of experience. The question is one of promoting safety, and as I understand it, any expense within reason or any increase in inconvenience to shipowners is not to be permitted to stand in the way; such consideration should have little weight, because the expense is transmitted to the traveler, the shipper, and the general public, either through freight rates or insurance. It seems to me there can be no excuse for any reduction in standards of skill which promote safety from the existing standards set by law or the existing standards in daily practical experience to-day.

The present legal standard of skill in the crew as found in the statutes and in decisions are:

"The owner shall properly equip, man, and outfit said vessel and make such vessel seaworthy and capable of performing her intended voyage."

Among other decisions the case of In re Pacific Mail Steamship Co., C. C. V. 64, page 410, is cited as comparatively recent and upheld by the Supreme Court. In this case the court refused to grant the benefit of limited liability to the company because the crew was inefficient. The present presumption of law is that all the men shall be sufficiently skilled to understand and obey all orders; the further presumption is that these obligations rest upon all shipowners without regard to whether the vessel carries passengers or not; the law and the decisions alike take cognizance of the obvious fact that when two vessels meet it requires proper skill on board both to avoid a collision. The difficulty with the present situation is that the statute law of our country sets no definite standard of skill; it is a matter of decisions of the courts, each one resting upon testimony given by survivors; the gradual drift from the sea on the part of men of strength and skill has caused a gradual lowering of the practical standard. Up to the middle of the last century the laws and customs alike conspired to make it the shipowner's own vital interest to have the best men that could be obtained. The development of the present system of insurance and the adoption of the limited liability laws have resulted in a fundamental change in the shipowner's interest, and therefore in his point of view.

The statute law imposes no standard of skill, and the shipowners may therefore, except in the case of licensed officers, send their vessels to sea with men void of both experience and knowledge of the officers' language; yet with all this the traditions and customs that have grown up under former conditions are dying slowly, and vessels, as a general rule, have several men who are not only called able seamen, but who in experience and skill are really such; men trained under other and better conditions than the present are still obtainable to some considerable extent and are employed.

The recommendations of your committee seem to be based upon a paragraph quoted from a report made by the British committee on boats and davits to the effect that strict discipline and obedience are essential (in the crew). The crew must be able to understand and carry out the orders is the ruling of the courts; strict discipline and obedience is made the prerequisite in the recommendations by the British committee quoted and indorsed in this report; discipline is the ability to understand the orders and execute them; it is a result of training and experience, and the question arises, What training, how long experience? Germany answers, four years at sea; the English, the Australian, and the New Zealand laws answer, three years at sea; the British and Norwegian commissions recommend three years at sea. The lately adopted laws and the recommendations by commissions take cognizance of the change from sail to steam. The law of Great Britain was made three years at sea as a result of investigation and discussion running over more than twenty years. This law of Great Britain is ineffective in this, that while it sets a standard it does not compel the shipowner to carry any specified number of such men, the law having left this to the discretion of the board of trade.

The standard of efficiency recommended by

your committee is the standard set for the man to be known as a "boat hand":

"The boat hand shall be a man trained in the launching, lowering, detaching, and the handling of boats and the use of oars, and shall have served at least one year on vessels navigating the ocean, bays, sounds, or large inland seas or lakes."

The drill shall take place:

"As a general rule, once a week."

Let me try to illustrate this by using a transatlantic liner: The liner makes about twelve trips a year; if the men remain with the vessel during a year—something almost unheard of—your efficient boat hand will have witnessed and perhaps participated in twenty-four boat drills. We know this to be a practical impossibility, because the conditions of weather and sea in the Atlantic would make it so full of danger that the boats ought not to be lowered except to save life. Let us assume that this man has been in a boat on the ocean twelve times. He has helped to swing it out twenty-four times and he may have done the real lowering perhaps six times. Real experts would not consider such men to be entitled to the rating of ordinary seamen, far less that of able seamen. Yet he is to have a "certificate from the Government." There is no provision for actual test of this man's ability, and the report of one member of the committee suggests to add after the word "certificate" the words "of discharge"; so that the cerificate will be nothing more or less than the ordinary certificate of discharge issued by the master at this time and dependent purely upon his discretion, his likes or dislikes, of the man to whom it is given. If your committee had taken the worst-manned vessel as a standard, their recommendations would have been better than this. These boat hands may come from the deck, the fireroom, the engine room, the kitchen, or the saloon. The recommendations are three for each boat, one of whom is to be an officer or petty officer—that is to say, the person in charge of the boat may be an engineer, an oiler, a water tender, a chief steward—anybody with authority in any department of the vessel. A fireman coming from the heat of the fireroom with scant clothing, his pores open from the heat, is to go at once into a boat on the open ocean in the North Atlantic in the winter. How long will he last? The same applies to the engineer and the men coming from the sheltered saloon, though with less force. What are real experts to think of such rules as improving upon the present condition and for the purpose of promoting safety at sea? Politeness will induce them to cover their mouths with their hands.

One member of your committee criticizes the proposition to stop the vessel after she has left the dock and to train the men in abandoning vessels. His criticism is so obviously just and sensible that nothing said by me could improve upon it. Your committee further recommends rafts for some of the passengers and crews, and such raft is to have one such efficient boat hand in charge thereof. One wonders who are to go on the rafts. Presumably such of the crew as are not efficient boat hands and some steerage passengers. The men who have not been long enough at sea to be efficient boat hands as defined by your committee and the men from the steerage may not be willing to do this. They have absorbed none of the ethics or traditions of sea life, and more than likely it would be a question of who is the stronger. And the action might be based upon not women and children first but me first—let the devil take the hindmost.

I am loath to believe that any man with any real practical knowledge of the sea and its dangers would ever make any such recommendations or accept them as instructions.

Most respectfully and faithfully yours,

ANDREW FURUSETH.

At the annual meeting of the Compagnie Generale Transatlantique (French Line) at Paris on June 23, 1913, it was shown that receipts in 1912 were $18,294,000, an increase of $1,293,609 over 1911. The dividend declared was $401,440, while the company's assets are $38,000,000. Its tonnage and traffic are continually increasing, the latter amounting to 344,838 tons, in 1912, compared with 329,442 tons in 1911. Eight modern vessels are now being constructed to take the place of older ships. Some features of the company's report show that improved shipping facilities are a potent factor in trade development. It refers encouragingly to the new lines to Canada and Mexico, and to the important traffic secured from the Pacific via the Tehuantepec route and from Central America.

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SOME NAUTICAL ERRORS.

On the release of Mate Bram from the Federal prison comes a review of this most noted case of fifteen years ago. I think it was during this trial that I first noticed that writers for newspaper publications were calling a brigantine a barkentine. The custom has gone on until it is almost the universal style. Why call a hermaphrodite brig a barkentine? Such a rig of vessel was never a bark, but is a brig with an extra mast. Even the illustration in the dictionary is at fault in its picture of a brig.

There is no one object upon which writers, artists and theatrical people make so many mistakes as in writing of, illustrating and demonstrating nautical matters. Years ago when one of Boston's most popular papers published a report of the trial of the Puritan, one of the defenders of the cup, in a single column of matter there appeared eighteen nautical mistakes. A small book of a Christmas poem, "The Voyage of Life," held some twenty illustrations, hardly one of which was correct. The celebrated writer William D. Howells in his book "Silas Lapham" spoils a very fine description of a beautiful Italian-like afternon on the Charles River, by some most ridiculous nautical mistakes.

Several years ago one of the country's best known stage managers and playwrights put on a naval drama at one of Boston's playhouses. I think the title was "Paul Jones." There was a wonderful battle scene during the play, wherein was shown the main and poop decks, also the fore and mainmast yards and rigging. The evening I attended was navy night and there were present several officers from the ships at Charlestown, who were assigned to boxes and there was also a reserve of seats for them in the orchestra, so that during the battle scene they might have a center view. Well, if expression stands for anything the officers enjoyed themselves. They were nearly in fits with laughter. When the curtain went up on the battle scene there was shown a ship covering nearly the entire stage. As the battle proceeded the commander came down from the high poop deck and mixed in with the men on the main deck. The climax of this scene was the shooting away of the foretopsail yard, a shot striking the yard amidships, while the hero of the play was on the starboard yardarm of the spar when it was cut in two. The laugh came in when the yard fell from the mast and was held suspended by a rope attached to the yardarm leading from some point above, goodness only knows where, certainly no sailor would know, and there the representatives of the navy had the grand ha-ha.

Now to the book and paper story writers. Don't ever call a schooner a ship. Don't call a ship a boat in writing of incidents or disaster to a ship. Call her a ship all the way through. Of a schooner or brig or brigantine, keep to the name all through—don't write it ship or boat. There is but one general term for all rigs, that is, vessel. Have a bit of regard for the feeling of the old salt and don't write sou-east and nor-east. Good nautical grammar is sou-west, nor-west, south-east, north-east.

A few years ago, at the time the schooner Governor Ames was dismasted, there were a half-hundred givers of advice through the Boston press, all showing how such disasters could be prevented by the proper backstays. Not a writer took into consideration that all backstays were whole and intact and that all the masts fell directly aft on the deck, caused by the breaking of iron work at the head of the foremast that held some of the headstays.

When I was a boy there were sloops, schooners (two-masters) top-sail schooners, hermaphrodite brigs and full rigged brigs, barks (or barques) and ships. I well remember seeing my first four-masted schooner. Sailors called her a hoo-doo. Next came the four-masted ship. The fourth mast was called a McKay mast for Donald McKay who built the first four-masted ship, in East Boston. Then came the brigantine, a hermaphrodite brig with three masts. This vessel had a brig rig forward, fore-and-aft rig on the mainmast and fore-and-aft rig on the mizzen-mast. A barkentine would be a bark rig, which is square rig on the fore and main masts, and fore-and-aft rig on the mizzen-mast; and then an extra mast.—W. E. Crockett, Boston, Mass.

BRITISH EMPLOYERS UNITE.

According to Consular Reports a number of British manufacturers have recently undertaken the formation of the United Kingdom Employers' Defense Union. It is proposed to create a fund of $250,000,000 to be used in the nature of an insurance to cover extraordinary expenditures occasioned to employers by strikes. Already large sums have been guaranteed, but it is stated that no promise to pay will be binding until the whole amount has been subscribed. Payments by members will be made pro rata and will not exceed 7½ per cent. per annum on the amount guaranteed. The object of the union, it is stated, will be to consolidate the resources of the employers of labor of the United Kingdom, and to maintain their rights and their freedom to bargain individually with free workers and collectively with trade unions.

The new organization is not in any sense to be a competitor of any employers' association already in existence. Its membership will include not only individual employers and firms, but also associations and federated associations of employers. Its management will be by a board of directors, who will decide upon the merits of disputes between members of the union and their employees, but in no case will a director be permitted to vote when his own firm is immediately concerned.

The anouncement of the proposed formation of the union has met with varying opinions, not only among trade unions and labor organizations, but among employers themselves. The fear is expressed in some quarters that even the name of the organization will constitute a challenge to organized labor, and that the result will be increased antagonism between capital and labor rather than the strengthening of that community of interest and co-operation which has signalized successfully the efforts of a number of large employers of labor in the United Kingdom. So far as the opinions of individuals identified with labor organizations have been reported in the public press, they are almost unanimous in expressing regret that employers have thought it necessary to form such an organization.

After all, the "labor question" is but an arithmetical question. Unfortunately, however, we still lack agreement upon the formula by which to solve it.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Railroad Wrecks.

Recent railroad wrecks with the usual fatalities are selected at random, the following being only a partial list: Two persons were probably fatally injured and more than a score painfully injured near Attica, Ind., when the Continental Limited on the Wabash Railroad, running fifty miles an hour, ran into an open switch and collided with a freight train. The fact that the passenger train was composed of steel cars is believed to have prevented a greater loss of life. Ten persons were seriously injured when the engine and five passenger cars of a Pennsylvania train were derailed at Garland, Pa., fifty miles east of Erie, Pa., the cause of the accident not having been determined. Seven persons were seriously injured when a train on the Erie Railroad, near Warren, Ohio, crashed through a freight train. The wreckage burst into flames and the injured were rescued with difficulty. A passenger train on the Big Four near Columbus, Ohio, was partially derailed and two trainmen probably fatally injured as a result of a collision with a hand car. The engine was completely overturned and the engineer and fireman were caught under the wreckage. A steel car carrying racing horses, which was attached to the train, is credited with having kept the passenger coaches from leaving the rails. Two dead and eight injured, several seriously, was the result of a head-on collision between two Nickel Plate freight trains at Fairview, Pa. The trains met at high speed and nearly all the injured were buried under the wreckage. Twenty persons were injured, four seriously, when the Chicago, Milwaukee and St. Paul eastbound Olympian train was wrecked forty miles west of Forsyth, Mont. The train was traveling at a high speed and every car was ditched. Fifteen passengers were injured when four cars of a passenger train on the New Orleans and Northwestern rolled down an embankment near Winnesboro, La., spreading rails having caused the wreck. By the derailing of a Pennsylvania train on the Philadelphia and Erie division at Garland, Pa., two express messengers were seriously injured and a number of passengers badly shaken up. The train was ditched in the railroad yards and a broken rail is said to have been responsible.

The Miners' Gift.

Reynolds' Newspaper (London, England) has this to say in commenting on the Dublin strike: "The decision of the Miners' Conference to finance the Dublin strikers to the tune of $5000 per week will bring a flush of pride to every one who is interested in the faith and progress of democracy. It is one of the finest things that trade unionism has yet done. It demonstrates in absolute and unequivocal manner the feeling of solidarity that now animates the bulk of wage-earners in this Island. So long as such a spirit prevails there is no need to cavil at slight setbacks to labor. So long as such a body of men as the Miners—men whose every penny is gained in the sweat of heavy manual toil—so long as these men are ready to sacrifice themselves for Irish workers, we may depend upon it that the heart of labor is sound and that its ultimate victory over the exploiter and the sweater is assured. We all know how easy it is to raise money for objects which appeal to national pride or conventional sentiment; we know how ready every one of the poorest among us is to pay toward saving some friend or acquaintance from penury or starvation, but to shoulder such a huge section of others' burdens—the burdens of men and women whom the miners have never met, and who most of the miners never will meet—is another matter. It proves that the sentiments of the miners are right. Not only must the starving in Dublin be fed, because they are starving, but they must be kept alive by outside aid because their fight is the fight of labor throughout the nation."

Railroad Wrecks.

At least twenty-five soldiers were killed and more than 100 injured when a special train carrying 175 enlisted men of the United States Coast Artillery jumped the track from a high trestle near Mobile, Ala. Most of the killed lost their lives by being crushed to death when the coaches struck the bottom of the ravine, some fifty feet from the top of the trestle. Because a steel cable, holding a telegraph pole, proved stanch, holding a chair car that had been turned on end from going over an embankment, thirty-three pasengers in the car probably were saved from death in the wreck of the midnight special of the Chicago & Alton, at Alton, Ill. As it was two passengers were probably fatally injured, three others seriously hurt, and ten more severely cut and bruised. Spreading rails is the reason given for the disaster. Twenty-eight persons were injured, three seriously, when a Big Four passenger train rolled down an embankment three miles South of Tiffin, Ohio. This accident also was caused by spreading rails.

Fishermen Co-Operate.

Some ten years ago the price paid to fishermen on the Columbia River for salmon was as low as 2½ cents, and a strike of these fishermen was lost, with the State troops and some of the State officials assisting the companies to defeat the fishermen. Conditions were equally bad in the canneries, where wages were not enough to provide a decent living, and often the sanitary conditions were beyond description. This resulted in the meager funds of the fishermen being gathered into a fund and a co-operative cannery started. This institution was not a very pretentious enterprise in the beginning, but after ten years of struggle, the Fishermen's Union Cannery, of Astoria, owned by the fishermén themselves, stands as a monument to the persistency and business ability of the workingmen of the Northwest. The property is now valued at $400,000, with no in-

(Continued on Page 11.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeland Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts Maritimes de France, 33 rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S, Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federacion Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

The next International Co-operative Societies' Congress will take place in Basel in 1916.

Seventy-nine unions marched behind the banners in the Sydney (N. S. W.) Eight-Hour Demonstration, which took place on October 6. Every year adds to the number of organized workers in all countries.

Trade depression consequent upon unemployment is reported as steadily becoming worse throughout Germany. The unemployment is made all the more serious by the heavy rise in price of all foodstuffs.

The general meeting of the Swiss Federation of Transport Workers, Railwaymen, etc., took place in June. The federation numbers 17,000 members. There are at present ten local workers' secretariats with altogether seventeen officials in Switzerland, which, during the last year, rendered information in 26,000 cases. The municipalities and State contributed $1,400 to this secretariat annually.

The Australian Workers' Union, the greatest organization of agricultural workers, sheep shearers, etc., has submitted demands to the wages boards for the States of New South Wales, Queensland, Victoria and South Australia, from which we take the following: Maximum working time, forty-eight hours per week, work to stop at noon Saturdays; wage for drovers, $10, with board and lodging (when traveling away from home $2.50 more); gardeners, $10.50; married workers, $750 per year and double rations; carpenters, smiths and saddlers, $15; rabbit poisoners, $12.50; cooks, $12.50; unskilled labor, $10.

A significant statement was made by Mr. Robert Smilie, presiding at the Miners' International Congress of Carlsbad. "During the past twelve months," he said, "there had been a boom in the world's trade. He had been carefully watching the course of events, and he had failed to discover a single instance in which the employing class in any industry had offered to share voluntarily their increased gains with their employees. What little share in the huge profits made in this trade boom had come to the workers had only been won by the effective power of their own combination, through trade union organization."

As a consequence of the combined tactics of the Scandinavian employers' federations many of the tariff agreements expire. The Danish National Center has just drawn up a statement of the tariff agreements to which they are party showing when same expire. According to this statement there exist at present 936 wage agreements between the employers' organizations and the workers as far as the latter are affiliated to the trade unions. These contracts cover 88,027 trade unionists. Since the total membership is 107,000 there are still 20,000 not included. It is reported that 231 agreements, covering 18,100 workers might expire in the year 1914. The probable number for 1915 is assessed at 86 for 4,833 members; in 1916, on the other hand, notice of the expiration of 279 agreements for 56,974 members will probably be given. Those contracts which run beyond 1916 number 57 for 5,354 members. According to this the most important number of contracts expires in the year 1916.

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INFORMATION WANTED.

Kasper Olsen, a native of Fredrikstad, Norway, age about 25, is inquired for. Address Christ Hansen, Port Ludlow, Wash.

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MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

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SAN PEDRO, CAL.

INFORMATION WANTED.

This is to certify that on the 27th day of February, 1911, one Mathias Lagman, then nineteen years of age, was a seaman on board the S. S. "Paloma," Cuban flag; that when said vessel was lying at anchor in the Port of Cabarian, P. R., at about 8 o'clock in the evening, Lagman, who had been working with other men at painting, was walking between decks in the dark, when he fell through hatch No. 4, which had been left uncovered. He was picked up in the hold and it was found that he was paralyzed from the waist down. This young man was subsequently taken to Russia, where his mother, who is very poor, is taking care of him.

It is believed that the owners were negligent in failing to have the hatch covered, and in failing to have or furnish proper lighting for the 'tween decks at the point where Lagman fell. If these facts can be proven, some relief might be obtained for this unfortunate boy.

The following are the men who signed on the articles with Lagman, and who had been working with said Lagman:

C. Jones, C. J. Johnson, F. Johan, M. Lanhard, E. Randal, W. Paulson.

Any seaman who will locate these men or send their addresses to the Legal Aid Society, No. 1 Broadway, New York City, will be doing a great favor to said sailor, and to S. B. Axtell, attorney-in-charge.

For similar reasons we desire to communicate with the following men who were members of the crew of the "Lyman M. Law" in October, 1911, when Edward S. Tennberg was severely injured on the trip between Boston and Norfolk:

Adolph Dittmer, John Olson, Harold Herman, Charles Newberg, James J. Kelly.

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INFORMATION WANTED.

Adolf Theining, a native of Vannersborg, Sweden, is inquired for by his mother. Address, Coast Seamen's Journal.

Walter Jorgesen Clang, born in Aaland Yetta, Ostro Yetta, is inquired for by his uncle, John Clang. Address Coast Seamen's Journal.

George Alfred Hall, last heard of on the Sch. "Sehome" in June, 1913, will please communicate with his brother, Walter Hall. Address 790 18th street, Oakland, Cal.

Rudolph Kurella, born January 5th, 1868, at Grabowo, Germany, is inquired for by the German Consul-General at San Francisco, Cal.

Oscar Osolin, John Lind, M. Elone, John Anderson, Thomas Pukki, Alex. Tuominen, Chas. Grouberg, who were on board the steamer "Fifild" April 7, 1913, please communicate with the Coast Seamen's Journal.

Anyone knowing the whereabouts of John Owens, age about 24, last heard of in Sydney on the barque Misbeck, November, 1912, please communicate with Coast Seamen's Journal.

Lasker Munter, of Spokane, Washington, born 1884, left home in 1903, is inquired for by his father, Adolph Munter, Spokane, Washington.

San Pedro Letter List.

Anderson, Gust	Kinnar, K.
Anderson, W. -1630	Kashluhn, Frank
Annell, Albert	Larsen, A. B.
Anderson, Ernst	Larsen, Axel, -1768
Anderson, Hemmind	L. Edward
Anderson, Patrick	Lindholm, Erik A.
Anderson, Soren	Lass, John
Alexandersen, Paul	Lovgreen, Otto
Anderson, O. E., -1762	Lauritson, George
Ahlstrom, Anders	Lundberg, Carl
Andersen, K. P., -1717	Lindroth, Gustaf
Anderson, Ed., -1739	Lassen, Johan
Anderson, George, -1812	Leino, G. F.
Anderson, Mr.	Lewis, George
Berndt, Hugo	Lindeberg, Ernest
Behrsin, Jacob	Lemke, Richard
Bergh, Borge	Lewet, Frenchie
Benson, Helge	Linderman, Gust
Berhus, Emil	Lister, W.
Buchtman, F.	Loining, Herman
Blakstad, Ed.	Mayer, W.
Cristensen, H. -1366	Makinen, Oskar
Carlsson, Aksel -1220	Maatta, John
Carlson, Gust. W.	Moulas, Nick
Carlson, Gustaf	Merleult, Gaston
Collins, E. F.	Miller, John
Dean, J.	Makele, Gustav W.
Dreger, Jack	Moureau, H.
Erdt, Anton	Mayers, P. M.
Ekholm, F.	Mikkelsen, Harald
Eriksson, C. -333	Nelsen, Julius
Farrell, Henry	Norminen, John E.
Flebe, Fritz	Nelson, Hans
Falbom, Richard	Olsen, W.
Grantley, Mr.	Olsen, Sckutar
Gusek, Bernhard	Owen, Fred
Hunt, Gust.	Olsen, Marius
Halvorsen, H., 2229	Olsen, Olav
Hansen, Nils, -989	Osterberg, John
Hannus, Alex	Pomaret, Leotard
Hokonsson, Axel	Pedersen, A., -1564
Hansen, Peter	Petersen, Aage
Hjorth, Knut	Peterson, Tom
Hausman, Mr.	Pedersen, Peder
Hansen, C.	Phillips, K.
Hass, James	Pekman, Ernest
Hansen, Herald	Repson, E.
Hansen, Johannes	Rantman, Robert
Helenius, Oskar	Rudowitz, H.
Hintza, Yrjo	Rignell, J. V.
Iversen, Ivar	Saarine, Hemming
Jensen, Jens B.	Schroeder, Ernst
Johnson, George	Stephan, M.
Jorgensen, Jorgen	Sanders, Charles
Jones, Eddie	Spieler, Albert
Johnson, Gunnar	Sievers, Herman
Johnson, H., -2213	Schonke, Frank
Johansen, Halvard	Sievers, G. P.
Jorgensen, Fred	Thorsen, Joe
Jensen, Jens B.	Torgersen, Anton
Johansson, Fritz W.	Thomsen, Th.
Jonasson, O. M.	Waaland, Lewis
Johansen, Walter	Wilson, A.
Kramer, Otto	Warkala, J.
	Zorning, Arthur
	Packages and Photos.
	Larsen, James Chr.
	Nordman, John

Honolulu, H. T.

Austin, Frank	Jensen, Hans
Anderson, Edward	Lommel, Ch.
Anderson, E. K.	Lauger, R.
Andowitz, H.	Lundberg, T.
Anderson, C. M.	Lentmon, E.
Anderson, Andrew	Kjassgaard, Hans
Anderson, Fred	Karlson, Oskar
Anderson, Axel W.	Machado, Henry
Christiansen, Anton	Mayer, E. S.
Clausen, Jorg	Methness, E. R.
Clancy, James	Nilsen, N.
Carlson, C.	Olander, Carl
Carlson, Axel	Olson, J. H.
Colbert, M. J.	Peron, E.
Elenius, Alex	Peterson, D. E.
Edgerton, J. C.	Perrin, Louis
Ehbert, August	Sorensen, E.
Eaton, N. I.	Stenvaas, A. W.
Haven, Francis	Sgoblom, G.
Hansen, J. J.	Salverson, S.
Hansen, Christ	Schotis, A.
Hencross, H. B.	Saascia, P.
Hopstad, Siguid	Wonder Roach, H.
Hansen, Max	J. F.
Hovke, O.	Vitaat, J.
Hansen, Pet	Rasmundsen, F.
Harlton, Valdsmar	Reinink, H.
Irwin, Robert	Russell, W.
Iriks, Willie	Fiedler, Max
Ivars, Carl	Fornam, Herbert

INFORMATION WANTED.

Albert Christensen, native of Byrum Laso, last heard of in San Francisco in 1910, is inquired for by his brother. Address, H. C. Christensen, Scandinavian Sailors' Home, San Francisco.

Albert Smith, a native of Cork, Ireland, who left the American ship John C. Meyer, on Feb. 20, 1911, is very anxiously inquired for by his wife. Please notify British Consul General at San Francisco.

Fred (Albin) Swanson, a native of Malmo, Sweden, aged about 25, is inquired for. Address, Coast Seamen's Journal.

Nils Johnson, who was wrecked in the American bark Oasis, Sept. 2, 1887, is inquired for by W. F. Hohenschild, Berkeley, Cal.

Anderson, Bernhard. This man has been traced as follows: Fireman on Str. San Jose in 1899; oiler on Str. Panama in 1900.

Any one knowing the whereabouts of Enoch Joseph Horsfold, 18 years old, native of New Zealand, please communicate with Coast Seamen's Journal.

Pacific Coast Marine.

The British ship "Glenesslin," which stranded recently on the rocks at the foot of Necarnie Mountain, was purchased by Alex Bremner and John Saarnen, of Astoria, for $500, their bid being the highest of the four submitted. The purchasers will salve the stores, tackle, apparel and furniture and abandon the hull.

H. F. Alexander, president of the Alaska Pacific Steamship Company, announced that the steamers Admiral Schley and Admiral Dewey, recently purchased from the American Mail line, will have all alterations and installation of oil burners made on the East coast, and will be among the first ships to come through the Panama Canal.

United States Local Inspectors of Steamboats James Guthrie and Joseph P. Dolan have suspended for one year the license of Captain A. F. Asplund, former master of the steam-schooner Merced, which ran aground near Point Gorda on the night of October 15. Captain Asplund pleaded guilty to negligence in failing to make soundings with the lead.

Tender forms and specifications have been issued by the Canadian Government for the construction of a public dock between Salisbury and Commercial drives, in Vancouver, on Burrard inlet, the estimated cost of which will be $500,000. The dock will be of reinforced concrete with a concrete superstructure, having a length of 800 feet and a width of 300 feet.

On her voyage from the Sound to Callao with a cargo of lumber, the barkentine John Smith will fly the flag of the republic of Peru. The vessel has just been sold by George E. Billings of San Francisco to a Peruvian firm. The John Smith is a wooden vessel, 159.3 feet long, 37.2 feet beam and has a depth of 14.4 feet. She was built at Port Blakeley by Hall Brothers in 1882.

A verdict for $2999, the full amount asked, has been given in the Circuit Court at Portland in favor of Christian Petersen against Charles R. McCormick & Co. Petersen was a sailor on the steam-schooner Multnomah and alleged that he was ordered to descend through a manhole. There was no ladder for him to climb down by and the light was poor. He fell as the result about 20 feet and broke his leg.

The catching of a bubonic plague infected rat at University street and Railroad avenue, in Seattle, 1500 feet farther north than any infected rat heretofore has been captured, was the occasion for City Health Commissioner Dr. James E. Crichton issuing an order for a more vigorous campaign against the rodents. Several plague-infected rats had been caught previously at the foot of Jackson street in an old building, which has since been demolished.

A libel of information against the bay-schooner Wonder was filed in the United States District Court at San Francisco by United States Attorney Benjamin L. McKinley, claiming that the vessel is indebted to the Federal Government to the extent of $628. The libel alleges that on July 18 the schooner, commanded by Captain Charles Olsen, collided with and totally destroyed the Petaluma Creek light, a beacon light at the entrance of Napa creek. It cost the Government $628 to build a new light.

The schooner Robert Searles, which was recently towed into the Hawaiian Islands after a severe experience with a gale, has been sold to the Interisland Navigation Company of Honolulu for $1250. The price is evidence that the Searles was pretty much of a wreck. The steamship company also bought what was left of the vessel's lumber cargo on private terms. The Robert Searles, which was formerly owned by D. H. Tietjen of this city, was bound from Portland for Valparaiso when she fell into the heavy weather which turned her into a dismasted and battered hulk.

The American-Hawaiian Steamship Company announces a special service via the Tehuantepec route for the direct delivery of cargo from San Francisco, Oakland Long Wharf, San Diego, San Pedro, Seattle, Tacoma and Portland to Philadelphia and Boston. Shipments will be handled in carload lots only, but on the basis of New York rates; that is, without the addition of any local rates, except wharfage charges and other incidental charges customary at the respective ports; such incidental charges, if any, to be on account of consignees and in addition to the freight rate.

A libel against the steamer Hardy was filed in the United States District Court at San Francisco by the Kruse & Banks Shipbuilding Company of North Bend. The libelants state that they have been damaged to the extent of $5000, owing to the parting of a hawser connecting the Hardy with a wooden barge which they own, and which the steamer was under verbal contract to tow from Coos Bay to San Francisco, it being stipulated in the agreement that the Hardy furnish the hawser. The barge drifted ashore near Caspar, on the California coast, and the libelants state that they had to pay all expenses connected with refloating her.

The Supreme Court of Washington holds that when the master of a vessel changes the course of the craft it is not necessary for him to give due notice of same to the various members of the crew. The court, therefore, reverses the judgment of the King County Supreme Court in the case of Ole Wahler, who will not recover, under the decision, the judgment for $1,000 awarded him in the lower tribunal against the San Juan Fishing & Packing Company, appellant. It was shown that while the fishing craft "Grant" was in the waters of Southeastern Alaska a heavy storm came up. Wahler was directed to lash some dories, and while he was at work the master changed the course of the vessel, a heavy sea broke over the deck and he was hurt by the boats. The court says that to require the captain to give notice to all the crew every time he wanted to alter the course of the vessel would place an impossible restriction upon navigation.

The steam-schooner Noyo is conducting salvage operations on the steam-schooner Merced, recently wrecked on the rocks off Point Gorda.

Captain J. C. Cantwell, who has just arrived at San Francisco from the East to take charge of the Thirteenth United States Life Saving district, announced that he would at once begin to work for the establishment of more life saving stations in his district, which extends from San Diego to Cape Flattery. Captain Cantwell, who is well known on the coast as the former commander of the United States revenue cutter Golden Gate, but has been away from the city since 1907 as inspector of the Sixth Life Saving District, at Salisbury, Md., relieves Captain J. H. Quinan, who has been ordered to take command of the revenue cutter Miami at Key West, Fla.

After almost nine years of litigation, the San Francisco Bar Pilots' Association scored a victory against the Pacific Coast Steamship Company, when the United States Supreme Court at Washington handed down a decision in the famous test case involving the constitutionality of the California law which makes it compulsory for all ships engaged in foreign trade to employ the services of special pilots upon entering the port of San Francisco. Hereafter the Pacific Coast Steamship Company and all other lines whose ships ply between San Francisco and foreign ports will be forced to employ one of the members of the Bar Pilots' Association to bring their ships into this port. The latest decision affirmed the decision of the Court of Appeals, which decided in favor of the pilots two years ago. The case began in the local United States Court in 1905 and was decided in favor of the steamship company. The pilots appealed to the Court of Appeals, which passed the case up to the United States Supreme Court. In 1910 the case was decided by the Supreme Court in favor of the pilots, and was sent back to the Court of Appeals for rehearing. The last move on the part of the steamship company was to petition the United States Supreme Court to reverse the decision of the Court of Appeals, this petition being denied and every point involved being decided in favor of the pilots.

A Vancouver report states that a coasting service will be run by the White Pass and Yukon route in conjunction with the Chicago, Milwaukee & St. Paul system, in order to provide a direct service between Seattle and Vancouver and Fairbanks, Alaska, early next year. The proposed steamship line would establish a direct service by water between the present terminus of the Chicago, Milwaukee & St. Paul Railway and the White Pass and Yukon route, which would be superseded later on by the proposed direct overland railway. The Chicago, Milwaukee & St. Paul, as is generally known, plans to extend its system to Vancouver, where, it is understood, it would connect with the Pacific & Great Eastern Railway and the Grand Trunk Pacific and be linked up eventually with the White Pass line and the proposed links of the latter in Alaska and the Yukon. The White Pass & Yukon would build two first-class passenger steamships to ply between Tacoma, Seattle and Skagway. The steamships will compete with the fleet the Alaska Steamship Company operate with the Copper River Railroad at Cordova. Both groups oppose a Government railroad in Alaska, declaring that liberal laws will enable existing lines to extend and develop that territory. This year the White Pass Railway built additional Yukon steamers and began competition with established companies between Dawson and Fairbanks.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone, Kearny 394; (Advt.)

International Seamen's Union of America.

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INTERNATIONAL TRANSPORT WORKERS' FEDERATION.

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(Continued on Page 11.)

Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO

BY THE

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I. M. HOLT.....Manager

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, NOVEMBER 5, 1913.

THE ARMY OF UNMARRIED.

According to Census Bureau information 17,000,000 of the population of the United States are unmarried—which means thirty-nine of every hundred men. The number divides thus: Men of 20 years of age and upwards 8,102,000; women 15 and upwards 9,000,000. The Census Bureau official makes the suggestive argument that "there was never a time when the comforts and luxuries of life were so easily within the reach of all as now," with the evident desire of booming the matrimonial market.

There are various reasons for the vast army of unmarried, and space permits only the most superficial commentary. It is reasonable to suppose that at least 50 per cent. of the 8,102,000 unmarried men are capable of assuming the responsibilities of matrimony and it is needless to resort to statistics in order to show that the married state is desirable among those of marriageable age. Those opposed to single blessedness in men frequently advance the sweet old theory that "two can live as cheap as one." If under the present high cost of living the aforesaid theory was practical the responsibility of married life does not end there, and it speaks well for the intelligence of the American wage-earner when he refuses to assume an obligation which he fails to see his way clear of performing. Those persons properly qualified to assume matrimony must be prepared to meet more than the added cost of maintenance for two; they must prepare for the advent of, and consequent added expense of raising children. Each additional mouth to feed, carrying with it greater care and responsibility upon the devoted shoulders of the family breadwinner, means that the latter with each added expense loses a certain amount of independence and freedom. Eventually he is in the unique position of having his nose to the grindstone with the danger of bringing to miserable penury those whom he loves should he be compelled to assert his manhood in the struggle for existence.

The industrial field has fewer and fewer opportunities yearly and holds forth no future promise. Women are continually replacing men in the various professions and industries, to their own personal detriment and disaster to their future happiness. Men have now only the most hazardous and uncongenial employment without competition with the so-called gentler sex. Although our female element may be advancing the new idea of sex equality, the American man who possesses one iota of pride can not resign himself to the condition of allowing his wife to earn her own living after entering into the marriage contract, even if she was a wage-earner before marriage. Our present industrial system, tending ever toward a lower standard of living and an increasing competitive struggle for existence with alien races, must make the most observing pause and consider before taking any step which would further increase these obstacles to ideal communal existence. Space will not permit of further treatise upon this matter; but we observe that it is only the bravest blinded by Cupid or the foolish who will "rush in where angels fear to tread" that would lightly enter into the double harness of the marriage state.

OCCUPATIONAL DISEASES.

Nearly every trade and calling has its own peculiar hidden dangers to the health of the workers employed therein. In a number of States the law now makes it compulsory for physicians to report any case of disease due to occupation.

It is only within the last few years, however, that public interest has been shown in such diseases as phossy jaw, lead colic, miners' asthma, hatters' shakes, potters' rot, boilermakers' deafness, and brass workers' chills, etc. The suffering and sickness due to the inhalation of cement dust in ships' holds and box cars is not even mentioned by the various writers who have dwelt upon the subject. This is not strange, because new dreadful diseases due to fumes, gases and dusts are constantly being discovered. For instance, the medical director for the Pennsylvania East River Tunnels reported 2692 cases of the "bends" or compressed air illness. There are said to be scores of industrial poisons, one of which alone (lead) is in daily use in more than 150 trades.

From sickness alone the mere money loss in this country each year is said to be three-quarters of a billion dollars. Conservative American authorities have declared that at least one-fourth of this annual loss, approximately $200,000,000, can be prevented.

Dr. John B. Andrews, of New York, Secretary of the American Association for Labor Legislation, which society has made a special study of occupational diseases, dealt with the subject matter in a recent public address in the following commendable language:

> The prevention of these diseases is too great an undertaking to be left entirely to individual action. It can not be left to the worker, who, even when not ignorant of the danger, is driven by necessity to his task. It can not be entrusted to the employer, whose principal business, after all, under competitive conditions, is to secure profits. It can not be left to medical treatment alone, for prevention, and not after-cure, is the remedy. Not only on account of the magnitude of the problem, but also because of its nature, the prevention of occupational diseases is properly a function of government.

This fact was fully recognized by the longshoremen and seamen on the Pacific Coast when they appealed to the Legislatures of the three coast States for protection against the injurious cement dust. And we fully agree with Dr. Andrews that "future labor legislation and court decisions which mark the path of social progress should be based upon scientific study of industrial hygiene." But while such researches are under way, we should emphasize at every opportunity the following considerations: (1) All preventable occupational diseases must be prevented; (2) those occupational diseases which we do not yet know how to prevent must be reduced to a minimum; and (3) the victims of occupational diseases must be compensated for their injuries by some just system of insurance.

SAILORS VS. "SEA-NAVVIES."

The Volturno disaster is now a closed incident so far as the general public is concerned. This is a rapid age. The passing show has too many and frequent sensations of dimensions entitling them to rank as thrillers for any single one to linger long in the public mind. "Off with the old; bring on the new," is the cry of the fickle populace to which editors and statesmen alike must give heed. The modern outlook upon life is so taxed by the vastness and variety of what it sees that cursoriness of view has become as second nature with us. Besides, time is money. The nine-day wonders of our fathers are no longer popular. Blood-curdling indeed, and of world-wide significance, must be the calamity which would command front page space for two consecutive days in these hustling times. Yes, friends, 'tis a strange age, strangely capricious, and strangely moving its wonders to perform.

Which helps to explain why most of the lessons conveyed by the Titanic, Volturno and other sea-horrors have gone unheeded. Not the least of these may be gathered from a few chance remarks by Captain Inch, master of the ill-fated Volturno. When he arrived in New York on the Kroonland he was at once taken captive by those implacable head-hunters, the reporters. With all the arts and pencil-pointed blandishments which form the stock in trade of their inquisitorial craft they sought to wring from him an admission that he was a hero. But Captain Inch appears to be what his name partly suggests—every inch a man. At any rate he would have none of their hero bunk.

"I'm no hero," he stammered, tottering under the cruel onslaughts of his tormentors. "It's all in the day's work. Any good sailor would have done what I did.

"Now, there was Ola Gunderson and August Saartnen, who stuck to the pumps even after they wouldn't work any more, with the flames licking all around 'em, and wouldn't leave the ship till I did—there's the true sailor for you—the old school sailor, who knows how to sew canvas and splice a rope and is worth a whole cargo of sea-navvies.

"Give me a crew of these old whales and I'll sail to Hades. I had seven such men."

Then "his eyes grew misty." The first concern of a brave man is never for himself, always for his comrades in misfortune.

The tribute of affection paid by Captain Inch to "the true sailor" is one worth its full face value. It takes a sailor to justly appraise the worth of his fellow craftsmen. Set a thief to catch a thief, etc.

And Captain Inch is a sailor; make no mistake about that. Any man who, like himself, has bucked the roaring westerlies off the Horn in old windjammers can't help becom-

ing a sailor if he has the makings of one in him at all. The Western Ocean trade is usually regarded as the rough-house school of seamanship. But take it from one who knows that you'll never get really hep to what's what in seagoing until you've beaten your way around Cape Horn before the mast in a windjammer.

"I had seven such men." The tragedy of it! Only seven genuine A. B.'s to help care for the safety of six hundred and odd maddened, panic-stricken passengers! Now we know why those lifeboats were smashed and their precious cargoes spilled in the sea. It was the "sea-navvies"! Ah, those "sea-navvies"! They are the chickens of ill omen that have come home to roost on the doorstep of the dear, careless, derelict, ocean-traveling public.

And why is a "sea-navvy"? Well, "Hawserlaid Bill" was sitting in a shipping office one day not so very long ago when the gink who runs the place poked his head in through the door, and bawled:

"Five men wanted for the——"

"Men wanted, eh?" muttered Bill, fiercely. "'Tisn't men they want nowadays; it's mules."

There you have it. The dollar diplomacy of the shipowners, eke sixteenth-century laws, have made conditions of life before the mast intolerable as compared with the conditions enjoyed by workingmen onshore. Every consideration of humanity, safety, efficiency, even ordinary decency, has been subordinated to the greedy demand for cheap men. Result, undermanning and overwork. Exit the sailorman; enter the "sea-navvy."

That same dollar diplomacy is responsible also for the hard sledding through Congress of the Seamen's Bill. Talk about "insidious lobbies"! The shipowners' lobby, a hardy Washington, D. C., perennial since the year one of our independence, has them all skinned to a Rooseveltian frazzle. No lie, no trickery, no chicane, no sophistry, no misrepresentation has been so gross, or low, or farfetched as to render it unavailable to the smug gentlemen of that lobby in their unceasing campaign against the issues raised in Congress by the seamen of the country. But truth and justice are stubborn contenders, and sure winners in the end. And truth and justice are behind the Seamen's Bill. Also, "thrice armed is he who hath his quarrel just," as the shipowners will find out before they get through with us.

In the last analysis, however, the blame for the tardiness of Congres to pass remedial legislation for seamen rests with the public at large. It is, or should be, the final arbiter of all things sublunary directly affecting itself for better or for worse. And a body of well-trained merchant seamen is surely a matter of some concern to a maritime nation! But, painful though it be to record it, the general attitude of the public toward the Seamen's Bill has consistently been pretty much one of that deadly, aw-what's-the-use apathy against which neither prayers nor dynamite prevail.

Indeed, when one carefully reviews past performances of the public in re other labor measures equally as important to the country as the Seamen's Bill, one begins to understand the animus inspiring the degree of contempt which once upon a time prompted a certain wellknown gentleman to exclaim, "The public be damned!"

FURUSETH HOPEFUL.

Under date of Washington, D. C., October 25, 1913, Comrade Andrew Furuseth sends us a communication in which he throws much light of an interesting character on the recent passage by the U. S. Senate of the Seamen's Bill (Senate Bill No. 4). After presenting a brief abstract of the principal amendments to the bill, as adopted before closing the debates thereon, the comrade goes on to say:

The discussion began on Thursday, the 16th, with a partial analysis of the differences between Senate 136, the Nelson bill, and Senate 4, the La Follette bill. Senators Fletcher and Burton inserted several documents in the record.

The Senate adjourned until Saturday the 18th, when the bill was temporarily laid aside and an adjournment taken until Monday the 20th, when it developed that there was not a quorum present. After making arrangements for obtaining a quorum, the Senate adjourned until Tuesday.

The Senate then met every day, dealing with this bill until Thursday at four o'clock, when the voting began. It was about 5:40 when it passed.

Senator Burton made a persistent fight against the bill, and his fight induced Senator Bacon to come to his assistance to make an argument against the abrogation of the treaties. An amendment offered by Burton on the authority of the master to order the whole crew to have a boat drill obtained 12 votes, and was defeated as being unnecessary. An amendment offered by Bacon of Georgia that the bill should not apply where inconsistent with treaties obtained 15 votes, the Senate taking the position that the bill provided for the giving notice and amending of treaties in accordance with the treaties themselves, and therefore was in accord with the treaties and no violation thereof. Speaking for and strongly supporting Senator La Follette in favor of the legislation you will find the following named Senators: Fletcher of Florida, Sutherland of Utah, Norris of Nebraska, Cummins of Iowa, Williams of Mississippi, and Lane of Oregon.

Yesterday the bill was reported to the House from the Senate, and it is now lying on the Speaker's table pending the arrival of Judge Alexander, the chairman of the Committee on Merchant Marine and Fisheries. The bill as passed is identical with Judge Alexander's own bill, with exception of the amendments spoken of. Judge Alexander will be back here tomorrow, and as yet we cannot say what is possible to be done. The House of Representatives is at present without a quorum, and the shipowners are moving heaven and earth. Aside from those who are always here, Schwerin of the Pacific, Goulder of Cleveland on the Lakes, and Smith of New York, are here working on the House members. I don't know how many, but we may be sure that all the influence which can be marshaled by the shipowners and their friends, domestic and foreign, will be used to the fullest extent to prevent the House concurring in the Senate bill. I do not think that they will succeed, but members of Congress should be urged by telegrams to take immediate action in order that the bill may become law before the International Conference meets in London.

The "International Conference" to which Comrade Furuseth refers is the conference of the representatives of the various maritime nations of the world who will shortly assemble in London to discuss ways and means for more effectively safeguarding life and property at sea. Comrade Furuseth is a member of the commission appointed by President Wilson to represent the United States at that conference, so his solicitude for the enactment of the Seamen's Bill into law before the conference meets is thus accounted for. With the bill safely enacted into law his work at the conference would be facilitated to an extent which can hardly be overestimated.

Wm. B. Wilson, Secretary of Labor, will be in San Francisco on the 15th inst. and will remain until the 17th. Mr. Wilson is the man who in the last Congress fathered the Seamen's bill which passed both Houses of that body, but was vetoed by President Taft in the closing hours of his administration. It goes without saying that he will be "royally welcomed."

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Nov. 3, 1913.
Regular weekly meeting came to order at 7 p. m., E. A. Erickson presiding. Secretary reported shipping slack. A donation of $50 was made to the copper miners on strike in Michigan.

JOHN H. TENNISON, Secretary pro tem.
84 Embarcadero. Phone Kearny 2228.

Victoria, B. C., Oct. 27, 1913.
Shipping medium.
ARCHIE KING, Agent.
Old Court Rooms, Bastion Square.

Vancouver, B. C., Oct. 27, 1913.
Shipping quiet; prospects uncertain.
W. S. BURNS, Agent.
N. E. corner of Hastings and Main streets. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Oct. 27, 1913.
Shipping dull; prospects poor.
H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, Oct. 27, 1913.
Shipping and prospects poor.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Oct. 27, 1913.
Shipping dull; prospects uncertain.
JACK ROSEN, Agent.
P. O. Box 6. Tel. Main 557.

Portland Agency, Oct. 27, 1913.
Shipping slack.
G. A. SVENSON, Agent.
P. O. Box 2100. 51 Union Ave. Tel. East 4912.

Eureka Agency, Oct. 27, 1913.
No meeting. Shipping slack.
JOHN ANDERSEN, Agent.
227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, Oct. 27, 1913.
Shipping fair.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Oct. 21, 1913.
Shipping and prospects poor.
JACK EDWARDSEN, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping improving.
EUGENE STEIDLE, Secretary.
Phone Kearny 5955.

Seattle Agency, Oct. 23, 1913.
No meeting. Shipping medium.
LEONARD NORKGAUER, Agent.
Grand Trunk Dock, Rooms 203-205. P. O. Box 214. Phone Main 2233.

San Pedro Agency, Oct. 23, 1913.
No meeting. Shipping fair; prospects fair; few men ashore.
HARRY POTHOFF, Agent.
P. O. Box 54.

Portland Agency, Oct. 23, 1913.
No meeting. Shipping improving.
THOMAS BAKER, Agent.
No. 10 Bickle Bldg., No. 27½ Second street. Phone Main 1528.

DIED.

Fredrik Smith, No. 2157, a native of Norway, age 35, died at San Pedro, Cal., October 27, 1913.
Erik Olsen, No. 922, a native of Norway, age 44, died at San Francisco, Cal., November 2, 1913.

GRAYS HARBOR'S LUMBER.

Over a quarter of a century ago, when the city of Aberdeen, Wash., first commenced to see the light of day; when the first small saw mill was erected on the banks of the river which now teems with shipping of every description; when Edward Redman thought so little of the possibilities of there ever being a town on the banks of the river where the Wishkah River joins the Chehalis to make a stream for the commerce of the world, that he traded 160 acres of land where the city of Aberdeen now stands, for a like number of acres near Melbourne, nine miles up the Chehalis River, to his son-in-law, and he believed at the time that he had obtained a bargain. To-day the farm at Melbourne is still a farm and the farm on the banks of the Wishkah is covered by a thriving city. Not one of the pioneers at that time dreamed that there was back of the hills which surrounded them, trees unnumbered and of a value totaling into millions of dollars. Not one of these pioneers thought at the time that they would live long enough to see the mud flats filled in and covered with paved streets and brick blocks, but they are all here, a living reality, the result of the wealth that the logging and timber industry has brought to the men interested in it.

Lumber which at that time, produced in a small mill, was a drug on the market and was sold only to such new settlers as were preparing to hew out homesteads along the rivers; was of such little value that it was thought impossible to ever make saw mills pay here, in fact those here at that time state that they could see no way of selling even the logs after they had been brought out of the wods. But soon experienced loggers came, with them came men with money; then the industry was born. In time the N. P. railroad came to Aberdeen, but not until a bunch of enterprising farmers, townsmen, millmen and, others interested, had constructed a roadbed of several miles from Junction City to Aberdeen, not before this had been done and the same donated to the N. P. did the railroad come.

Three factors have combined to make the Harbor the greatest lumber manufacturing center in the world; railroads, ocean-going vessels and the timber, and these combined to make it possible to log, cut into lumber and ship over one billion feet of lumber in Chehalis County in the year 1912, the last year for which a tabulation has been made, but it is estimated that with the steady run that all of the mills have enjoyed this year and a better lumber market, the cut this year will far exceed any previous cut.

And this lumber, originally all shipped out as raw material, has finally come to be manufactured into several different articles right at the initial point. There are now sash and door factories; factories which make ladders, boxes, wood flour, spars and masts, barrels, pails, and the largest wooden pump stock factory is located on the harbor, shipping its products to every State in the Union.

The industry has grown from one small saw mill erected by the first settlers for the purpose of sawing lumber that they might construct themselves suitable homes, until to-day the output is so great that there is not a port of any note in the entire world which has not at one time or another received some of the products produced on Grays Harbor.

It is estimated that thirty-seven million feet of lumber was used in 1912 for shingles in Hoquiam alone, from which 291,000,000 shingles were cut.

The development of the logging industry has brought to the Harbor many industries which, although they are generally spoken of as small factories, they are still such as help to make the community prosperous and give employment to quite a number of men when the totals are added.

Another industry which the logs have made possible is the shipbuilding.

At Hoquiam there is a shipbuilding concern which employs a large number of men and is always busy constructing or repairing some vessel. In Aberdeen is another which gives employment to many men and where the ways are always occupied by a boat which is to have a new keel, a new bottom or there is building a new boat. These are made possible by the fact that there is just the right kind of lumber to be had, in the right dimensions and at a reasonable price.

The lumber thus cut and shipped by rail alone would make a train eighty miles long consisting of 10,000 cars. The coastwise shipments were twice as large and the total would have represented a train of cars loaded with lumber 230 miles long. Divided into trains of 1-6 of a mile long it would take 1380 engines to pull all the trains, it would take 6900 men to man the trains; which means that there was leaving each working day of the year, had the lumber all gone by rail, four trains 1-6 of a mile long and giving employment to four train crews. As it was the shipments by rail gave employment to an average of ten trainmen a day and during the year there was actually leaving each day two complete trains of lumber.

There are engaged in the logging industry of the Grays Harbor country somewhere in the neighborhood of 4000 men, the exact figures differing at times and the industry is such as to make it impossible to get a correct statement of the men engaged in it. The State Industrial Insurance Commission has the figures for a given month of the year, as returned by the logging concerns, and these give the basis for the above statement.

The logging industry is the backbone of the entire Grays Harbor country; without the logs there would be little here to help build and keep up the cities which nestle in the foothills along the river banks in Chehalis County. The wealth produced by the loggers of this county alone would be sufficient to pay off the national debt and leave a snug balance for spending money. The wealth, had it been divided among the men who went into the woods and brought out the logs, would have enabled each one of them, had they been so inclined, to build a beautiful home and maintain a family in luxury. In fact the wages alone that have been paid out to the loggers run into millions of dollars and are the foundation of more than one enterprising business institution now prospering in the cities; the foundation was made in the woods and then the trade of the woodsmen made it possible to grow.

The wealth which had flowed and will continue to flow from the logging industry of this country will build here cities and create commerce which in time will rival the shipping of any port on the Pacific Coast. The logging industry is in its infancy; time alone will bring forth its wonderful greatness, its completeness and finally its end. It is estimated that there is sufficient timber standing to keep the mills cutting daily for fifty years to come. —Grays Harbor Labor Press.

LAND GRABBING IN TRIPOLI.

The Italian funny paper L'Asino—The Ass—treats as follows of the war in Tripoli, in a dialogue between an Italian soldier and farm laborer and an Arab. "There is many a true word spoken in jest," says the proverb, and this is certainly a case in point:

Arab: What harm have we done you, since you are coming here to attack us?

Soldier: We are coming here to seek new land.

A.: Won't your own land do?

S.: Our own land? We soldiers have no land, you know. It belongs to the masters—the princes, the lords, the baronets, and other grandees, and they let large parts of the country lie waste and wild. No, we have no land, and many of us are forced to go to America in order not to starve to death.

A.: Consequently, it is because you can not get land in your own country, you will take our land from us.

S.: (Is struck by that conclusion, and keeps silent.)

A.: Allah is great! If he will now let you gain the victory, and if you take the land from us, what use is it to you?

S.: (Smiling melancholily): To me? The land is, of course, to be sold to people in no want of money. From whence do you think I should get the money?

A.: Then, it is the Italian farmers who are to buy it?

S.: The farmers? They are just as poor devils as we.

A.: But, by the Prophet's beard, who will be the owners of the land?

S.: The lords, of course, because they alone are in the possession of money.

A.: Thus the same men who let your own land lie waste?

S.: Exactly. We farmers and laborers have nothing but our own arms.

A.: Allah is great, but that is beyond my understanding. Then it is not for your own sake you and your friends are coming here to take the land from us. It is in order to procure still more land for those masters, who do not even cultivate the land they already are in possession of. I beg your pardon, my friend, but only the camels are just as silly as you and your comrades.

If the same questions had been asked by a Filipino of an equally candid American soldier he would have received the same answers.—Contributed by The American Economic League.

Labor will never realize its rights until it recognizes its wrongs.

LASHED TO DEATH.

In Baltimore a committee has been sitting trying to discover whether one Ijams, a boy 13, an inmate of the house of correction, came to his death from tuberculosis or as the effect of being strung up and lashed with a whip. The evidence showed that during three years' incarceration he was lashed nine times, principally because he could not, or did not, accomplish enough work to satisfy his taskmaster —the convict contract labor system.

A beautifully humane and reasonable system for this twentieth century, is it not? A fine commentary on our civilization, our philanthropic endeavors, our common sense. This 13-year-old boy was sent to the house of correction for misdeeds. But it is plain that once in the house of correction the prime effort was not to reform him; not to correct his misdeeds; not to teach him how to become a useful and self-respecting citizen. The minute he entered prison—under the cruel and medieval contract labor system—he was used as a source of profit to the State of Maryland.

He was tubercular and sickly. The disease of the boy was plain to be seen, as plainly as the disease of the mind was to be seen in his foolish crimes which brought him condemnation. He is described, even by the prison authorities, as "not vicious, but mischievous," as most boys of 13 may be expected to be mischievous. Once in prison he was handed over to a contractor, a shirt-making firm that pays the State so much per diem—or rather so little per diem—for the labor of the unfortunates. Ijams was put to work, and his daily task, set by the contractor, which the prison officials with all their power of punishment agreed to make him perform, was to sew "certain parts" of 150 shirts a day. Whether this daily stunt of work was too hard for a boy of 13 to perform, we have no means of knowing; what we do know is that Ijams, the consumptive, did not perform it, not once, but on several occasions, and, failing to satisfy the contractor, was lashed for his failure.

A fine picture it brings to mind—this sickly boy whose very commitment to such a place meant certain death to him, tied up and lashed with a whip, not to make him better, not to punish him for his sins against society, but simply to sting him into greater effort, so that the men who had contracted for his daily labor should not lose. Here is what the investigating committee has to say after going into the case:

"Ijam's chief difficulty with the officers lay in his dislike for work. For not completing his daily task, which consisted of sewing parts of 150 shirts in the factory, and for other minor offenses, he was thrashed nine times during his three years' incarceration. He was excused from punishment almost that many times for other offenses."

Never since the contract labor system was devised in greed and carried out in ignorance and cruelty has it been free from gross abuses. In its very nature it cannot be. It is a system which treats convicts as slaves, it welcomes men to prison as a source of profit, it has no concern about their reformation. It hires brutal guards to watch them; it turns them over to contractors who have no interest but to wring as much labor out of them as possible; it puts behind the contractor the prison officials armed with the lash for those who cannot satisfy the contractor's demands.

There is something shocking and infinitely sad in the death of 13-year-old Ijams, fresh from the prison lash, whether the lash killed him or tuberculosis claimed him as its prey. But if such a shameful death wakes public opinion against the system under which this boy died, then the ending of his life will not have been in vain.—Indianapolis Star.

ELEPHANT SEALS.

One of the most remarkable marine mammals now in existence is the northern Elephant Seal which has recently been discovered on the island of Guadalupe, lying about 145 miles off the northern part of the peninsula of Lower California. These seals are sixteen feet and more in length, and derive their name from the strange appearance of their heads, which have an elephant-like trunk, or snout, measuring nearly a foot or more in length in the adult males. The rediscovery of these seals, the only herd known to be in existence, was made by Dr. C. H. Townsend, of the U. S. S. Albatross on an expedition to study the fishery resources of that vicinity. The Elephant Seal is valuable for its oil which is worth about fifty cents a gallon, and a 16-foot seal will yield from 200 to 250 gallons of oil. Formerly they were caught and killed in large numbers until it was thought they had been practically exterminated. When rediscovered, these seals showed little fear of Dr. Townsend's party, and, when driven from a comfortable resting-place, would soon settle down and become quiet again. Both the young and the old seals have the habit of covering themselves with sand when settling down to rest on the beach. They are great fighters, but their fighting is not of a fatal or desperate sort, and the contestants soon separate. One of the curious features developed for protection in their beach battles is a "shield" covering the part of the animal mostly exposed to attack when fighting. This extends from the throat just below the base of the jaws down to the level of the flippers and rather more than half-way back on each side of the neck and breast. The skin is greatly thickened, practically hairless, and years of fighting has given it an exceedingly rough and calloused surface, producing an armored breastplate.

The bill proposed by the Russian Minister of Justice for regulating the conduct of ships' officers in giving assistance to vessels in distress, provides that the master of a ship who omits to lend assistance to another ship which is in distress, so long as no danger to his own vessel is involved, is to be liable to imprisonment for from two to sixteen months, and the withdrawal of his certificate for from one to five years. The same punishment is provided for a master who fails to give assistance in the case of collision. Should a master omit to give his ship's name, nationality, and port to a colliding vessel, he can be imprisoned for a period up to three months. Members of the crew who refuse to give the necessary assistance when ordered will also render themselves liable to imprisonment.

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships. Fraternally yours,

LAKE SEAMEN'S UNION,
V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION
570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y.....55 Main Street
Telephone Seneca 936 R.

CLEVELAND, O.....1401 W. Ninth Street
Telephone Bell Main 1842.

MILWAUKEE, WIS.....133 Clinton Street
Telephone South 240.

ASHTABULA, O.....21 High Street
Telephone 552.

NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

DETROIT, MICH.....7 Woodbridge Street, East
Telephone 3724.

SUPERIOR, WIS.....1721 N. Third Street
Telephone, New, Broad 385.

BAY CITY, MICH.....108 Fifth Avenue
OGDENSBURG, N. Y.....70 Isabella Street
CONNEAUT, O.....922 Day Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue
PORT HURON, MICH.....517 Water Street
ERIE, PA.....107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

HEADQUARTERS.
71 Main Street, Buffalo, N. Y.
Telephone Seneca 48.

BRANCHES:

CLEVELAND, O.....1185 W. Eleventh Street
CHICAGO, ILL.....445 LaSalle Avenue
MILWAUKEE, WIS.....151 Reed Street
DETROIT, MICH.....27 Jefferson Ave, East
SUPERIOR, WIS.....1814 Fourth Street
OGDENSBURG, N. Y.....70 Isabella Street
BAY CITY, MICH.....108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.

HEADQUARTERS.
BUFFALO, N. Y., 55 Main St. Tel. Seneca 2295

BRANCHES.

CLEVELAND, O.....1401 W. Ninth Street
MILWAUKEE, WIS.....151 Reed Street
CHICAGO, ILL.....314 N. Clark Street
ASHTABULA, O.....74 Bridge Street
TOLEDO, O.....54 Main Street
DETROIT, MICH.....7 East Woodbridge Street
PORT HURON, MICH.....517 Water Street
CONNEAUT, O.....922 Day Street
OGDENSBURG, N. Y.....70 Isabella Street
NORTH TONAWANDA, N. Y.....152 Main Street
SUPERIOR, WIS.....1721 N. Third Street
BAY CITY, MICH.....108 Fifth Avenue
ERIE, PA.....107 E. Third Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue

UNITED STATES MARINE HOSPITALS AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS.

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS.

Ashland, Wis.	Ogdensburg, N. Y.
Ashtabula Harbor, O.	Oswego, N. Y.
Buffalo, N. Y.	Port Huron, Mich.
Duluth, Minn.	Manitowoc, Wis.
Escanaba, Mich.	Marquette, Mich.
Grand Haven, Mich.	Milwaukee, Wis.
Green Bay, Mich.	Saginaw, Mich.
Houghton, Mich.	Sandusky, O.
Ludington, Mich.	Sault St. Marie, Mich.
Manistee, Mich.	Sheboygan, Wis.
Erie, Pa.	Superior, Wis.
Menominee, Mich.	Toledo, O.

THE LAND "WITHOUT" STRIKES.

The New Zealand Labor Department's annual report shows that, although last year was exceptional for industrial trouble, there was great development of the secondary industries of the Dominion. Since the passing of the Arbitration Act, in 1894, the average annual number of strikes in New Zealand has been five, but last year the total was 35, consequently the department describes the past year as the most notable for serious industrial unrest in the history of the Dominion. Happily, continues the report, the major portion were of a minor nature, but three disputes were of some magnitude, namely those affecting the Waihi gold miners, the Reefton coal miners, and the slaughtermen throughout the Dominion.

The first-mentioned was one of the most serious industrial disturbances in the history of New Zealand, and was remarkable for the fact that the dispute lay not between employers and their workers, but between two bodies of workers, i. e., those in favor of the act and those opposed to its principles. The most regrettable feature to record was that there was much rioting and disorder, which unhappily ended in the death of one of the strikers in a conflict with the police.

The Reefton dispute may be considered as second to the Waihi trouble in point of magnitude, the industry affected being at a standstill for a period of six months. The slaughtermen's strike, which was a sympathetic dispute, spread practically throughout the Dominion, took place when the season was at its height, and consequently must have resulted in serious loss and inconvenience to the freezing companies and to the farmers.

A table is given showing that of the 98 strikes since the inception of the Act the men were fully successful in 25 cases, the employers in 42, and a compromise was effected in 28 cases. Workmen lost £283,206 in wages, and employers are estimated to have lost £160,414.

The report suggests that the collection of facts made by one of the department's officers relating to the shortage of labor and the general conditions of employment in New Zealand should be repeated every two years. Factories numbered 13,375 at the end of the year, an increase of 428, and factory workers 86,598, or 7,808 in excess of the previous year. All the manufacturing trades show a very steady increase in wages paid, with the exception of the leather-working trades, light, heat and power trades, and flaxmilling. In regard to the slight decrease in the light and power producing trades (electricity and coal gas), it is interesting to note that, while there has been a decrease of £11,823 in wages paid in gas works, there has been an increase in the wages of powerhouse and dynamo hands of £10,002. It is probable, states the department, that the erection of more modern plant used for gas production, with its accompany labor-saving devices, has, in a measure, been responsible for the falling off in wages paid in that industry, and in a lesser degree the recent exclusion from the figures of some hands such as main layers and laborers, who are, strictly speaking, not factory operatives. The flax milling industry is a very intermittent one, and probably the price of the fibre on the English market was low during the year dealt with. As regards the increases, it is gratifying to note the very large additional wages paid in the iron and metal and the woodworking trades. This evidences fair progress and steady employment. In the other trades listed the increases are normal, and do not call for special remark.

There was a fair decrease in the total number of accidents recorded last year, and fatal and serious accidents in factories were very few compared with those happening in previous years. Altogether 217 cases were taken against shopkeepers under the Shops and Offices Act compared with 298 during the previous year. The decrease is mainly accounted for by the fact that proprietors of hotels and restaurants have become accustomed to the working of the Act of 1910.

There were 118 cases taken to the Conciliation Councils during the year, 74 being fully settled, 23 partially settled, and 21 referred to the Court. Compared with last year the results show that 12 fewer cases were fully settled during the present period. Since their establishment in January, 1909, the Councils have dealt with 426 cases, and of this total 292 have been fully settled, whilst the number referred to the Court was 55.

LABOR LAWS IN JAPAN.

The boasts which have been made of Japan's progress do not apply to that country's workmen. They are still in the bonds of slavery, though the spread of the Socialist movement, despite the repression of the authorities, has forced the rulers to take some tardy action to institute labor laws for the protection of the common people. Early attempts, particularly between 1899 and 1907, to secure the introduction of industrial legislation ended in great discomfort for the agitators, and failure so far as their efforts were concerned.

It was only in the year 1911 that Parliament adopted regulations in some measure controlling the relations between workpeople and employers. These regulations, says K. Kuwata in a German publication, govern establishments where not less than 15 workers are employed, and where in some cases work is dangerous to health. In these establishments employers must not require children under 12 years of age to work, excepting those engaged previous to the promulgation of the new law. The working day for males and females up to 15 years of age must not exceed 12 hours in 24, whilst the period between 10 o'clock evening and 4 o'clock morning must not be used by them, excepting in cases where the nature of the work requires uninterrupted day and night work, when workmen shall be employed in two shifts.

All male and female workers under 15 years of age must have at least two idle days per month; four days if they work day-and-night shifts. When the work exceeds six hours per day they have a right to a half-hour interval, or a whole hour interval in case of a ten-hours day. In extraordinary cases employers, with the consent of the authorities, may increase the working day and suppress the idle days. In an exceptional case the employer may increase the working day seven days in each month by two hours per day in "season trades" by one hour per day during the season, but for no more than 120 hours in a year.

According to the law, minors under 15 years of age must not be engaged in cleaning or oiling dangerous machinery when in motion, or in adjusting belts when the machinery is in motion. They must not be employed in those establishments where poisonous or generally injurious or highly inflammable goods are manufactured. The institution of these regulations is to be decreed by the Minister.

In case of mutilation, sickness, or death of a workman while he is at work, the employer is obliged to come to the aid of the sufferer or his family according to the law. The employer may name a representative, or substitute, in agreement with the local courts, and the representative will have to conform exactly to all statutes of the law, excepting the paragraph on compensation to workmen in case of mutilation, sickness, or death. In case of infringement of the articles of the law, the employer or his substitute will be liable to a penalty of 300 to 500 yen (£30 to £50).

This law will come into force by Royal decree in the year 1914, and will extend to 26,000 factories. In each manufacturing district (there are 47) three factory inspectors will be appointed, and they will be required to accomplish at least three visits of their circuits every year.

ON THE TOBOGGAN.

With about thirty-five delegates in attendance, the eighth annual convention of the I. W. W. in Chicago has come and gone. The membership shown by the roll call was about 14,250. This would indicate that the organization is rapidly losing ground. Even in the textile centers, where much of the last year's organizing work has been done, and where the organization had the benefit of the prestige of the Lawrence strike victory, there were but 1,600 this year as compared with 9,100 last year.

Reports are to the effect that the whole convention was dominated by the General Executive Board, which is a natural thing, considering the form of centralized organization characteristic of the I. W. W. Without the approval of the General Executive Board any measure proposed was certain of defeat. The principle fight was between the delegates favoring decentralization and those who are in the saddle and running the machine.

It is stated that only 640 members of the National Union of Forest and Lumber Workers were entitled to representation at the convention. This means that there are that number in good standing in the organization. This is rather in the nature of a shock to those who declared that there were at least 30,000 in this body. It represents the difference between what is claimed and what is really in the organization.

Sooner or later the men who are anxious to see a big, militant organization built up in the timber industry will join the bona fide movement of the A. F. of L. The professional disrupters might as well be in the top-heavy I. W. W. as in any other movement. There is room only for one national body in this or any other country. The A. F. of L. is in the field, has 2,000,000 members, and that is the organization to which all honest and sincere workers should become attached. —The Timber Worker.

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WEEKLY NEWS LETTER.

(Continued from Page 3.)

debtedness. The price of fish has been raised from 2½ cents per pound to 7½ cents per pound. At this price the fishermen receive an average of $2000 per year for their labor. In addition to this, every member of the union received last year an extra bonus of $1000. The manager of the association is just an ordinary fisherman, and receives $3000 per year for his services. The women employed in the cannery owned by the union receive $5 per day, the same wage paid to the men employed in doing the same work. The buildings are all sanitary, and the best of conditions prevail. This incident of what men can do under stress of circumstances can be duplicated by other organizations if they so will.

California—Now Florida.

A law passed by the last California Legislature forbidding the holding of real property in the State by Japanese resulted in international complications, although there were no serious results. Now it appears that Japanese land holders of California have entered into a scheme whereby they are to transfer their activities clear across the continent to Florida. It develops that land dealers of the latter State have interested the Japanese, and that quite a number have already purchased tracts of land in Florida, and now come Florida's Representatives in Congress with a vehement protest against permitting the representatives of this Oriental race to colonize in the State of Florida. The Governor of the State has been feverishly appealed to to call an extra session of the Legislature for the sole purpose of combating the influx of this undesirable, unassimilable yellow horde. The Governor announces that he is investigating the question of Japanese and land companies, and will act as his judgment indicates as soon as he has made up his mind as to the seriousness of the invasion of the Japanese. These Japanese who are already in Florida are settling in what is known as the "celery belt." It is predicted that if the State Legislature is convened in extraordinary session a bill more drastic in its terms than the California bill will be passed. If a few more States become interested in the tremendous influx from foreign countries it may be possible to have passed by Congress an Immigration Law that will in a measure protect all of the people of the United States, instead of individual States applying such measures as concern the people of their States.

Keating Grills Operators.

Representative Edward Keating, now serving his first term in Congress, and a member of the Labor Committee of the House of Representatives, delivered an address in Carpenters' Union Hall. He discussed the conditions existing in the mining strike district of Southern Colorado, he having just made a personal investigation of the conditions. "The conditions existing in Las Animas and Huerfano Counties are worse than in any place in the whole country—they are without parallel—and the only thing that will change the conditions is to unionize the coal miners employed in the Southern coal fields. One of the things asked for by the striking miners is a thing that has been enacted into law, but the men have been deprived of the operation of the law because the operators would not submit to it, that is, a check weighman. A bill passed the last Legislature providing for a check weighman, but the operators have refused to comply. The operators do not want to see the men organized for they know that means a complete change in the conditions in the Southern coal fields. The miners also told me that apparently they were permitted to buy wherever they chose, but as soon as an attempt was made to do so they were very soon out of a job. I found that the officers of Las Animas and Huerfano Counties for the past ten years had been owned body and soul by the Colorado Fuel and Iron and the Victor-American Fuel Companies, with the exception of one Coroner, whose verdict in a mine accident case favored the miners, and he very soon passed out of politics. The foreigners employed by these companies are subject to the most inhuman treatment, and American freedom, as practiced by these financial pirates, is both a disgrace and a farce."

Shame of Indiana.

The conditions existing in Indianapolis in the street car situation is one to be marveled at in a civilized community. A strike of the men on the interurban system occurred some time ago, but was practically defeated. Since that time an organized effort has been made, which has been successful beyond expectation, to organize all of the employes of the traction system. To thwart the efforts of the organizers the Street Railway Company has had imported into the city a large number of men willing to do the bidding of the traction company. Organizers and union men have been openly attacked, some of whom were brutally beaten, and aside from this the steps of those who are active in organizing the street car men are constantly dogged. The traction system even has employed women as spotters and, it is asserted, for getting these organizers involved in other ways. While these conditions are well known the daily papers of the city, the Mayor, the police, and all other officials are apparently blind to the transactions going on. In fact, it is evident that the entire city government is in harmony with the tactics employed by the Street Railway Company. In spite of this array against the union organizers much progress is being made in secretly organizing the employes of the traction company. Repeated attempts have been made to reach an amicable settlement with the car company, but all overtures have been turned down by the management. There is a growing sentiment that a strike of the traction men should be called, but those who are in charge have not as yet arrived at the point where they believe that the last resort act is necessary as yet. The fact that Indianapolis, one of the prominent cities of the country, would permit any local company to fill the city with the class of men it has for the purpose of brutally antagonizing organizers and members of labor unions, is a travesty on American freedom.

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LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

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Labor News.

Roller towels, which have been fixtures for many years in Government buildings at Washington, D. C., have been abolished in the interest of the public health by an executive order of President Wilson. Thousands of individual towels will replace the roller disease-breeders.

The evidence is all in and arguments have been made before the Arbitration Commission, which is to finally determine the controversy between the Eastern Railroads and their Conductors and Trainmen. A great mass of evidence on both sides has been presented, together with the arguments, and the arbitration commission will at an early date receive an additional brief from each side.

The officials of the Colorado State Federation of Labor are circulating petitions among the laboring people of the State for signatures that will put to a vote a proposed law calling for the repeal of the anti-boycott law. This law has stood as a threat against the union labor forces of the State whenever an attempt was made to generally inform union members of places of business known to be unfair to union labor.

The Bureau of Railway Economics has just issued a bulletin giving the amount which so-called train-crew legislation in the United States has cost the railroads in the way of increased operating expenses. The bureau estimates that such legislation in thirteen States on account of train crew laws will amount to $6,000,000 a year. The additional cost to railroads in New York State is given as $845,000 and in New Jersey as $381,000.

Petitions designed to determine whether public sentiment would support a proposal for the State of Colorado to seize and operate the coal mines, pending the settlement of the present strike, were put into circulation at Denver. The petitions are being circulated by the United Mine Workers of America, the State Federation of Labor and other labor organizations, according to officials in charge of the miners' union headquarters.

The Supreme Court of Minnesota recently held, in the case of Brantman vs. Canby, that where a city undertook to serve both public and private convenience by maintaining a municipal lighting plant to light its streets and also to furnish gas to private consumers it was not exercising a government function so as to escape responsibility for negligence in the management of the plant whereby an injury had been caused to the person or property of an individual.

Conditions existing in the strike of the San Francisco Pressmen and Feeders against the offices of the Franklin Printing Trades Association are most favorable. The Employers' Association is not now so sure that the Pressmen and Feeders' organizations can be effectually demolished. The union establishments are gradually absorbing the work formerly done by the offices attached to the union-busting association, and, while the belligerent employers are refusing arbitration, it is believed that the end is not far distant, as the inroads made by the transference of work and effectiveness of the strike will surely be the means of bringing about an adjustment of the present differences.

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Portland, Or., Letter List.

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Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

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Jacobsen, Torgils	Nilsen, Albert
Jacobsen, Johan	Nylund, Arthur

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Storek	Veasted, T. P.
Stewart, J. G.	Van Loo, A.
Strauss, W.	Verney, A.
St. Johns, C. R.	Waischwell, A.
Suarth, A.	Warner, Jake
Steel, J. R.	Waters, L. A.
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INFORMATION WANTED.

Axel Peterson, F. Lundberg, J. Gustafson, M. Garcia, crew of the steamer Riverside, at the time she towed in the Oceana Vance, kindly call at the office of the Charles Nelson Co. for money due them.

Victor N. Kvenen, a native of Belgium, age 32, last heard of in Ashtabula, Ohio, April, 1909, inquired for by his brother John Kvenen, Route 2, Raleigh, Tenn.

Valetine (Walter) Zima from Lubiachowo, Kreis Schrimm, Province Posen, Germany; last address Sailors' Union Hall, Seattle. Please communicate with Imperial German Consul, Seattle, Wash.

Anyone who was on the schooner "Americana" on January 29, when Louis Buttner was injured, is respectfully requested to communicate with the injured man. Address Sailors' Union of the Pacific, San Francisco, Cal.

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INFORMATION WANTED.

William McGrail, of Baltimore, Md., who sailed on the Atlantic and Gulf Coasts as cook for a number of years, is inquired for by his brother, George McGrail, 603 Decatur street, New Orleans, La.

Johannes Puun, born in Oesel, Arensburg, Russia, supposed to be sailing on the Pacific coast, is asked for by his mother. Anyone knowing his whereabouts please notify A. Lepp, Sailors' Union, San Francisco.

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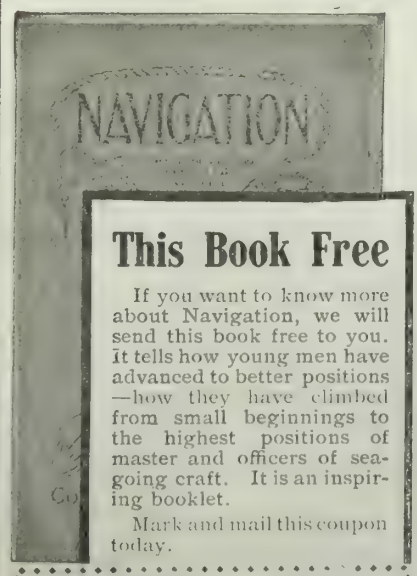
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Home News.

Between 230 and 280 miners were entombed by an explosion in mine No. 2 of the Stag Canyon Fuel Company at Dawson, N. M. The cause of the explosion is unknown.

The Supreme Court of Colorado held that all cafes or hotel dining rooms that sold liquor in small quantities were saloons, within the meaning of the law, and must keep closed on Sunday.

More than one-fifth of the men who served in the Army and Navy of the United States in the Civil War still were on the Government's pension roll at the beginning of the present fiscal year.

The annual report of the Commissioner of Pensions showed a net loss in the pension rolls for the year of 40,094, leaving 820,200 pensioners of all classes, 462,379 being Civil War veterans.

The campaign of ex-Governor Sulzer for the Assembly was formally opened in the Sixth New York District. Upon his arrival from Albany the candidate was greeted by thousands of his admirers.

Secretary of Commerce Redfield, in an address declared the Department of Commerce had not abandoned its intention to investigate general wage reductions made under the plea that the new tariff compelled retrenchment.

President Wilson has signed the urgent deficiency bill, abolishing the Commerce Court, and carrying exemptions from the civil service of Deputy United States Marshals and Deputy Collectors of Internal Revenue.

Should the present special session of the United States Congress run along until December 1, thus merging with the regular session, which will begin on that date, it will be the third time in the history of this Government that such a thing has taken place.

E. H. Gary announced at a meeting of chiefs of the United States Steel Corporation that the company would close none of its mills and lay off none of its men unless forced by trade dullness. It was expected that normal business conditions would return in the spring.

The Commissioner General of Immigration recently ordered the deportation of fifty-one Chinese from Los Angeles by way of San Francisco. The Chinese landed at San Francisco September 1 "in transit" to Mexico. They were arrested near Calexico, Cal., having walked across the border into the States.

Mrs. Emmeline Pankhurst was released from Ellis Island, following a decision by the Commissioner General of Immigration, in conformance with the wishes of President Wilson, to allow her to enter the United States to fill her lecture engagements, subject to a promise not to advocate militant methods for American suffragists.

In signing the urgent deficiency bill the President warned party spoilsmen that he would balk all raids upon civil service posts. The bill removes from the civil service deputy marshals and deputy collectors of internal revenue and also abolishes the United States Commerce Court, whose members are to be assigned to new posts by Chief Justice White.

Domestic and Naval.

The Pennsylvania Railroad has ordered two steam-propelled lighters for use in New York harbor from the Maryland Steel Company, at a cost of about $145,000.

Captain John Otto Hansen, at one time skipper of the cup winning yacht "America," and one of the best known yachtsmen in New England, died October 10 in New Bedford, Mass. He was born sixty-five years ago in Sweden.

During the month of September, 1913, 101 vessels of 30,864 tons gross, were built in the United States, of which 5 of 17,033 tons were built of steel, as follows: Atlantic and Gulf, 3 of 13,510 tons, Pacific 1 of 1,027 tons, Great Lakes 1 of 2,436 tons.

The Australian Government has made a grant of £5,000 towards completing the work of the Mawson Antarctic expedition and bringing the party back to Australia. This brings the total contribution of the Commonwealth up to £10,000.

The Cunard Line has decided to transfer the steamships "Carmania" and "Caronia" to the Liverpool-Boston service. The change will be inaugurated in March. There will be a regular weekly service from Boston to Liverpool by the Cunard Line.

The three-masted schooner "Venus" has been sold by Mrs. Jesse C. Johnson to John Damers, of New York, where the vessel is now lying. The "Venus" is 108 feet long, 29 feet 4 inches beam and 9 feet depth of hold. She was built at Cambridge, Md., in 1873.

The Chinese cruiser "Fei Hung," 2,600 tons displacement, built at Camden, N. J., ran speed trials last week, the maximum attained having been 22½ knots. The cruiser is 320 feet long, and has three steam turbines on three shafts. The armament consists of two 6-inch, four 4-inch, two 3-inch guns, six 3 pounders, two 1-pounders and two 18-inch torpedo tubes.

The new yacht under construction by the Herreshoffs for Robert E. Tod, of the New York Yacht Club will be launched in January, 1914, and delivered to her new owners about two months later. She has a water line length of 115 feet, is 162 feet over all, with a beam of 30 feet, and draws 18 feet of water. She will have two masts and carry an unusually large area of sail.

The annual report of the New Zealand Shipping Company, Ltd., to June 30, 1913, recommends a dividend of 16s. per share, of which 8s. per share was paid April 14, carrying forward £25,384 5s. 10d. Contracts have been made with Messrs. Wm. Denny and Brothers and the Societe des Ateliers et Chantiers de France, for two cargo steamers to be delivered next year. The steamer "Wakanui" has been sold.

The German emperor has ordered a new schooner to replace his present racing yacht "Meteor," and her success will have an important bearing on the question whether or not Germany will challenge for the America's Cup with a cutter designed by Oertz. Max Oertz was the designer of the last "Meteor," as well as of the "Germania," belonging to Gustav von Krupp, von Bohlen und Halbach, and several other fairly successful 75-foot yachts. The new schooner for the Kaiser is to be built at the Krupp works, at Kiel.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

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Sorensen, Hans
Sorensen, James
Sorensen, Peter
Sorensen, Soren
Sorne, F.
Sovchnes, P. Olaf
Spark, A. V.
Sping, James
Stangeland, Anton
Stangeland, P. A.
Stein, Emil
Stenberg, Alfred
Stevensen, August
Stoltzerman, E.
Strand, Louis
Standquist, Louis
Stratton, H.
Strauss, Walter
Strom, Olaf
Stuart, James G.
Summers, John
Sundholm, Frans
Sundquist, Ernest
Svanson, E.
Svensson, G. H. -1295
Swan, W. S.
Swarthey, Norman
Swenson, B.
Swanson, Listen
Svane, H. A. H.
Tammon, Chr.
Taurresen, Abraham
Tavares, Eugene
Taylor, U.
Tenneson, E.
Thygersen, Johannes
Thieltsen, Karl
Thomas, Henry
Thorkilsen, Jonas
Thorne, Richard
Thorsell, Chas.
Thorsen, Aksel
Thorsen, Jens
Thorsen, Otto
Tietjen, B. H.
Tillix, Hans
Tillman, A. E.
Udekull, C.
Uhl, Theodore
Uhlig, Carl
Valtti, Jalmar
Verney, A.
Vogt, Chas.
Wahlberg, Reed
Walch, Michael
Wells, Frank
Walters, Henry
Ward, H.
Wathsted, Albert
Watti, Jalmar
Weigaard, Jens
Welch, L.
Wells, George
Yoivola, Gust
Zechel, Walter
Ziehr, Ernest
Zimmerlings, F.
Zimmerman, Fritz
Zoe, Francis
Tipp, Joe
Tobiasson, Joel
Tomkins, Frank
Tompsen, Benjamin
Torsgren, Carl
Taivola, G.
Trede, Hans
Treiberg, P.
Treman, Ernst
Treucrek
Tuhyanscki, Carl
Tuppit, C.
Turnquist, Martin
Tvede, James
Twaig, F.
Twonle, Fred
Uppit, Walter
Ursin, J.
Volkanen, Veda
Vold, O. P.
Westman, Andrew
Weitgren, I. M.
Whinner, W.
Whiteworth
Wilehlm, Edward
Williams, Seth
Williams, Thomas
Wills, Max
Wilson, John E.
Zoe, Frank
Zoerb, Walter
Zorb, W.
Zoring, Arthur
Zunk, Runo

PACKAGES.

Apply to Secretary of Sailors' Union of the Pacific.

Anderson, A.
Anderson, Anders
Balda, A.
Buas, Tomas
Buhler, Karl
Carlson, L. C.
Christoffersen, Olaf
Ellefsen, Otto
Gasman, Geo. A.
Ginnoes, F.
Guebransen, Bjorn
Hansen, Chr. M.
Hansen, Karl
Iversen, Reidar
Johanson, Nils A.
Johnson, W.
Jorgensen, Oluv
Korsberg, Wolmar
Larsen, Hans
Laydon, D.
Lindroth, Erik
Madson, Olaf
Nelson, Hasmund
Olsen, -1244
Olsen, Oswald
Prieberg, P.
Raasch, O.
Rasmussen, E.
Rutter, T.
Saar, J.
Straus, Walter
Summers, James
Torkildsen, Jonas
Trondsen, J. M.
Wakely, R. E.
Walters, Albert B.
Welsen, Julius
Willander, -876

ALASKA FISHERMEN.

San Francisco.

Adamson, Hjalmar
Andersen, C.
Anderson, Wm.
Bensen, John
Burman, Andrew
Berg, Andrew
Carlson, Arthur
Cefalia, Vinzenco
Eriksen, Johan
Ericksen, E. John
Fry, Fritz
Frost, Hans
Husby, Lars
Johansen, Johan
Johanson, E. O.
Johansen, Amiel
Johansen, A. C.
Johnson, Martin
Johanson, Hilma
Larsen, Julius
Larson, H. A.
Lizs, Otto
Mathisen, Emil
Nilson, O.
Roelfs, J.
Swanson, John
Widlund, O. E.
Walrath, G. O.

Seattle, Wash.

Abolin, Adam
Borgen, K. Sigurdsen
Dahl, Ben.
Fister, Johannes
Finnigan, I. H.
Hagen, Gunder
Jensen, Gustav
Johansen, Ingvald
Johnson, Axel
Nelson, Nels Wilhelm
Larsen, Fred
Magnuson, P. A.
Osterlund, Albert
Olsson, Sigfrid
Peterson, Andrew K.
Phister, Albert
Polhome, Mr.
Ridderstaff, Ernest
Rye, F. M. J.
Selback, Chris.
Slinning, Rasmus O.
Spellman, Tom.
Starks, John
Stein, George G.
Stixrud, Jack
Stromsness Oscar

Pt. Townsend Letter List.

Andersen, E. T.
Alango, John
Hermansen, L.
Johansen, John
Johnson, Ole
Moore, George
Mertz, George E.
Nachtigall, H.
Rosbeck, Gustaf
Shold, Chas. A.
Varner, C.
Wilson, Gus

Tacoma Letter List.

Buckland, Wm.
Christensen, Albert
Conley, J. H.
Ellison, Harry H.
Foss, Alfred
Flinkenberg, Aino
Freeling, Chas.
Hansel, C. M.
Hansen, Johannes
Jorgensen, ePter A.
Knappe, Adolph
Loren, A. L.
Marin, Joe D.
Mynchmeyer, Harry
Nielsen, C. W.
Nissi, Clemmens
Olsen, Martin
Olsen, O.
Petterson, J. M.
Plesner, Levi J
Seblom, John
Simonsen, Sivgard
Strand, Chas.
Thoresen, Axel L.
Wessman, John

INFORMATION WANTED.

Any one knowing the address of Thos. Symington, age 59, last heard from in Seattle, Wash., 1908, will please communicate with John Sym-Chicago, Ill.

Andrew John Anderson, who left Aberdeen, Wash., on lumber barge Washtura for San Francisco, is inquired for. Any one knowing his present whereabouts please notify Mrs. Anna Anderson, Aberdeen.

John Rebbetad, who was in the steamer A. F. Lucas in November, 1911, is inquired for by his brother. Address, Coast Seamen's Journal.

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Number of Depositors.....	62,134

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INFORMATION WANTED.

Reiar Gundersen is inquired for by his brother, B. C. Gundersen. Anyone knowing his whereabouts please communicate with the Coast Seamen's Journal.

John West, who was on the steamer Horatius in June, 1912, is inquired for by P. Ivers, River Darling, via Wenthworth, Australia Please notify Sup't., No. 1 State street, New York.



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INFORMATION WANTED.

Arthur Griffith, alias Simmons, a British subject aged 28 years, 5 feet 6 inches in height, fair complexion, stout build, blue eyes, top false teeth, clean shaven, who is believed to sail on a coasting vessel between San Francisco and Portland, is inquired for by H. B. M. Consul-General. Anyone knowing his whereabouts please notify the British Consulate-General, San Francisco.

John Hansen, who was lookoutman on the S.S. "Argyll" some months ago, is wanted by the Union Oil Co. Anyone knowing his whereabouts please notify the manager Marine Department, Mr. Walter G. Tubby,

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INFORMATION WANTED.

Carl Johan Nilsen, a native of Sandefjord, Norway, aged about 33, left his home at 1164 Potrero Ave., Sunday, August 17th. Any one knowing his whereabouts please notify Coast Seamen's Journal.

News from Abroad.

A monument commemorating the achievements of Santos-Dumont, the aviator, was unveiled at Saint Cloud, France.

Austria sent an ultimatum to Servia, demanding the immediate withdrawal of all the latter's troops from points in Albania.

The probate of the will of J. Pierpont Morgan in London showed that his British estate amounted to $5,899,155.

The first British oil-burning battleship, the Queen Elizabeth, was launched at Portsmouth. It will carry an immense armament.

Four hundred and thirty-one men were burned to death when an explosion in the Universal Collieries, at Cardiff, Wales, wrecked the pits. Fire followed the explosion.

A lockout in the British cotton trade was averted by the signing of a settlement between the Boston spinners' council and the strikers of a mill at Manchester.

The first French aerial mail was carried from Villacoubla to Pauillac, a distance of 400 miles, by Lieut. Andre Ronin, in seven hours and a quarter, beating the mail trains by more than an hour.

The body of Dr. Rudolph Diesel, the German motor inventor, who disappeared from a ship between Antwerp and Harwich, was picked up by a boatman in the mouth of the Scheldt.

Because of the Zeppelin disaster at Johannisthal the Belgian Government has suspended flights by Belgian military dirigibles and probably will abandon its plan to buy another airship of the German type.

David Lloyd-George, Chancellor of the British Exchequer, expressed the belief that a law giving the vote to women would be passed at an early date, but not in the life of the present Parliament.

A committee representing German shipping and trading interests appealed to the German Government for an appropriation for a German pavilion at the Panama-Pacific Exposition.

The Servian Government announced that in accordance with the Austrian ultimatum it had ordered its troops to withdraw from Albania.

The Chartered Company of South Africa has decided upon an undertaking whereby Rhodesia will be made the beef market of the world, millions of acres of grazing land being turned into a vast ranch.

Sir Ernest Shackleton, whose dash to the South Pole, the "farthest south" until the actual reaching of the pole by Amundsen and Scott, is arranging another Antarctic exploration trip for 1914. He will take with him the same companions as he had on his last trip. They will start from South America and hope to return by way of New Zealand.

It is reported that a party of ten Eskimos were rescued from an island in the mouth of Hudson's bay, upon which they had been marooned for ten years. It appears that the Eskimos were caught off shore on drift ice and carried, after long weeks of hardships, to the island upon which they were found. This island has been avoided by passing vessels because of reefs and magnetic disturbances which affected ships' compasses. It is over 100 miles from the mainland.

With the Wits.

General Use.—"The vacuum system seems now to be applied to everything."

"Quite so. I know a number of people who even think with it."—Baltimore American.

Genuine Pity.—Excited Small Boy—Hey, Mr. Tanks, there's a burglar crawlin' up your front steps, this very minute!

Mr. Tanks—Poor devil, the missus'll think it's me.—Sydney Bulletin.

Remembered.—"Did your uncle remember you when he came to make his will?"

"Yes; he remembered me so well that he left my name out altogether."—Buffalo Express.

Mutual Joy.—"Were you glad to get back to school and see your dear teacher?"

"Well," replied the very observant boy. "I guess I was just about as glad as dear teacher was to get back and see me."—Washington Star.

Neighborly Help. — Jess — Miss Schreecher is going abroad to finish her musical education.

Tess—Where did she get the money?

Jess—The neighbors all chipped in.—St. Louis Globe Democrat.

Impotent Rage.—"It has been a long time since I have read any contemporaneous poetry that moved me to tears."

"Only the other day I read a poem that moved me to tears."

"How did it move you so?"

"I wept because I couldn't get at the author."—Birmingham Age Herald.

Only Surface Coloring.—Willie—Mama, what's that stuck in papa's throat?

Mother—That's papa's Adam's apple.

Willie—And did he swallow it green?

Mother—Don't be grotesque, dear; papa wears a brass collar button.—Cornell Widow.

An Invitation

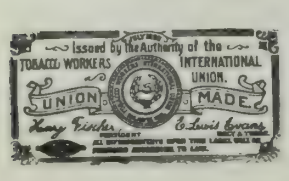
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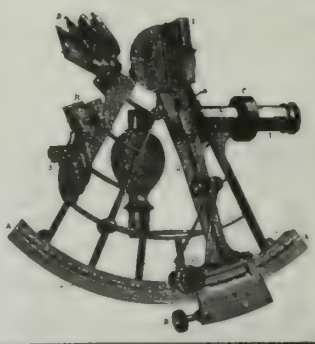
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COAST SEAMEN'S JOURNAL



FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XXVII, No. 9. SAN FRANCISCO, WEDNESDAY, NOVEMBER 12, 1913. Whole No. 2251.

PRESS ON SEAMEN'S LEGISLATION.

In their efforts to free their craft from the soul-cramping abuses of a bygone age the organized seamen of America have had a hard, uphill road to travel. Customs and laws musty with the mold of the centuries have had to be chipped away piecemeal, so firmly were they rooted in the soil of conventional absurdities. Public apathy and prejudice have stood as veritable impasses on the road to freedom. Hostility of shipowners and exploiters of labor generally, legalized robbery by crimps and other landsharks, changing industrial conditions adversely reacting on their calling—all these things and more have the seamen been grappling with for, lo, these many years. It has been a long, wearisome, dead beat to windward, with hardly anything to show from day to day that any progress was being made. More than once the enemy has had us licked to a standstill, and as often have we convinced him, Paul Jones like, that we had just begun to fight.

But at last the tide seems to be turning. There is a decided break in the clouds to windward. Things are beginning to come our way. The long fight waged in Congress, culminating last month in the passage by the Senate of the La Follette Seamen's Bill, has at last ripped the conspiracy of silence from clew to earing. From near and far come demands that the bill be speedily enacted into law. The press, the reflex rather than the molder of public opinion, has been quick to feel the pressure. Editorials galore have been written in support of the bill, urging on the voters everywhere to rally to its aid. Below we reprint a few, typical of the great mass of the others:

Bill to Protect Seamen.

Steamship companies engaged in the coastwise trade are already highly protected against competition by the law that forbids foreign ships to carry passengers between American ports. But they are not required to protect the seamen employed on them, and therefore they profess to be greatly alarmed by the La Follette Seamen's Bill.

It is unnecessary to discuss the predictions of ruin made by the steamship companies that will be affected by the proposed law. Such predictions get little attention from the public in these days. The whole country is strewn with predictions of ruin that didn't come true. Progress cannot be interrupted by nightmares.

Transportation is a public function. It is the business of The People to insist that transportation be safe, that the rates be reasonable, and that life and health of employes as well as passengers be properly safeguarded. The sentiment for public ownership and operation of railways has gone too far for the steamship companies to be safe in making autocratic demands.

The People demand safety for employes and service for themselves. They will have that. If the steamship companies refuse to do business under just conditions, The People can maintain and operate their own transportation lines. Perhaps "the attempt to improve the condition of seamen will result in most of them losing their jobs," as a "public enemy" says; but it will result also in the steamship companies losing their jobs, after finding that fighting progress is not a profitable business.

The passage of the La Follette bill for the protection and benefit of seamen is the result of twenty years of hard, heart-breaking work by Andrew Furuseth representing the Seamen's Union of the Pacific. Furuseth was recently appointed by President Wilson as special commissioner of the United States to the International Conference of Safety at Sea, to be held in London this month, and at which fourteen nations will consider measures to safeguard the lives and passengers upon the high seas. It is difficult to eulogize so big and unselfish a man as Andrew Furuseth, who for so many years has worked in Washington "at a seaman's pay" for the benefit of humanity. The La Follette bill is really the Furuseth bill—and in saying this, we do not detract one iota from the great credit due the Senator, without whose splendid championship it could not have passed.

The bill passed by the Senate gives greater freedom to seamen and promotes greater safety at sea for passengers and crews. It will promote the welfare of American seamen in the merchant marine of the United States, abolish arrest and imprisonment as a penalty for desertion, and secure the abrogation of treaty provisions in that respect. It also enacts new legislation looking to better protection and safety at sea. It gives to seamen one-half the wages that may be due at any port the ship enters, to load or discharge cargo, and applies to seamen on foreign ships, while in American harbors, and improved sanitary conditions are required.

In one particular the bill is one to free seamen from a condition of chattel slavery. That provision is opposed by shipowners and by their hired newspaper, which says:

"The provision of the law which excites most interest is that which repeals all laws for the arrest and imprisonment of sailors deserting from a merchant ship. Whether that will work as well for seamen and laboring men generally as its promoters expect remains to be seen."

Men do not usually "desert" good jobs, at good pay and with good treatment. It is said the public interest "demands that when a crew takes a ship to sea, having shipped for the round voyage, that crew shall bring the ship home again." That depends on the treatment given to the crew, and on other things. The public interest does not demand slavery under any form—not even when a man signs a contract that he will be a slave for a "round voyage." The public interest does not demand involuntary servitude at sea any more than on land.

All honor to Andrew Furuseth for his devotion, not only to the cause of the seamen, but for his devotion to the great cause of humanity! Honor, too, to Senators La Follette and Williams, and the other members of Congress who stood for the right. The passage of the La Follette bill through the Senate will undoubtedly have an excellent effect on the deliberations of the International Conference of Safety at Sea. California should be proud that Andrew Furuseth is one of her citizens.—The S. F. Star.

No Weakening of Bill.

The prospect of seeing many of their seamen desert British ships in American ports, if the pending seamen's bill should pass Congress, and being compelled to reship them at the rates of wages prevailing in American ports, is far from being a pleasant one to British shipowners.

So commonplace is British interference with American legislation that one British shipowner complacently remarks—one might think he was speaking of his own beloved Parliament—"I believe certain alterations will be made (in the seamen's bill in the American Congress), as a result of representations of British shipowners."

If the bill were not already assured of early enactment, such representations would undoubtedly hasten its enactment.

The Chamber of Shipping of the United Kingdom is aroused as well. At its annual meeting its president assured its members that "the chamber urged and would continue to urge upon the (British) Government the necessity of taking the strongest possible measures to protect British shipping against some clauses of the bill which were both ridiculous and iniquitous." Perhaps these "strongest possible measures" will be advocated by the United States Department of State as soon as it receives its cue from the British Ambassador.

The American people should know that this is the way Britons look upon an American seamen's bill:

"Every step will be taken to induce the Government (of Great Britain) to make such representations to the United States Government as to cause the bill to be withdrawn or amended in a drastic measure."

Nothing mealy-mouthed about British expectations as to the result of the representations of the British Government to the Government of the United States! Evidently Secretary of State Bryan is expected, by Britons, to exercise a powerful influence upon Congress. The modifications made in the seamen's bill, if any, will be studied with interest, in order to make clear in whose behalf they are made—American seamen or British shipowners.

Perhaps the cost of operating foreign vessels in their trade with us will reach a closer degree of parity, especially in the wage factor, and thus make easier the competition of American with foreign vessels in the carrying of American imports and exports, a probability distinctly disquieting to our foreign friends.

The seamen's bill will unquestionably pass Congress, and that promptly. President Taft vetoed a similar bill in the closing days of the last Congress under a mistaken impression that it was opposed by the vessel-owing interests of the United States.

If the seamen's bill were passed for no other reason than to secure reforms needed in the handling of lifeboats at sea, it would effect a wholesome restraint upon the employment of inefficient seamen, as well as compel vesselowners and the officers who command their ships to establish a far higher grade of seaman efficiency, in which the development of experts in the handling of lifeboats will be a most welcome result.—The S. F. Examiner.

Safety at Sea Promoted.

The scheme of the shipowners to defeat the seamen's bill has failed in the Senate, for that body has passed the La Follette bill, backed by the Seamen's Union, the Department of

(Continued on Page 10.)

LOCAL SEAMEN NOT EXEMPT.

An important decision was rendered recently by the Supreme Court in the case of J. H. Schnack vs. H. O. Clark, defendant, and the Inter-Island Steam Navigation Company, garnishee, in which it is held that "under the Federal statutes the wages of a seaman engaged in the merchant trade between ports in this Territory, the seaman not having been shipped by a shipping commissioner, may be attached by a creditor in garnishment proceedings."

The opinion is written by Chief Justice Robertson and is a lengthy one, covering eight typewritten sheets. It is concurred in by Associate Justices Perry and De Bolt. The case was appealed directly from the district court of Honolulu on points of law to the Supreme Court.

In the District Court Schnack brought suit in assumpsit against H. O. Clark, who was a mate on one of the steamers of the Inter-Island Steam Navigation Company. Judge Monsarrat gave judgment in Schnack's favor and against Clark in the sum of $40.10, but upheld the contention of the Inter-Island Steam Navigation Company, named as garnishee and which had in its possession the sum of $38 due Clark as wages, on the ground that a seaman's wages were not subject to garnishment, and discharged the company from further obligation in the case.

Schnack appealed from this ruling of the District Court, on points of law, to the Supreme Court. In supporting Schnack, in his contention that seamen engaged in the merchant trade between ports in this Territory are not exempt from garnishment, Chief Justice Robertson says:

"We think that the effect of this legislation is such that the wages of seamen engaged in the coastwise trade other than that between Atlantic and Pacific ports are not exempt from attachment unless the seaman was shipped by a shipping commissioner. . . .

"As the case will have to be remanded we would call attention to Section 1831 of the Revised Laws relating to the exemption of wages from attachment and execution, and to Section 1 of Act 99 of the Laws of 1907 relating to the garnishment of wages. No reference was made to local statutes at the argument and we make no ruling as to the application of those mentioned or either of them to the wages of the defendant.

"The order appealed from is reversed and the case is remanded to the District Court of Honolulu for further proceedings conformable hereto."

F. Schnack for plaintiff.

E. W. Sutton (Smith, Warren, Hemenway & Sutton on the brief) for the garnishee.

C. H. McBride filed a brief for defendant.—Honolulu Advertiser.

A certain German street-car line, operating between cities in Rhenish Prussia, charges only about half the regular passenger rates to those who stand. The round-trip rate from Elberfeld to Werden, about ten miles, costs 50 cents if the passenger has a seat, while those who remain standing pay only 25 cents.

For fair products of all kinds consult the JOURNAL'S ad columns.

THE CAUSE OF MISERY.

Professor Charles Henderson, chairman of the educational committee on Chicago philanthropy, is planning for organized effort to educate the people of Chicago upon this subject.

Thousands of circulars and pamphlets are being distributed and organizations and clubs are being called upon to help the movement. "We believe that if we can get 100,000 good citizens to understand conditions that cause the misery that exists in Chicago it would be worth in the long run even more than the money given," said Professor Henderson.

One hundred thousand good citizens to understand the cause of the misery! It would, indeed, be worth more than any sum of money.

Thousands of people are talking about the misery, the suffering, the vice and crime in Chicago. They try to locate the blame, to see who are to be punished. They try to evade the blame—not to face their own responsibility—or they try to lessen the suffering by feeble efforts.

But they do not know the cause. The last thing they want to know is the cause of misery.

Professor Henderson says Chicago spends eleven million dollars annually for charitable purposes, but the misery is not relieved. We still have dirt, disease and crime and the poverty which is at the root of all these things.

It is well for Professor Henderson and his committee to circulate their pamphlets on "Housing Reform," "Playgrounds," "Infant Welfare" and "Minimum Wage." The first step toward improvement is education. The people must know how to conduct social, co-operative institutions for their own benefit.

But, after all, this does not teach the cause of the trouble. As long as society is so organized and governed that the greed of the few can feed, unrestrained, upon the life of the many; as long as the products of labor can be taken away from the workers by systems, legal and "respectable" misery will continue.

The people must learn that the cause of their trouble is simply this: They do not control the means of life. The great social and industrial institutions upon which their existence depends are controlled by a selfish few who care more for profit than for human life and happiness.

If one hundred thousand good people in Chicago knew this, what would they do? Probably they would make use of their power to cure the cause of misery, to put an end to the oppression of the workers, to use the products of labor for the good of those who labor, and so banish the misery of the people and with it the need of charity.—Mary O'Reilly in Chicago Press.

The Patent Office has reported a partial list of nearly 500 patents issued to negroes, among them twenty-seven to Granville T. Words, of New York, for electrical devices, many of which are in use throughout the country, one of particular value having been adopted by the Bell Telephone Company.

The North German Lloyd Steamship Company has under active way and in contemplation new steamship tonnage aggregating 136,000 tons.

THE REAL AGITATOR.

The national convention of the Industrial Workers of the World, held during the past week in Chicago, caused considerable excitement to the Inter Ocean. It insisted that something should be done to drive the delegates elsewhere. The members of the I. W. W. are suspected of harboring no scruples against the use of violent methods in labor troubles. Therefore the Inter Ocean, the Seattle Times and other such reactionary organs see in them a source of great public danger. What reactionaries do not realize is that their own doctrines lead logically to violence and disorder.

* * *

To make the matter clearer let us imagine a world in which a few have plenty because they deserve it and the rest have little or nothing because that is all they deserve. Let us suppose this state of affairs to be the result of natural laws under which there must always be some who are rich and many who are poor, under which no legislation or peaceable effort of any kind can abolish poverty, under which the poor can only earn their living by doing work which wealthier classes want done while those who can get no work to do must choose between starvation, beggary or crime. Under such conditions there would be no other way open to the poor to better their condition than through violence. Now reactionary organs continually endeavor to spread the doctrine that the world we live in is such a world. They base their arguments on the fallacies that, if true, would justify for political economy the name of "the dismal science." Poverty-stricken workers who believe what reactionaries preach must necessarily be driven to despair. What wonder is it that many of them, feeling they can gain nothing through peaceable methods should prefer the risk of incurring legal penalties to an indefinite period of misery outside of jail? "Tumults," says Dan Beard, "are caused by the fixed rocks—the Conservatives—in the stream of progress." The real agitator is the Conservative.—The Public (Chicago).

CRITIC OR KNOCKER?

The difference between a critic and a knocker in our organizations may not appear to be very great, but in our opinion a member that is a critic, an honest critic, is both desirable and beneficial to any body of men.

An honest critic who may oppose some proposition will suggest or offer some other solution that may bring about better results. Such opposition will bring about a discussion that is generally helpful to any organization. But a knocker, he is far different and should never be classed with a critic. A knocker always has his little hammer ready and can be depended on to oppose every act of his organization, but you will never hear him suggest a proposition or offer a solution to remedy an evil.

It seems born in some people's nature, that spirit of rebellion; they appear to think one of their duties on this earth is to oppose the general order of things without considering the right or the wrong.—Rochester Labor Journal.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Colorado Situation.

Denver.—The situation in the coal camps of this State remains about the same. Efforts are being made by the coal operators to induce the Governor to call out the State militia to assist in winning the strike for the operators. The State, however, is confronted by an empty treasury and by another experience in years gone by that is not happily referred to. During the regime of Governor Peabody the State contracted a large military indebtedness in interfering in the Cripple Creek strike. After many years this debt has finally been liquidated. The coal operators are seeking to have the Governor issue 4 per cent. certificates to raise money to send the State militia into the affected camps, but the sentiment of the State is against this procedure. Added to this, Congressman Keating has introduced a resolution calling for a Congressional investigation of the coal strike in Southern Colorado. Congress is asked to send a committee to this State to determine whether the coal companies have combined in restraint of interstate trade and to advance prices, and whether the companies control State and county officials and whether firearms and ammunition have been imported to be used by the mine guards and strikebreakers. The miners are putting up a splendid defense, and very few strikebreakers are entering the State.

Safety at Sea Conference.

The President of the United States apparently set a good example when he appointed Andrew Furuseth, President of the Seamen's International Union, a delegate to the Safety at Sea Conference, to be held in London, England, beginning the early part of November. Information has just been received that J. Havelock Wilson has also been appointed as one of the British conferees to this conference. Therefore the two seamen, with actual sea experience, who understand the needs and aspirations of sailors, will undoubtedly play a conspicuous part in this important meeting, and guarantees that with the seamen, represented by men of the caliber of Furuseth and Wilson their interests will be protected and intelligently presented. Andrew Furuseth has already left Washington for London.

Good Work.

Seattle, Wash.—As the result of the patient work extending over several months a committee of the Central Labor Union has secured a settlement with the Metropolitan Building Company, lessees of the University tract. This is a section of the city on which was held the Alaska-Yukon Exposition some years ago, and which left as its heritage a very large number of buildings, which have since been put to commercial uses. This company has agreed in the future to employ union labor on all its maintenance work and also on all future construction. This ends a dispute of long standing and is gratifying to the labor movement in this city. The announcement of the proposed construction of a new $150,000 theater on the tract immediately after the settlement of the trouble indicates what effect this agreement is to have on the building up of that particular section of the city. The efforts put forth by the committee which successfully engineered this settlement are to be commended and the labor movement is greatly strengthened on account of it.

Another Labor Temple.

San Diego, Cal.—A lot 100x100 feet in an accessible portion of the city has been purchased by the Labor Temple Association. The price of this piece of property was $15,000. For a long time efforts have been made to secure sufficient funds to construct a home for organized labor, but up to the present time there have been insurmountable obstacles in the way. The site secured is in a growing portion of the city and the consensus of opinion is that it will rapidly increase in value. It is proposed to build a brick structure of four stories, with a foundation sufficient to carry three more stories. Included in the appointments are to be tool rooms, a gymnasium, and swimming pool. The board of directors in charge of this work has been extremely careful in the purchase of the property and in the conserving of the funds of the unions, and it is expected that with the start made a sufficient amount of money can be procured from the unions to erect a structure suitable to the needs of the organization in the city.

Chauffeurs Strike.

New York.—The Chauffeurs employed in transporting United States mail on motor trucks, 125 in number, went on strike recently. The entire section south of Forty-fifth street was affected, this district including the general postoffice and branches at railroad terminals and steamship piers. The drivers complained that they were compelled to drive through the streets at high speed in order to make trains, and asserted that they understood that the police commissioner, as a result of recent accidents, had issued instructions to arrest mail automobile drivers for speeding. The Mayor of the city has recommended to the Board of Aldermen the passage of a city ordinance regulating the speed of mail trucks. Eight persons have been killed by these vehicles this year.

Textile Workers' Convention.

Important action was taken at the recent convention of the United Textile Workers held in Philadelphia. The convention went squarely on record in favor of trade unionism as against industrialism. By a unanimous vote an assessment of twenty-five cents per member was levied for the purpose of raising funds to carry on an organizing campaign among the unorganized Textile Workers throughout the country. The Executive officers of the organization were also given authority to levy further assessments for the same purpose. Resolutions were adopted urging Congress to pass a national eight-hour law to apply

(Continued on Page 11.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeland Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts Maritimes de France, 33 rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S, Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federacion Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

The Board of Trade in Great Britain is organizing an inquiry into the relations between the railway companies and the State, with a view of preventing strikes and lockouts.

The Railway Workers and General Laborers' Union in New South Wales has decided to affiliate with the Trade Unions' Congress which meets at an early date at Sydney.

The eight-hour day is becoming more and more general among the steel smelters in Great Britain, whose organization increased by 9860 last year, the present number being 27,000.

Women employed in the textile industry in Germany are in a majority over the men, there being 400,000 females as against 371,000 men. In the clothing industry the women outnumber the men with 228,000 to 97,000 men.

It is reported from Montevideo that the Chamber of Deputies of Uruguay has accepted a law providing the legal eight-hour day for all workers engaged by State or local authorities, as well as for all workers paid out of the public purse.

Watchmen and caretakers in New South Wales have filed amended claims before the wages board. For watchmen, and night cleaners in public buildings, they claim £2 12s. 6d. per week; night cleaners in other than public buildings, £2 8s.

During the nine months ended September, 1913, the total number of seamen shipped in the ports of Great Britain was 433,403, an increase of 29,015 on the total for the corresponding period of 1912. The most marked increases were at Liverpool, London, Cardiff, Glasgow and Southampton; while Bristol showed a considerable decrease. Lascars are not included in the figures.

According to returns made to the Belgian Labor Department, 2.4 per cent. of the 75,572 members of trade unions reporting were unemployed at the middle of August, as compared with 1.9 per cent. in the previous month, and 1.2 per cent. in August, 1912. The above figures exclude diamond workers at Antwerp, among whom the proportion out of work in August exceeded 30 per cent., as compared with rather more than 19 per cent. in the previous month.

According to returns supplied to the Danish Statistical Office, 3.9 per cent. of the 95,800 members of Trade Unions reporting were unemployed at the end of July, as compared with 3.4 per cent. at the end of the preceding month, and 3.4 per cent. at the end of July, 1912. The average number of days lost through unemployment during July was 0.75 per member of the unions reporting, as compared with 0.70 in the previous month, and 0.80 in July, 1912.

Returns received from certain selected ports in Great Britain (at which 83 per cent. of the total tonnage in the foreign trade is entered and cleared) show that during September 53,795 seamen, of whom 4804 (or 8.9 per cent.) were foreigners, were shipped on foreign-going vessels. Compared with September, 1912, there was a net increase of 1441 in the total number shipped. The most noticeable increases were at Southampton, Cardiff, Glasgow and Hull; while Liverpool and Bristol showed decreases.

SAN PEDRO, CAL.

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Next door to Postoffice,
Los Angeles "Waterfront"
SAN PEDRO, CAL.

INFORMATION WANTED.

Kasper Olsen, a native of Fredrikstad, Norway, age about 25, is inquired for. Address Christ Hansen, Port Ludlow, Wash.

THE UNITED HATTERS OF NORTH AMERICA — UNION MADE — REGISTERED

UNION LABEL OF THE
United Hatters of N. A.

When you are buying a FUR HAT, either soft or stiff, see to it that the Genuine Union Label is sewed in it. The Genuine Union Label is perforated on the four edges exactly the same as a postage stamp. If a retailer has loose labels in his possession and offers to put one in a hat for you, do not patronize him. Loose labels in retail stores are counterfeits.

JOHN A. MOFFITT, President, Orange, N. J.
MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

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Fix your clothes, sew the rips, repair the tears, fasten the buttons, etc. We really clean your clothes by our
French Dry Cleaning Process
which is entirely different from the mere "sponging and pressing" method.
We Call and Deliver
The French Dye Works
612 BEACON STREET
SAN PEDRO, CAL.

INFORMATION WANTED.

This is to certify that on the 27th day of February, 1911, one Mathias Lagman, then nineteen years of age, was a seaman on board the S. S. "Paloma," Cuban flag; that when said vessel was lying at anchor in the Port of Cabarian, P. R., at about 8 o'clock in the evening, Lagman, who had been working with other men at painting, was walking between decks in the dark, when he fell through hatch No. 4, which had been left uncovered. He was picked up in the hold and it was found that he was paralyzed from the waist down. This young man was subsequently taken to Russia, where his mother, who is very poor, is taking care of him.

It is believed that the owners were negligent in failing to have the hatch covered, and in failing to have or furnish proper lighting for the 'tween decks at the point where Lagman fell. If these facts can be proven, some relief might be obtained for this unfortunate boy.

The following are the men who signed on the articles with Lagman, and who had been working with said Lagman:

C. Jones, C. J. Johnson, F. Johan, M. Lanhard, E. Randal, W. Paulson.

Any seaman who will locate these men or send their addresses to the Legal Aid Society, No. 1 Broadway, New York City, will be doing a great favor to said sailor, and to S. B. Axtell, attorney-in-charge.

For similar reasons we desire to communicate with the following men who were members of the crew of the "Lyman M. Law" in October, 1911, when Edward S. Tennberg was severely injured on the trip between Boston and Norfolk:

Adolph Dittmer, John Olson, Harold Herman, Charles Newberg, James J. Kelly.

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KANE & BRUCE, Props.
We have the best alleys and pool tables on the Pacific Coast.
Light and ventilation perfect.
Cool and pleasant at all seasons.
CIGARS TOBACCO SOFT DRINKS

INFORMATION WANTED.

Adolf Theining, a native of Vannersborg, Sweden, is inquired for by his mother. Address, Coast Seamen's Journal.

Walter Jorgesen Clang, born in Aaland Yetta, Ostro Yetta, is inquired for by his uncle, John Clang. Address Coast Seamen's Journal.

George Alfred Hall, last heard of on the Sch. "Sehome" in June, 1913, will please communicate with his brother, Walter Hall. Address 790 18th street, Oakland, Cal.

Rudolph Kurella, born January 5th, 1868, at Grabowo, Germany, is inquired for by the German Consul-General at San Francisco, Cal.

Oscar Osolin, John Lind, M. Elone, John Anderson, Thomas Pukki, Alex. Tuominen, Chas. Grouberg, who were on board the steamer "Fifild" April 7, 1913, please communicate with the Coast Seamen's Journal.

Anyone knowing the whereabouts of John Owens, age about 24, last heard of in Sydney on the barque Misbeck, November, 1912, please communicate with Coast Seamen's Journal.

Lasker Munter, of Spokane, Washington, born 1884, left home in 1903, is inquired for by his father, Adolph Munter, Spokane, Washington.

San Pedro Letter List.

Alver, Con	Lemke, Richard
Anderson, David	Lewet, Frenchie
Andree, E. A. -1410	Linderman, Gust
Ahlgren, Alfred	Lister, W.
Anderson, Karl -1762	Loining, Herman
Andersen, M. -1874	Larsen, Peter
Anderson, A. -1045	Lindholm, Charles
Anderson, Gust	Lindgren, Gust
Anderson, W. -1630	Lovera, Paul
Anderson, Ernst	Larsson, Axel
Anderson, Hemmind	Lindberg, Gust
Anderson, Patrick	Lassman, Oskar
Anderson, Soren	Lundquist, A.
Alexandersen, Paul	Martinson, E.
Ahlstrom, Anders	Manners, C.
Anderson, Ed. -1739	Marden, Gus.
Anderson, George, -1812	Monterra, J. (Reg. Letter)
Anderson, Mr.	Mayer, W.
Berndt, Hugo	Makinen, Oskar
Behrsin, Jacob	Maatta, John
Benson, Helge	Miller, John
Berhus, Emil	Mayers, P. M.
Buchtman, F.	Mikkelsen, Harald
Bengtsson, C. -1924	Nikander, Dan
Brandell, Harry	Nelsen, Michael
Ceelan, John	Nass, Thorvald
Cristensen, H. -1366	Nelsen, Julius
	Nelson, Hans
Carlsson, Aksel -1220	Olsen, W.
	Olsen, Sckutar
Carlson, Gust W.	Owen, Fred
Carlson, Gustif	Olsen, Marius
Collins, E. F.	Olsen, Olav
Dean, J.	Ogilvie, W. A.
Dougal, A.	Osterberg, C.
Engstrom, Charley	Pedersen, A. -1564
Erdt, Anton	Petersen, Aage
Ekholm, F.	Peterson, Tom
Eriksson, C. -333	Pedersen, Peder
Farrell, Henry	Phillips, K.
Flebe, Fritz	Pekman, Ernest
Fallbom, Richard	Persson, H. W.
Franke, Karl (Reg. Letter)	Pedersen, Lars R.
	Petterson, C. -1287
Glasse, Gust	Preusse, Fred
Hammer Johan C. -2853	Rantman, Robert
	Rudowitz, H.
Hovi, Andrew	Rignell, J. V.
Hengst, Otto	Stephan, M.
Hederstrom, Torvid	Schonke, Frank
Holmstrom, Fritz	Sievers, G. P.
Hansen, Nils -989	Schmidt, L. -2492
Hannus, Alex	Schultz, Albert
Hausman, Mr.	Swanson, Hugo G.
Hass, James	Sjoblom, A.
Hansen, Herald	Seirewaag, Halvor
Hansen, Johannes	Sparkes, A.
Helenius, Oskar	Sandstrom, O. H. -1810
Hintza, Yrjo	Thomel, Egon
Iversen, Ivar	Thompson, Harry
Jensen, Jens B.	Thogersen, Peder
Johnson, George	Tollefsen, Ragnald
Jorgensen, Jorgen	Thorsen, Joe
Johnson, Gunnar	Torgersen, Anton
Johansson, Fritz W.	Thomsen, Th.
Jonasson, O. M.	Waywood, August
Jansson, Leonard	Webber, Fred. -1176
Jensen, Jens	Wikstrom, William
Jorgensen, Fred	Waaland, Lewis
Johnson, Leonard	Wilson, A.
Johansson, A. -1874	Warkala, J.
Kalnin, Ed.	Zorning, Arthur
Kallberg, Arvid	Zunk, Bruno
Kardinal, O.	**Packages and Photos.**
Karsten, Hugo	Anderson, Axel P.
Kinnar, K.	Kalnin, Ed.
Kashluhn, Frank	Larsen, James Chr.
Lindholm, Erik A.	Nordman, John
Lauritson, George	Olsen, Nick
Leino, G. F.	Stammer Johan C.
Lewis, George	
Lindeberg, Ernest	

Honolulu, H. T.

Austin, Frank	Lenmel, Ch.
Anderson, Fred	Lentown, Ernest
Anders, Anderson	Karlson, Oskar
Anderson, C. M.	Kjarsgaard, Hans
Andowitz, H.	Murphy, Daniel
Anderson, E. K.	Melthven, E. R.
Anderson, C. E.	Machado, Henry
Anderson, Axel	Moyer, Edwin S.
Cleber, Hugo	Nulsen, C. A.
Clancy, James	Hilton, Nilo
Carlson, C.	Nordling, C.
Carlson, Axel.	Olander, Karl
Christensen, Anton	Olson, J. H.
Elmiers, Alex.	Olson, Ernest
Ehbert, August	Perrien, Sam
Edgerton, J.	Peterson, Dinas E.
Haven, F.	Sorenson, Ed.
Hansoin, Pet.	Slimia, A. W.
Heykes, Aloysius	Sjoblom, Gustaf
Hanson, Max.	Salverson, Swerdrup
Hastad, Siguid	Saarela, P.
Hanson, Jorg	Shotis, A.
Henderson, Harry B.	Slattery, W.
Hanson, Chris.	Sundson, O. F.
Irwin, Robert	Sverest, Herman
Ivars, Carl	Smith, Sam J.
Ireks, Willie	Viloot, J.
Jensen, Hams	Werner, Paul
Lundberg, I.	Wonderroach, H. J.
Langer, Robt.	F.

INFORMATION WANTED.

Fred (Albin) Swanson, a native of Malmo, Sweden, aged about 25, is inquired for. Address, Coast Seamen's Journal.

Nils Johnson, who was wrecked in the American bark Oasis, Sept. 2, 1887, is inquired for by W. F. Hohenschild, Berkeley, Cal.

Albert Christensen, native of Byrum Laso, last heard of in San Francisco in 1910, is inquired for by his brother. Address, H. C. Christensen, Scandinavian Sailors' Home, San Francisco.

Albert Smith, a native of Cork, Ireland, who left the American ship John C. Meyer, on Feb. 20, 1911, is very anxiously inquired for by his wife. Please notify British Consul General at San Francisco.

Pacific Coast Marine.

It is stated that the San Pedro Shipbuilding & Transportation Company, which has succeeded the San Pedro Marine Construction Company at San Pedro, Cal., will enlarge its plant at Terminal Island so as to enable it to build vessels up to 300 feet. Two steamers are to be built by the company.

No change in the schedule of the Pacific Coast Company affecting San Francisco will be made until January, when the "President" and "Governor" are due for their annual rest and overhauling. Plans have been completed for converting the big coasters into oil burners and it is likely that the installation will take place when they are laid up the first of the new year.

The appointment of Anton Larsen as master of the schooner "Crockett," in lieu of Mons Storksen, has been registered at the Customhouse in San Francisco. Renewal of license was entered on the books for the steamer F. S. Loop, John Mattsson, and the following new enrollments were recorded: Steamer "Telephone," John Richardson; steamer "Rainier," John Norberg.

Whaler "Star I" of the United States Whaling Company reached Seattle last week from Port Armstrong after nearly a seven months' cruise in the Alaskan waters, during which she caught seventy-seven whales. One exciting experience happened when a big sperm whale that had been shot dived under the vessel, and, coming up under the rudder, broke the rudder chains, so that the whaler was helpless and had to be beached for repairs.

The steamers "Admiral Schley" and "Admiral Dewey," purchased two weeks ago by the Alaska-Pacific Steamship Company for service on this Coast, will come to the Golden Gate via the Panama Canal, according to H. F. Alexander, head of the company, who has returned from the East. In order to save time and expense the work of remodeling the steamers will be done on the Atlantic. Bids have already been called for and the contract will be placed immediately.

A decision given by Federal Judge Dooling in the case of Edward Schmidt, former chief steward of the steamer "City of Sydney," versus the Pacific Mail Steamship Company, gives the death knell to the old practice of holding chief stewards accountable for property that may have been lost through the negligence of subordinates without the chief's knowledge. When Schmidt was discharged recently, the company held back some $30 of his wages to reimburse itself for the loss of some silverware in the steward's department. Schmidt brought a libel against the company and won his case.

Although work has been going on since July 11, when the "J. H. Lunsmann" was sunk off Meiggs' wharf, San Francisco, in collision with the steamer "F. H. Leggett," the sunken schooner is still at the bottom of the bay. Captain Whitelaw, who has been working to raise the schooner for several months, has rigged pumps to get the water out of the craft, but little progress has been made. It is expected that unless the schooner is raised within a short time now the Government will take a hand and destroy this menace to navigation in a summary manner by blowing it up.

Reporting especially rough water in rounding the Horn, the French ship "General Faidherbe," Captain Bugualt, arrived recently in San Francisco, 145 days from Rotterdam. In working around from the Atlantic the ship encountered one northwest gale after another, and was a month in getting from 50 degrees south in the Atlantic to the same latitude in the Pacific. Captain Bugualt reported otherwise that the trip was a good one, no accidents occurred, no sails were carried away and no men were lost. The ship brought a full cargo of nearly 3000 tons consigned to Balfour, Guthrie & Co.

The San Francisco-Portland Steamship Company's coaster "Beaver," which collided with the steam schooner "Necanicum" off Point Arena a few days ago, was placed in dry dock at Hunters Point, San Francisco, for survey. An examination of the vessel out of water revealed the fact that she was badly damaged. There was a gash on her port bow extending from the deck to some distance below the water line, and the stem was discovered to be in such a condition that extensive replating will have to be made. It is believed that the "Beaver" will be laid up for about three weeks effecting the necessary repairs.

The steamer "General Hubbard" of the Hammond Lumber Company has been chartered by the Government to load at Seattle 300 horses, 350 tons of supplies, bobsleds and other equipment for moving 800 tons of coal from the experimental mine in the Manatuaka coal fields to tide water. John W. Swift, special disbursing agent of the United States Navy, with the Alaska coal investigation expedition, believes that it will require the entire winter to get the coal to tidewater, but expects to have it aboard one of the naval colliers or some war ship by June 1. An actual test in the furnaces of the warships must be made to determine its quality, and whether it is a first-class steam coal that can be used under forced draft.

Messrs. J. G. White, the harbor engineers, have secured the contract, involving some 30 millions, for the harbor extension scheme in Vancouver, where the provincial government recently granted foreshore rights to the Vancouver Harbor and Dock Extension Company. It is intended to provide twenty-five miles of dockage at Lulu Island and Sea Island, and many miles for industrial sites and railway terminals. The company agrees to give the Government control over dockage rates that are to be charged, and also undertakes to allow all railway and steamship lines equal privileges. The agreement gives the Government the right to purchase at an arbitrated value the works which the company as a private promoter has placed at the disposal of the industrial world.

Two windjammers reached San Francisco on the 3d inst. from Newcastle, Australia, bringing tales of sickness, death and misfortune. They were the brig "Geneva," Captain Berg, 79 days from Newcastle, via Tahiti, and the barkentine "Makaweli," Captain Nielson, 84 days from the Australian port. Both vessels brought coal cargoes to Hind, Rolph & Co. The "Geneva," on the outward voyage to the Antipodes, put into Honolulu, where Captain Ferguson, who was suffering from blood poisoning, was landed. First-Mate Berg took command, while the skipper returned to the Coast by steamer. The "Geneva" made the run between Newcastle and Papeete in twenty-five days, being favored by brisk trades, but the remainder of the voyage was marked by head winds and calms.

Need for additional docks in San Francisco and the necessity for such accommodations for shipping within a short time is the talk of shipping men, who base their statements on the increased amount of deep-sea carriers now en route compared to the tonnage San Francisco bound a year ago. November 5, 1912, there were ships aggregating 63,117 tons on the way to that port, and just one year to a day later, the tonnage bound there totaled 214,319 tons, an increase of nearly 400 per cent. The enumeration of the vessels on the way there shows the names of several firms now doing a large business who were hardly seen on the official maritime news of a year ago. What the increase will be with the opening of the canal may be judged from this increase of 400 per cent. during the past twelve months.

The report that the Canadian Pacific plans to secure a part of the passenger traffic which will result upon the advent of the Panama-Pacific Exposition by the operation of the steamers between British Columbia and San Francisco has caused no little comment. It is said that the "Empress of India" and the "Empress of Japan" may be the vessels selected for the new service. Official confirmation is lacking as to whether these two vessels, which for the past twenty years have plied regularly between Victoria and the Orient, will be withdrawn for operation in the California trade. It is generally undertsood that the "Empress of India" and the "Empress of Japan" will be taken off their present run some time within the next few months for overhauling, which may include extensive structural interior alterations. It is said unofficially that the two clipper-bowed Empresses will be fitted with new boilers, which will enable them to reel off a knot or two more than they have been in the habit of making during their long transpacific duty.

The steamer "Centennial," which left Mororan, Japan, six years ago for San Francisco with a cargo of sulphur, and which was never heard from afterward, is reported to be in the ice off Saghalin Island, Okhotsk Sea, Siberia. Members of a Russian expedition bound through the Okhotsk Sea discovered the missing vessel. The lifeboats were gone, the name was partly obliterated and the iron was corroded. There was no sign of a human being on the ship. The crew must all have perished. It is supposed the "Centennial" was driven from her course by a storm and was caught by the ice. Captain E. Hieber, a pilot on the China coast, who piloted the Russian expedition that found the "Centennial," told G. A. Griffin, an engineer of the Philippine Coast Guard, of his discovery, and Griffin repeated the story at headquarters of the Marine Engineers' Beneficial Association. The "Centennial" was first named the "Delta," then the "Takasaga Maru," then under her last title she became an Alaska gold ship, afterward a Government transport and at last passed into the hands of the Charles Nelson Company of San Francisco, her owners at the time she disappeared.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone, Kearny 394; (Advt.)

International Seamen's Union of America.

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.

THOS. A. HANSON,
570 West Lake St., Chicago, Ill.

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(Continued on Page 11.)

Coast Seamen's Journal

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, NOVEMBER 12, 1913.

A. F. OF L. CONVENTION.

The annual conventions of the American Federation of Labor have grown to be a feature of our national life second only in public importance to that of the assembling of Congress. It does not require any considerable stretching of the imagination to forecast that, as the years roll on, the conventions of Labor will overtake and eventually exceed in importance the assemblings of Congress. Labor's cause is on the upgrade, headed toward the light of industrial freedom. Capitalism is on the toboggan, with never a chance to "come back." And things are moving swiftly these days. The whole trend of public events is toward a day—not a hundred years off, either—when Labor, foregathered in annual conference, will send mandates instead of petitions to its servants in Washington.

In conformity with this trend the thirty-third annual convention of the A. F. of L., now in session in Seattle, is bigger, better organized, and better prepared for its work than any of the thirty-two which have preceded it. And it needs to be. It will have to pass upon questions of momentous importance to the workers of this land; questions which have come to a head where they'll have to be settled—and settled right—or they'll soon settle us. The public prints will keep you posted from day to day on the manner in which the convention will dispose of those questions, so there is no need to make any extended advertence to the matter. But we simply can't pass over this opportunity to point out that legislation for seamen belongs in that category of public questions. The proponents and prospective beneficiaries of such legislation look to the convention for an emphatic endorsement of the Seamen's Bill as passed last month by the U. S. Senate. That such endorsement will be forthcoming is absolutely assured by the personal makeup of the convention and that of the seamen's delegation sitting there. Comrades, we salute you!

"A CALL FOR HELP."

Under the above caption Senator Robert M. LaFollette has a stirring leader in the weekly bearing his name. In it the Senator, in his usual masterly style, vividly presents the great need of enacting into law the Seamen's Bill which he so ably piloted through the narrows and over the shoals in the Senate. Clearly and convincingly he shows how the provisions of the bill aim at correcting the evils in our merchant marine which are gradually driving efficient seamen out of it. One by one he analyzes the provisions and points out what each is meant to accomplish. And he has a way of making his points stick which clinches an argument for good and all. It is this faculty, no doubt, which enabled him to rally so many of his colleagues in the Senate to the support of the Seamen's Bill.

But the Senator is mindful of the fact that we are not out of the woods yet; that the battle is only half won. Hence his call for help. Says he:

> But the bill as it passed the Senate is not yet a law. The great shipping combinations, alarmed by the unexpected passage of this bill through the Senate, are rushing their trained lobby agents to Washington to block it in the House of Representatives. Back of them are the biggest aggregations of capital on earth. Their influence cannot be overstated.
>
> Percy C. Neill is here. He represents the International Mercantile Marine Company, and the Morgan Syndicate controlling the American Line, the White Star Line, the Red Star Line, the Leland Line, and the Atlantic Transport Line. R. P. Schwerin, vice-president and manager of the Pacific Mail Steamship Company, controlled by the Harriman Railroad System, is also here. And Harvey D. Goulder is on the ground. He is counsel for the Lake Carriers' Association, the dominant factor of which is the Pittsburg Steamship Company, the maritime end of the United States Steel Corporation. Others are coming. The onset on the House will be a thing, the like of which has not been witnessed in years.
>
> Delay! Delay on every pretext will be their first method of attack! They will argue that it will disturb treaty relations with foreign nations; that it will impose too great hardship on the smaller water transportation lines—anything, everything, to gain time to bring pressure to bear upon members of the House. The influence of the capital back of this opposition is so powerful that it will cause resolutions of protest against the bill to be adopted and forwarded to the House by Chambers of Commerce, Boards of Trade, and Shippers' Associations. The controlled press will be directed to make concerted attack upon it. If you would aid in making Seamen free, if you would avert the awful loss of human life at sea, due to lack of able seamen in every crew who understand the language of the vessel, and lack of proper lifeboat equipment, and skilled men to man the boats, act and act at once. Call on your member of the House to come to the support of this great humane measure, the passage of which has been delayed and denied for twenty years.

Be sure that Senator LaFollette is not overstating the urgency of the situation in the least. Our opponents never dreamed that our bill would get by the Senate. The possibility of its passage by that conservative-minded body looked so remote that they were caught napping. But they are not napping now; you just bet they're not. They know now that it's a case of do or die with them if they want to retain their ancient privilege of gouging the public on the one hand and the seamen on the other. All the resources at their command—and, in the language of the day, "it's some resources"—will be brought into play, as Senator LaFollette points out, to have our bill put to death in the House of Representatives. Against that stupendous aggregation of pelf, power and pull the puny, unaided efforts of the Seamen's unions size up as those of a minnow trying to breast the Falls of Niagara. Therefore this call for help. We need help; the help of the whole civilized world. Wherefore we beg of our friends everywhere, at home and abroad, to hasten to the assistance of the men who are striving against such tremendous odds to have the Seamen's Bill enacted into law. Don't delay. Remember, he that helps quickly helps twice. Every minute of inactivity on our part from now on increases by just that much our opponents' chances of victory.

A SENATOR ON LIFEBOATS.

Fearfully and wonderfully delineated were some of the word-pictures of ships and other things nautical that were drawn on the floor of the United States Senate by honorable Senators during the debates on the Seamen's Bill. For a sailorman to recognize any likeness in them to the things which they were alleged to portray, it would be necessary that he should also be a cubist. That sort of thing, however, is unavoidable when a body of landsmen undertake to discuss the, to them, almost inexplicable details of seafaring life. There is where seamen have a great advantage over landsmen. Seamen have all been landsmen, and so can more or less intelligently talk about things that concern landsmen.

But don't think from this that all the Senators were green. Far from it. Many of them showed a truly remarkable grasp of the subject they were dealing with. Not that they could be said to be exactly well-informed; but such views as they expressed are entitled to quite a lot of respect from sailormen.

Of this class was Senator Lane of Oregon. Indeed, we have a lurking suspicion that Mr. Lane is more of a sailor than many a one who is right now drawing pay as an A. B. At any rate he drew a verbal picture of the way in which the Volturno's boats were mishandled by the sea-navvies that made up the greater part of her crew, which could not be improved on by an experienced old shellback. Oh, yes; Mr. Lane is some sailor, all right, as the following from the Congressional Record will show:

> It is discipline, it is experience, it is knowing how to lower the boat when she swings clear of the ship and when the side of the vessel goes down to meet the water that makes the difference of your life or your death when you go over the side into a lifeboat.
>
> Do you suppose there is any gentleman wearing shoe leather who could get me aboard a lifeboat to go over the side of a vessel in a storm, with a couple of firemen or steward's helpers to lower me down after I got into it? No, sir. I have been to sea too much for that. I should like to see the Senator from Ohio make a trip or two of that kind. If he did, he would have an entirely different opinion of this matter, I think.
>
> Mr. CLAPP—Mr. President—
>
> The PRESIDING OFFICER (Mr. Thomas in the chair)—Does the Senator from Oregon yield to the Senator from Minnesota?
>
> Mr. LANE—I do.
>
> Mr. CLAPP—I take it, from the Senator's description of the consequences resulting from the effort, that the Senator from Ohio might make the first trip, but he never would make the second trip.
>
> Mr. LANE—He would not be back here to tell of his experience unless he had the great good luck to make a grab for a line, or something of the kind, and catch it. If we are going to use lifeboats, what shall we provide about them? The word "lifeboat" is an indefinite description of a small craft which is put aboard a ship to save life in case of a storm. A good lifeboat is a different proposition from an ordinary lifeboat. They are all termed "lifeboats" just the same. The lifeboats which I have been used to, many of which I have seen, and which

are upon the majority of ships, are not lifeboats in reality. A good many of them could be more truthfully described as "deathboats," for as a rule they cause more deaths than they save lives.

If people traveling upon ships at sea, human beings who go down to the sea in ships, are to be compelled to depend upon lifeboats for their salvation in case of wreck, then those lifeboats should be handled by men who know every trick of lowering them safely, how to manage them, how to keep their heads up in the wind after they have been launched, when to put an oar into the water and how to do it, and, what is equally important, when not to do it.

A lifeboat in the hands of a crew of landlubbers, in a heavy sea, is a more dangerous things to be aboard of than would be a plank or a chicken coop, for the reason that neither of the latter is easy to upset, and if it does upset the bottom side is just as good as the top; whereas if a lifeboat upsets its sides are so smooth that they afford no handhold for the man who is trying to use the boat to keep himself above water.

If there are to be no sailors or other men trained to handle lifeboats aboard ships, lifeboats should be kept off ships, and should be no longer held up before the eyes of passengers as a means of safety in the hour of danger.

Nothing wrong with that dope. It tallies exactly with our own experience in that line. The Senator is dead right. A good many so-called lifeboats afloat in this year of our Lord are just "deathboats"—"laths painted to look like iron." Ah, those naughty shipowners! If it wasn't for the law, honest to goodness we believe some of 'em would send their ships to sea without any lifeboats at all. And we have the very best of reasons for so believing. For instance, there is no law compelling shipowners to man their vessels with skilled seamen, or prescribing the number that should be carried. Do the shipowners, with no law to prod them, man their ships with a sufficient number of skilled seamen? Not so as you can notice it. No, indeed; any old skate in pants is acceptable to them as a seaman, provided—first, last and always—that he's a cheap guy. The cheaper the better. Skilled men are dear men. Therefore, 'raus mit 'em! As to the numerical size of ships' crews nowadays, the less said the better. It's a caution to the Turks, mates. Oh, yes; the shipowners would equip their ships with lifeboats even if there was no law compelling them to do so. Yes, they would—not.

The JOURNAL is in receipt of a handsomely got up volume entitled "Yankee Swanson, Chapters From a Life at Sea," by Captain A. W. Nelson, commander of the S. S. Korea. A duly autographed photogravure likeness of the author adorns the page fronting the title-page, adding considerably to the attractiveness of the appearance of the book. The story itself is written in a simple, unpretentious, yet entertaining style which is sure to please the average reader. There are no attempts at "fine writing" or other flubdub of that sort; wherefore it is not likely to have much of a sale in Berkeley. It's a good yarn, nevertheless; well spun, and, best of all, true to life. To the sailor of the old school nothing could be plainer than that the author of "Yankee Swanson" has "been there" with both feet. For which reason the book is of especial value to that great mass of landsmen who haven't yet lost their interest in the doings of sailormen and windjammers—"the sort of life," as the author truly says in the preface, "which will in a few years be a thing of the past."

"KILLING PACIFIC TRADE."

The shipowners on the Pacific Coast profess to believe that the enactment of the Seamen's bill into law will "kill Pacific trade." As good a reply as any to that doleful expectation is supplied by a friendly contemporary, who says:

As to "killing Pacific trade" there is comfort in remembering that when the Interstate Commerce Commission was established it was heralded as certain to kill all commercial interests, yes sir; kill 'em quickly, too. Yet hardly can a more benign and helpful institution than the Interstate Commission be named.

We seem to remember, also, that when the Maguire and, later, the White Seamen's bills were pending in Congress, this same cry of "killing Pacific trade" was made to work overtime. Both the Maguire Act and the White Act are in force to-day, and have been for a number of years, to the great benefit of American seamen on the Pacific Coast and elsewhere. But a due regard for the truth compels us to state here that we haven't noticed any falling off in "Pacific trade" since those acts went into effect. The shipowners are still doing business at the same old stand, and, unless figures lie, more of it than ever before. The probabilities are thus greatly in favor of the assumption that long after the La Follette Seamen's bill has become the law of the land, "Pacific trade" will be found to be the liveliest corpse you ever saw. All things, including the La Follette bill, are just now conspiring to that end. So cheer up, gentlemen. Join the seamen in preparing for and taking care of the enormous volume of trade which will be sure to flow to this Coast with the opening of the Panama Canal.

ATTENTION, MARITIME WORKERS!

Attention, seamen and other maritime workers of San Francisco! A great mass-meeting for maritime workers will be held in the Sailors' Union Hall, 84 Embarcadero, next Monday evening, at which Wm. B. Wilson, Secretary of Labor, will be the principal speaker. All those in port who follow the sea for a living in any capacity whatever should make it their special business to attend. Mr. Wilson is particularly well qualified to address maritime workers upon the subject which is just now uppermost in their minds, that of legislation for seamen. When he was a member of Congress he introduced a bill in the House substantially identical with the La Follette Seamen's bill. For a long time he was almost the sole champion of the measure in Congress, but so successful was his championship that the "Wilson bill" was finally passed by both Houses. It was vetoed by President Taft for reasons which only those sharing with that gentleman the blessing of a "judicial temperament" will be disposed to indorse. Mr. Wilson, moreover, is "one of us," a worker from 'way back. He began life as a breaker-boy in the coal mines of Pennsylvania, and followed the hazardous calling of a coal miner for many years. He has been a consistent union man all his life, fighting Labor's battles both in the ranks and as a leader. His point of view, therefore, is that of a workingman, one who knows what it is to eat bread in the sweat of one's brow. So come on, mates, and hear him speak. Don't forget the place, day or hour—Sailors' Union Hall, next Monday evening at 7:30.

For fair products of all kinds consult the JOURNAL'S ad columns.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Nov. 10, 1913.
Regular weekly meeting came to order at 7 p. m., C. F. Hammarin presiding. Secretary reported shipping slack, with lots of men ashore. W. B. Wilson, Secretary of Labor, will address a mass-meeting at Sailors' Union Hall, on Monday evening, Nov. 17, 1913, the regular weekly meeting having been postponed until Tuesday, Nov. 18, at 7 p. m.
JOHN H. TENNISON, Secretary pro tem.
84 Embarcadero. Phone Kearny 2228

Victoria, B. C., Nov. 3, 1913.
Shipping dull; lots of men around.
ARCHIE KING, Agent.
Old Court Rooms, Bastion Square.

Vancouver, B. C., Nov. 3, 1913.
Shipping quiet; prospects uncertain; lots of men around.
W. S. BURNS, Agent.
N. E. corner of Hastings and Main streets. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Nov. 3, 1913.
Shipping dull; prospects poor; lots of men ashore.
H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, Nov. 3, 1913.
Shipping and prospects poor.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Nov. 3, 1913.
Shipping dull; prospects uncertain.
JACK ROSEN, Agent.
P. O. Box 6. Tel. Main 557.

Portland Agency, Nov. 3, 1913.
Shipping slack; prospects poor.
G. A. SVENSON, Agent.
P. O. Box 2100. 51 Union Ave. Tel. East 4912.

Eureka Agency, Nov. 3, 1913.
No meeting. Shipping fair.
JOHN ANDERSEN, Agent.
227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, Nov. 3, 1913.
Shipping slack; prospects uncertain.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Oct. 27, 1913.
Shipping medium; prospects poor.
JACK EDWARDSEN, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Nov. 7, 1913.
Regular weekly meeting was called to order at 7 p. m., Ed. Andersen in the chair. Secretary reported shipping fair. Balloting on officers for the ensuing term and delegates to the International Seamen's Union Convention was proceeded with.
EUGENE STEIDLE, Secretary.
Phone Kearny 5955.

Seattle Agency, Oct. 30, 1913.
No meeting. Shipping medium.
LEONARD NORKGAUER, Agent.
Grand Trunk Dock, Rooms 203-205. P. O. Box 214. Phone Main 2233.

San Pedro Agency, Oct. 30, 1913.
No meeting. Shipping slow; prospects fair; plenty of men ashore.
HARRY POTHOFF, Agent.
P. O. Box 54.

Portland Agency, Oct. 30, 1913.
No meeting. Shipping improving; very few men ashore.
THOMAS BAKER, Agent.
Room 10, Bickle Bldg., No. 27½ Second street. Phone Main 9731.

DIED.

Ragnvald Osmundsen, No. 945, a native of Norway, age 30, died at Honolulu, Oct. 30, 1913.
Alfred Fors, No. 250, a native of Sweden, age 42, died at Aberdeen, Wash., Nov. 4, 1913.
Jose Alvares, No. 1710, a native of Chile, age 33, was drowned at San Francisco, Nov. 10, 1913.

WEALTH WITHOUT WORK.

Often at down-town clubs may be seen a cultured gentleman of leisure. He claims to be a lawyer, but he never works. He has traveled the world over and has tasted all the luxuries civilization has to offer. He has a handsome home in Chicago, a summer home on a beautiful lake and his children are in college, living the lives of rich children of the times.

This miracle of living in luxury without work, was made possible by an accident. The grandfather of the club man in question, had a cook stove, one day about sixty years ago. He sold it to a worthless sort of teamster for $20. The worthless citizen failed to pay for the stove and the debt ran on for several months. The owner of the stove became impatient and demanded settlement. The teamster, fearing to lose his horse and wagon, transferred an equity in a lot, 25x100 feet in dimensions in what is now the loop district of Chicago. In desperation this lot was taken in payment for the stove. Interest on the mortgage was paid, taxes were paid and as time went on special assessments were levied. But the owner was never able to dispose of his little lot. His son inherited it and now his children and grandchildren are the owners.

This tiny piece of land brings in a princely income, the family is in society and its head is a leader in the Republican party, a conservative, who trembles at the growth of radicalism.

Ever since the beginning of history a small minority has found it possible to live off the labor of others. First it was by owning slaves, then came serfs and finally the existing system. The United States has in its short history reproduced the old system of masters and slaves. Again a new minority has risen to live on the labor of others.

This system is amazingly brazen and is revealed in all its evil in the ownership of land in cities. Any city represents the system. But New York and Chicago are the greatest examples of landlordism in this country.

In New York the Astor family and in Chicago the Field, Palmer and Leiter families take the greatest toll from the industry of the people, giving nothing whatever in return.

Chicago supports a swarm of snobs in Europe, commonly known as noblemen. British army and navy officers, dukes, earls, barons and others live in luxury on the labor of Chicago people.

All the poor people in the Cook County poorhouse, in the county hospital and in all the other public and private charitable institutions of the county cost the working people less than do the members of three rich families, namely, the Fields, the Palmers and the Leiters.

These families may be the finest people in the world and are certainly not to blame for being rich. They are beneficiaries of an unjust system which makes it possible for some to live, simply by owning.

When the late Marshall Field died he left his vast property in trust for the benefit of his two small grandsons and it is to be so held for forty years. These two little boys, Marshall III and David, are being raised in England. They have not been in America since their grandfather died. These lads who receive an income greater than $7,000,000 a year are being raised as Englishmen. But they are not using their income. Each year the trustees of their grandfather's estate take millions from the income and reinvest it.

The manager of the Field retail store, and all other employes down to the little cash girls may work as hard as they please but they cannot escape from paying their share of revenue to the Field boys, unless the system be changed.

But ownership of the Field store is but a fraction of the income of the Fields. They have found a better way than running stores to reach into the pocket of every human being who lives in Cook county, and of millions who do not live here. They own real estate in the loop district, a small section of Chicago, where the business of the city is centered.

It is the shame of America that in this land subdued by pioneers, foreign noblemen should find it possible to climb upon the backs of the people who have come to America to escape the whole king and noble business.

Honesty in government, all reforms, all hope of race improvement, the development of Christian fellowship, the happiness of the masses, depend first of all upon the abolishment of landlordism. It is not a secret system, it is not founded on divine right and it wrongs those who are enriched as well as those who are impoverished. To appropriate values created by others is fundamentally immoral, and as long as it is the common ideal of the whole people to be landlords, big or little, the nation will flounder around in chaos, moral and economic.—Otto McFeely, in the American Economic League Bulletin.

HOT SHOTS.

Men must work socially or they will work as slaves.

The only tool that the masters are competent to use is the foolish workingman.

Man is said to be a tool-using animal. He is too often a mere tool himself.

Charity is a sop to prevent the slaves from demanding a cessation of the robbery.

The art of making money nowadays is knowing how to induce others to produce for you.

So many of those who rail against confiscation live by confiscating the proceeds of the labor of others.

Fortunes are made by robbery, legal or otherwise. They are maintained by force, whether of army or court officers.

Lincoln freed four million black slaves. Since then America has acquired nine million white slaves.

To the capitalist who requires cheap labor in order to insure his profits nothing is so desirable as the undesirable worker.

The bees work during the summer and are able to spend the winter in leisure for all. But this is because they have provided a common-wealth, to which all have access.

The man who has no higher conception of life than to toil that others may be rich while he and his remain too poor to really live is the most pitiable victim of the capitalist system.

That is a poor manager who robs the bees he has until they have not enough to keep them during the winter months. But the capitalist system so robs the workers that they never have a month's supply ahead.

The glory of the Socialist movement is that it is not merely against things as they are, but is actively for things as they should be. It is destructive only in that it is constructive, as the old must make way for the new.

You give the banker your money to keep for you. He loans it to your neighbor at from 6 to 60 per cent. interest. Your money is not safe to you, and has become a means of exploiting your neighbor. That is modern finance.

As pitch will blacken all it touches, and as the mud will cling to that which enters it, so will the bad environment that comes of capitalism keep the world defiled and degenerate. End the adverse conditions and man will become what he ought to be.

Vacations are rest periods the workers give the spoilers. They are too busy to take such vacations for themselves. Occasionally the spoilers lay the workers off, but instead of proving a rest period for them this means the anguish of worry and the fear of starvation.

Twenty million dollars were spent in Chicago alone in the red light district. Republicans and Democrats and other pillars of society put up the "dough" to maintain these twentieth century harems that would have made King Solomon turn green with envy.

The Kansas law provides that the rich may fish with seines in the waters of Kansas, but that the poor may not. That is what it amounts to. A heavy bond is required for all desiring to use seines and it naturally follows that the rich can give this bond while the poor cannot.

Ten men are killed and 221 injured each and every day of the year on the railroads of the United States. This country heads the list of the nations of the world in fatal accidents to railway employes. The Socialists are not responsible for this slaughter of workingmen.

Various government commissions have, after searching analysis, agreed that $800 per year is required to keep the average family supplied with the bare necessities of life. Government statistics show that 75 per cent. of the workers receive less than $600 per year. The Socialists are not responsible for low wages.—Appeal to Reason.

LEPROSY IN THE U. S.

Leprosy exists in many States and in all of our island possessions. The control of the disease is a problem of national importance, in the opinion of Surgeon-General Rupert Blue, of the United States Public Health Service. In a recent issue of The Journal of the American Medical Association, Dr. Blue discusses in detail its existence and the possibility of its control. This disease, which has afflicted mankind since the beginning of history and which most persons know of only through the Bible, was undoubtedly introduced into the United States from abroad, but the exact time of its first appearance in this country is uncertain. Cases have been imported into the Gulf States through seaports, to the Pacific Coast through Chinese immigration and to the northern central States by Scandinavian immigration. In some of these States the disease was evidently more common many years ago than at the present time. In Louisiana, where no record is found of leprosy 140 years ago, the number of leprous beggars on the streets of New Orleans in 1786 was so great that the city authorities had to isolate them in an institution outside of the city. On account of the lack of records of death and disease in many of our States the extent of leprosy in the United States cannot be accurately estimated. A report made by the United States Marine-Hospital Service some years ago showed 278 cases in the United States. In 1909 reports were obtained of 139 cases in thirteen of the States, 764 in Hawaii, 17 in Porto Rico, and 2,330 in the Philippine Islands. In 1912 146 cases were reported in the United States, 696 cases in Hawaii, 28 in Porto Rico, and 2,754 in the Philippines, making a total of 3,624 officially reported cases in the United States and its possessions. On account of the loathsome character of the disease, the helplessness of those afflicted with it, and the public dread regarding it, leprosy has been the subject of consideration by the Federal Government for many years. In 1889 a regulation was issued forbidding the entry of any vessel to any port of the United States without a certificate from the proper official showing that no case of leprosy was to be found on board. Lepers apprehended and detained at quarantine were deported to the foreign country from which they came. This regulation is practically in force at the present time. The immigration laws also forbid the landing of lepers, so that there is ample authority for the exclusion from this country of those afflicted with the disease, although on account of its long period of development the possibility of the entry of occasional cases must be recognized. The immigration laws provide that any alien afflicted with leprosy may be deported at any time within three years after his arrival. The Federal Government is thus able, by deportation, to relieve the State of the burden of the care of those who may have been overlooked at the time of their entrance into this country. In 1891 the Surgeon-General of the Public Health Service recommended the establishment of a national leper hospital by the Federal Government. The need of such an institution still exists. Federal, State and municipal health authorities have for years urged the establishment of a national leper home. In the meantime the Public Health Service is studying leprosy in the hope of devising methods of prevention and cure, so that this serious problem may be properly solved.

PRATAS ISLAND PHOSPHATE.

According to the United States Consul at Hongkong it now seems to be well settled that the large and valuable phosphate beds on the Pratas Islands are to be fully exploited in the immediate future. A syndicate of Chinese from Singapore and Canton, known as the Tong Sah Ton or Pratas Island Phosphate Syndicate (Ltd.), has been formed with considerable capital under the direction of Mr. Tan Bo Liat, who holds a concession from the Chinese Government to work the deposits.

Pratas Island or Islands, also known as the Pratas Island shoals, lies or lie about 170 miles south of Hongkong on the way to Manila. The islands have long been known to be rich in phosphate deposits, and several years ago a Japanese syndicate was formed for exploiting the deposit on the ground that the islands were no man's land. Their work led to a protest from the Chinese Government on representations from the provincial Government at Canton, the islands being claimed as Chinese territory. The syndicate had constructed a considerable establishment on the islands, including extensive sheds and other buildings, light railway lines, and a pier. After considerable discussion the matter was settled by the Chinese authorities indemnifying the syndicate for its investments and taking over the plant. The concession from the Government to the new syndicate provides for a division of profits from working the deposits. The beds of phosphate in sight promise a monthly output of 2,000 tons for 40 years.

In connection with exploiting these phosphate beds it is expected by the shipping circles of the Far East that something can be done toward marking in a more satisfactory way the location of these islands for the protection of shipping.

The volume of emigration through the two German ports of Hamburg and Bremen during the first seven months of 1913 was almost 100,000 greater than that for the same period of 1912, and 14,000 greater than that for the record year of 1907. The actual figure was 267,482; that for 1912, 169,147; and that for 1907, 253,958. An exact record is not kept of the destination of the emigrants. The majority still go to the United States, but it is believed that a larger and larger share is being diverted to Canada. Of the 147,127 emigrants who left via Bremen during January to July, 5,884 were German citizens.

Coal shipments from Newcastle, Australia, during the first six months of 1913 totaled 2,307,998 tons, valued at $6,171,700, increases of 89,396 tons and $568,710 in values over the same period last year. Imports of over-sea merchandise at Newcastle for the half year aggregated $2,499,779, an increase of $358,655.

Labor will never realize its rights until it recognizes its wrongs.

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships. Fraternally yours,

LAKE SEAMEN'S UNION,
V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION
570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y.....55 Main Street
Telephone Seneca 936 R.

CLEVELAND, O.....1401 W. Ninth Street
Telephone Bell Main 1842.

MILWAUKEE, WIS.....133 Clinton Street
Telephone South 240.

ASHTABULA, O.....21 High Street
Telephone 552.

NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

DETROIT, MICH.....7 Woodbridge Street, East
Telephone 3724.

SUPERIOR, WIS.....1721 N. Third Street
Telephone, New, Broad 386.

BAY CITY, MICH.....108 Fifth Avenue
OGDENSBURG, N. Y.....70 Isabella Street
CONNEAUT, O.....922 Day Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue
PORT HURON, MICH.....517 Water Street
ERIE, PA.....107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

HEADQUARTERS.
71 Main Street, Buffalo, N. Y.
Telephone Seneca 48.

BRANCHES:

CLEVELAND, O.....1185 W. Eleventh Street
CHICAGO, ILL.....445 LaSalle Avenue
MILWAUKEE, WIS.....151 Reed Street
DETROIT, MICH.....27 Jefferson Ave, East
SUPERIOR, WIS.....1814 Fourth Street
OGDENSBURG, N. Y.....70 Isabella Street
BAY CITY, MICH.....108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.

HEADQUARTERS.
BUFFALO, N. Y., 55 Main St. Tel. Seneca 2295

BRANCHES.

CLEVELAND, O.....1401 W. Ninth Street
MILWAUKEE, WIS.....151 Reed Street
CHICAGO, ILL.....314 N. Clark Street
ASHTABULA, O.....74 Bridge Street
TOLEDO, O.....54 Main Street
DETROIT, MICH.....7 East Woodbridge Street
PORT HURON, MICH.....517 Water Street
CONNEAUT, O.....922 Day Street
OGDENSBURG, N. Y.....70 Isabella Street
NORTH TONAWANDA, N. Y.....152 Main Street
SUPERIOR, WIS.....1721 N. Third Street
BAY CITY, MICH.....108 Fifth Avenue
ERIE, PA.....107 E. Third Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue

UNITED STATES MARINE HOSPITALS AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS.

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS.

Ashland, Wis.
Ashtabula Harbor, O.
Buffalo, N. Y.
Duluth, Minn.
Escanaba, Mich.
Grand Haven, Mich.
Green Bay, Mich.
Houghton, Mich.
Ludington, Mich.
Manistee, Mich.
Erie, Pa.
Menominee, Mich.
Ogdensburg, N. Y.
Oswego, N. Y.
Port Huron, Mich.
Manitowoc, Wis.
Marquette, Mich.
Milwaukee, Wis.
Saginaw, Mich.
Sandusky, O.
Sault St. Marie, Mich.
Sheboygan, Wis.
Superior, Wis.
Toledo, O.

PRESS ON SEAMEN'S LEGISLATION.

(Continued from Page 1.)

Commerce and the Department of Labor. Seamen are to be raised from serfdom to freedom and put on an equality with other workmen. They are not to be subject to imprisonment for desertion. Workmen on land are subject only to civil penalties for violation of contract; why should seamen be? Crews must include a certain proportion of skilled men, and three-fourths of them must understand the language of the officers.

The shipowners tried to defeat this bill by causing Senator Nelson to introduce another bill which bristled with jokers. It limited the provisions for improved sanitation in the crew's quarters to vessels carrying twenty or more men, thus applying them to less than a dozen American ships. It allowed a vessel to have a crew unable to understand the language of the officers, provided the ship carried an interpreter. Imagine an American captain in a storm shouting his orders to a Chinese interpreter, who mangles them in interpreting them to a Chinese crew. Though the interpretation was correct, delay in an emergency might prove serious, while misunderstanding of orders might prove fatal to ship and crew.

The opposition of shipowners to the La Follette bill and their attempt to foist upon Congress a measure so impotent for good as the Nelson bill illustrate the blindness of special interests to their own good. The loss of life on the Titanic was increased by, and the loss of many a good ship has been due to, the employment of unskilled men. One would suppose that business prudence would dictate to owners that they should have trained men to navigate their ships, men who can quickly understand and carry out the orders of their officers. But they are as determined in their opposition as were the railroads in blocking safety-appliance laws and laws preventing the continuous employment of men to the point of exhaustion. The mate of a great passenger steamer illustrated this folly when he said, pointing to the quartermaster at the wheel:

"Imagine the economy of trusting this million-dollar ship (which one wrong twist of the wheel could send to the bottom) in the hands of a seaman paid ten shillings a week!"

The seamen's bill will be as effective in preventing shipwreck as the several railroad bills have been in preventing trainwreck, but those directly interested have been unable to see this, and pressure must be brought from outside to compel them to protect their own interests.

Were the safety of the ships alone involved, the shipowners might be left free to wreck or sink as many as they pleased. But they hire seamen and carry passengers, with whose lives they are as reckless as with their own property. Recent diasters at sea have impressed on Congress the necessity of measures to prevent waste of human life by short-sighted greed. A ship like the Titanic can no longer be manned at the last moment with men who cannot pull an oar, for governments must care for the many lines at stake. In protecting the lives of passengers and crew, governments protect the ships in spite of the owners.

There can be little doubt that the La Follette bill will pass the House. It is substantially the same as the Wilson bill, which passed both Senate and House in the last Congress, but was vetoed by President Taft. There will be some delay in its operation, due to the notice which must be given of abrogation of conflicting treaties, but we are now assured of free, competent seamen on every ship, American or foreign, which comes to American ports, and of more nearly equalized cost of operation between American and foreign ships. Another step has thus been taken toward restoration of the American merchant marine.—Portland Oregonian.

Seamen's Claims Upheld.

Perhaps the best criterion of the value of any proposed labor legislation is the amount of opposition it draws from the employing class on the principle that what is good for the workingman is not good for the capitalist, and vice versa.

An exemplification of this may now be noted in the proposed seamen's bill, which is framed to compel American shipowners to provide better accommodations, food, hours and pay for seamen and to enable them to leave the vessel whenever they desire. American shipowners, not being very numerous or powerful, were overruled in their opposition. Besides the undoubted fact that the American mercantile marine is not in a flourishing condition and that it is almost impossible to induce young Americans to take up a seafaring life, made them to some extent perceive the imperative necessity of improvement in the conditions of seamen.

But their howl being stilled, it now arises from the other side of the Atlantic, where the British shipowners are almost frantic in the denunciation of the proposed measure. According to them, it is "mischievous, disgraceful, unjustifiable," and an act of "international dishonesty," besides being "anarchistic." It is a plot to induce British merchant seamen, under cover of a law which gives them the "right to quit," to desert their ships and take service in the American marine. If a seaman cannot be arrested for "desertion," they declare, Britain's immense shipping trade will go to the demnition bow-wows.

It may be admitted that the measure is calculated to sting the British shipowners, and that the matter is an international one in which they are as much interested as in the recently passed tariff bill. They hailed that with delight and approval, and declared that America had at last come to her senses, but when America sets her seamen at least partly free from the slavery that governs seafaring life, then they lift up their voices and weep and denounce and will not be comforted.

However, they can extract the sting easily enough. All they need to do is to pass legislation for their seamen similar to that passed here, and even things up that way. Give the British seamen equal or better conditions than those proposed in the American bill, and they will not, to any particular extent, exercise their "right to quit." If there are no slaves there will be no run-away slaves.

This is about the only resource left for the British shipowners. The commerce of the seas cannot be carried on by men half of whom are slaves and half free—or at least partially free. Make the "right to quit" universal and they all work on an equal footing once more.

If the British shipowners will not do this, they will lose the best of their seamen to American ships, and they deserve to lose them. The remedy is in their own hands. It may be, and no doubt is, a disagreeable one, but there is no other.—The New York Call.

Congress Scored.

Experience keeps a dear school, but Congressmen will learn in no other. For twenty years American seamen have been knocking at the doors of Congress, and asking for legislation that would raise their calling to the level of labor ashore. They have asked this in the name of humanity. And when Congress remained unmoved, the seamen showed that such legislation was necessary for the protection of the traveling public. Still their appeals fell upon deaf ears. Year after year the sea took its awful toll, but a whisper from the shipping interests was louder than the shout of the seamen. Here and there a Congressman took the matter up, and bills were introduced: but they never got farther than the committee pigeon-holes. And the only tangible results were interminable investigations.

It was not till the Titanic disaster that Congress was moved to do something. When that ship's lifeboats, with a capacity of 1176, left the ship in an absolutely calm sea with only 706 persons in them, simply because there were not enough efficient seamen to man them, heed was given, and Congress passed the seamen's bill, though in a badly emasculated form. It failed, however, of receiving the signature of Mr. Taft. Meantime the Volturno contributes another reason for passing the bill. And nearly every ship sailing the high seas is a standing invitation to disaster. Subidies and competition have driven shipmasters to the cheapest possible means of operation. And lack of restraining legislation has enabled them to restrict the crew to uninhabitable quarters, and such accompanying treatment that the decent men have been driven from their calling, and their places filled by common labor, Chinese and Hindoos. So long as these ships can be managed by the officers, all goes well. But when disaster comes, and the men are needed, the sea takes its toll. The seamen's bill is again under consideration by Congress, with a fair prospect of becoming law.—The Public, of Chicago.

ADVANCE IN WAGES CONCEDED.

The prolonged and at one time acute dispute between the shipyard trades and the Shipbuilding Employers' Federation reached a definite conclusion a few days ago, when the representatives met in conference at Edinburgh. In June an offer was made by the employers of an advance of a shilling a week, or a farthing an hour, on the time rates and an increase of 2½ per cent of their holders-on. They refused, however, to concede the demand for an all-round advance of 6 per cent. on piece rates. A ballot of the employes upon the offer resulted in 15,702 voting for acceptance and 5,582 against, a majority of 10,120 for acceptance. The agreement is in effect the present month. No further general alteration in wages, piece or time, to take effect for a period of twelve months from the date named. There were various other points discussed, some of which were adjusted and others remitted to the districts immediately concerned for adjustment. These points deal with local conditions only.

GERMAN SHIPPING PROSPEROUS.

The three principal ocean steamship lines which have their home offices at Bremen, Germany, are the North German Lloyd, the Hansa line, and the Roland line. The annual report of the first-named company laid before the board of directors on February 27, 1913, shows a surplus after all current obligations for the past year have been met of $12,316,500, an increase of $2,439,500 over 1911.

The decrease in the passenger traffic during 1911 was not only made good in 1912, but a considerable increase over 1910 was recorded. The freight traffic on all lines of this company returned large profits, as did also the engagements of the North German Lloyd in other business enterprises. The board proposes the distribution of a 7 per cent. dividend after writing off $5,759,600 for depreciations, and placing large amounts to the reserve funds, which at the beginning of this year reached the total of $6,687,800.

The Hansa line is the second largest steamship company of Bremen. At a meeting of the directors it was concluded to propose to the meeting of stockholders that a dividend of 20 per cent. be declared for 1912. This large dividend speaks for the prosperity this line enjoys. The Hansa line connects Bremen and Hamburg with India, South America, the United States, and the Mediterranean countries. It handles freight only and has at present five large freight steamers under construction.

The vessels of the Roland line ply between Bremen and the South American Pacific coast. Owing to long running contracts this company could not fully enjoy the favorable condition of the freight market. Out of a surplus of $399,692 a 4 per cent. dividend will be paid.

The following table gives the amount of dividends declared for each of the past five years, including the proposed dividend for 1912, for each of these three steamship lines:

Year.	North German Lloyd.	Hansa Line.	Roland Line.
	Per cent.	Per cent.	Per cent.
1908	None	6	None
1909	None	10	4
1910	3	10	7½
1911	5	15	5
1912	7	20	4

AREAS BELOW SEA-LEVEL.

All the continents, with the possible exception of South America, contain areas of dry land that are below sea-level. According to the United States Geological Survey the lowest point in North America is Death Valley, California, 276 feet below sea-level; but this is only a slight depression compared to the basin of the Dead Sea in Palestine, where the lowest point of dry land is 1,290 feet below sea-level. In Africa the lowest point is in the Desert of Sahara, about 150 feet below sea-level. Until recently it was thought that most of the desert was below the sea-level, but such is not the case. The lowest point known in Europe is on the shores of the Caspian Sea. It is eighty-six feet below sea-level. In Australia the lowest point is at Lake Torrens, about twenty-five feet below sea-level. —Youth's Companion.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

to women and minors engaged in industry, as well as against the employment of children under sixteen years of age. A large number of women delegates were present representing the silk workers, this the result of successful organizing work having been carried on among the workers in this branch of the industry. President John Golden was re-elected, as was also Secretary-Treasurer Albert Hibbert, and Scranton, Penn., was designed as the next convention city.

Steel Output.

It is reported that the steel business has suffered a slight recession, but assurances are given that normal business is looked for in the spring. The United States Steel Corporation officials are emphatic in their statements that no reduction of the present output of steel is contemplated, and that there is no layoff of steel workers under consideration. It is also stated that it is problematical whether any shutdown will take place this winter. No mills are down at present, all plants running with their regular forces. Many rumors have been sent out that the Steel Corporation is planning a shutdown to coerce the Government in connection with the Sherman anti-trust suits, but this is vigorously denied by the officials of the Steel Trust, they claiming that no men will be laid off unless the corporation is forced to do so by actual business conditions.

Wilson to Textile Workers.

Philadelphia.—Secretary of Labor Wilson was an invited guest to the convention of the United Textile Workers, recently in session here in annual convention. "The problem of the equitable distribution of the things you produce toward the wealth of the country is the biggest problem of the day, and to meet it labor unions must study the problems of modern industry," said Secretary Wilson. "Title of property, like title to everything else, is law made. It is a privilege granted by society, and if those holding it attempt to use it against society, there remains the right of society to abrogate it. Human rights stand first. Such organizations as yours are needed to retain the balance."

Arrange Mass Meeting.

Washington.—The Central Labor Union at its last meeting made arrangements for a mass meeting to be held in the near future for the purpose of informing the public as to the conditions existing in the State of Colorado in the coal mining districts, where the union miners are on strike. Representative Keating of Colorado, who has introduced a resolution in the House of Representatives, providing for Congressional investigation of the Colorado situation, addressed the body. Mother Jones, who has just arrived from Colorado, also addressed the meeting.

Another Temple in Sight.

Bellingham, Wash.—Throughout the entire country there seems to be a general movement among the local unions of the different cities to provide for themselves a permanent home for their labor unions. In this city the success attending the first efforts to provide the means wherewith to establish a home for organized labor has been phenomenal. The local labor paper says: "The fact that in less than three months after the calling of a meeting to organize a corporation for the purpose of building a labor temple the trade-unionists of this city were able to raise $2,250 to buy and pay for a suitable site, speaks volumes for the movement in this city and removes all doubt as to the final outcome of the enterprise." The trustees have announced a stockholders' meeting and a new board of trustees will be elected and final approval of the by-laws made and plans inaugurated for the raising of funds to erect the building. There seems to be scarcely a question but that sufficient funds will be procured within a reasonable time to erect a suitable structure in which to house all of the unions in this city.

Textile Workers Rebel.

Atlanta, Ga.—The Textile Workers in a local Bag and Cotton Mill of this city are on strike. They state that they are loath to let the people know what they have really submitted to, but the intolerant attitude of their employers drove them to take a decided stand. One of the main causes for the present conflict was a new rule whereby a loom fixer would be fined $1 for certain actions of a shuttle while operating in the loom. Another practice of holding back one week's pay from the workers was not only obnoxious, but a hardship, inasmuch as money due the worker would not be paid even in case of sickness until the regular pay day designated by the company. Conflict of authority among the "straw bosses" worked to create discord and victimization. Another feature that was extremely obnoxious was that a weaver whose wages were $1.75 per day when off from work would be docked $2.10 and the substitute that filled his place would receive only $1.25. At the first meeting of the strikers one of the workers at its close delivered a prayer and appealed to Divinity to reward the strikers with success. A little later this same striker was arrested by the police, but was afterward released.

Syracuse Will Build Temple.

Syracuse, N. Y.—The active union men of this city are determined that the organized labor movement shall have a home of its own. Utica, its neighbor, has provided itself with a magnificent building, in which are housed the numerous unions in that city. The Industrial Weekly, the local labor paper, is doing splendid service in backing up the Labor Temple Association of Syracuse, Inc., which has the project in hand. The association is capitalized for $100,000, with shares at $10 each. Another subsidiary plan outlined by the committee is called "the 2-cents-a-day plan," whereby the stock can be purchased with the saving of this small amount daily. An encouraging number of shares have already been disposed of, and the outlook is highly gratifying.

Don't knock the union unless you can show something better that will improve your immediate conditions.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

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SAN PEDRO, Cal., P. O. Box 54.

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FIR, Wash., P. O. Box 6.
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PROSPER, Ore.
ALASKA FISHERMEN'S UNION (Local No. 2), KETCHIKAN.
LORING, Alaska.
ALASKA FISHERMEN'S UNION (Local No. 3).
PETERSBURG, Alaska.

ALASKA FISHERMEN'S UNION.

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Agencies:
SEATTLE, Wash., 84 Seneca St., P. O. Box 42.
ASTORIA, Ore., P. O. Box 138.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA

29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

Missouri State Federation of Labor has 250 local unions and fourteen central labor unions affiliated with it.

New England district council of Electrical Workers' Union are making plans for organizing the telephone operators in every section of the district.

The Executive Board of the Typographical Union of St. Paul has announced that another newsaper scale has been negotiated. That is the scale of the American Press Association, which provides for a substantial increase. The increase ranges from $1.50 per week to $3.50 per week, and includes every employe of the American Press Association.

The Powder Wagon Drivers, employed by the Dupont Powder Company at Scranton, Pa., have secured an increase in wages and a one-year agreement. The agreement calls for an advance of 25 cents per day and nine hours, the scale having been heretofore $2.10 per day, with working hours from ten to twelve. Overtime is also to be paid for at an increased rate. This organization is a local union attached to the International Brotherhood of Teamsters.

The settlement of the dispute between the New York, New Haven & Hartfore Railroad and its engineers and firemen over the rules of service recently promulgated has been announced by the railroad. The management stated that following several conferences between a committee representing the engineers and firemen and one representative of the management rules were agreed to which will be issued at once. This schedule, the statement adds, embraces all the principles for which the management contended, as well as all the safeguards against possible misinterpretation for which the men contended.

During the eighteen months the Ohio workmen's compensation law has been in effect only 2183 firms, with 134,191 employes, have been covered by State compensation. During that period receipts aggregated $602,347 and awards made amounted to $126,522. There are liabilities pending, however, aggregating $169,506. There were 10,000 damage claims filed, and 8200 of these have been settled. These facts were included in a report filed with the Governor by the members of the State Board of Liability Awards. The report further states that as a result of the safety devices installed the number of accidents and deaths has been reduced in factories.

Eleven thousand six hundred and fifty-two injuries to California workingmen were reported to the State Industrial Accident Board as occurring between January 1 and July 1 of this year, according to the recently issued statistical bulletin from the board. Of these accidents, 4610 resulted in temporary disablement, 305 in permanent disablement, and 235 in death. The total wage loss for those temporarily disabled was $210,357.57. The total computed wage loss for those permanently disabled was $1,075,292.40, with a computed loss of wages of $3,000,816 for those killed. The total amount of indemnity paid for these accidents was $129,714.08, which does not include medical or funeral expenses.

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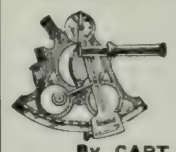
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Portland, Or., Letter List.

Abramis, George	Larsen, Engvald
Anderson, Sam	Larsen, Martin, -1710
Anderson, Gust, -1808	Larsen, Soren
Anderson, Nils	Lerch, Paul
Anderson, Ole	Lewik, Karl
Andersen, Mike	Lemarchand, Louis
Anderson, Otto	Lendeman, Ruhtil
Anderson, Erik B.	Lundsoor, Oskar
Allexander, John	Lundmark, Heege
Albrechtsen, Page	Lundquist, Ernest
Androllo, A.	Macrae, Allexander
Bergman, Karl W.	Marchand, Louis
Brodig, Wm. G.	Mattson, Maurits
Bults, Ernest	Miller, Chas.
Buckmer, W.	McManus, John
Carlsen, Charlie	McMahon, Jack
Chase, W. P.	Meinke, Rudolf
Christensen, Albert	Meyer, W.
Colman, E.	Nelson, Anton
Conway, M. E.	Nelsen, C. J.
Collins, Frank	Nielsen, Kristian
Cunnicham, W. P.	Nielsen, Edward
Dahl, Henry	Nilsson, Osvold
Day, Aca	Narberg, John
Dennis, Charlie	Narman, Ludwig
Dorff, William	Ohlsen, Charles
Edstrom, John	Olsen, Severin
Ehenbaugh, W. J.	Olsen, Ausgar
Ekham, Frans	O'Brien, Jack
Fredrickson, H. G.	Person, Charles
Gjortz, P.	Perouse, Andre
Gordia, Piet	Petrich, Theodore
Gulliksen, Amandus	Petersen, Aage
Hall, G. A.	Peterson, Hans
Hansen, Bernard	Peterson, Heinie
Helin, Waldemar	Petterson, Einar
Henriks, Waldemar	Pedersen, Peter
Henke, Ernest	Pratt, M. L.
Hellman, Albin	Rantio, Jacob
Helenius, Oskar	Raetz, August
Hohm, E.	Rasmussen, Thor
Huntington, E. R.	Roed, Halfdan
Hoch, Gore	Sandstrom, Hugo
Hultman, A.	Sanders, Chas.
Johansen, Johan F.	Simens, O. L.
Johnsen, Chris	Schulz, Robert
Johnson, Axel	Saule, J. L.
Johnson, Jack	Swanson, John
Johnson, Ole C.	Swenson, Carl Oscar
Johnson, W.	Saukha, August
Johnson, H.	Swenson, John B.
Kalberg, Wm.	Thomas, A.
Karlson, K. E.	Tamford, B. A.
Kenny, James	Trost, Peter
Kealy, James	Wall, W. H.
Kikur, Allesander	Warren, Chas. B.
Koop, Nick	Wadren, G. F.
Kronstrand, H. T.	Westlund, Gust
Kristensen, W.	Wehl, J.
Koalvik, Oscar	Wiejurecht, Ernest
Laine, Frank	Weshart, Jno.
Larsen, John	Welsen, J.
Larsen, George Lurberg	Bunk, Bruno

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Agerup, K. B.	Kohlmasher, O.
Anderson, I.	Kopatz, C.
Abolin, K.	Kirsmeier, Fred
Anderson, A.	Ludicar, K.
Anderson, Fred H.	Luduigsen, Arni
Anderson, Martin	Larsen, L. A.
Andreson, J. -1800	Larsen, Axel
Bartsch, W.	McPherson, R.
Balk, M.	McCarthy, J.
Berg, N. N.	Maki, Ivar
Berglund, K. R.	McNeary, J.
Bjorkman, Chas.	Mikkelsen, K. -1620
Berger, C.	Martinsen, R.
Brandlung, G.	Mattson, Taivo
Bye, H.	Matson, F.
Burholtz, F.	Mattson, Rudolf
Borgen, K. S.	McPhillips, B.
Brower, G.	McKenzie, J.
Cain, Phillip	McGoldrick, J.
Carlson, Harold	Mehout, Joseph
Christensen, H. -1366	Monsen, S.
Christensen, Trygar	Nilsen, Martin
Daniels, Charles	Nilsen, Oscar J.
De Groot, Geo.	Nissen, Louis
Elsted, John	Nielsen, Conrad
Edvardsen, Anton	Olsen, O. P.
Erikson, Axel	Olsaik, John
Evanger, Nils	O'Laughlin, M.
Engstrom, Fred	Osterlung, Gust
Ferguson, Robert	Owens, J. H.
Fonslund, Victor	Olsen, Severin
Fjellman, Geo.	Olsen, O, -1062
Freeman, J.	Pedersen, Peder
Franzell, A.	Petersen, V.
Gibbons, J.	Petterson, Richard
Grace, P. C.	Petterson, S.
Grant, Dave	Paludan, Chas.
Guano, P.	Rasmussen, P. A.
Gehler, F.	Rydquist, C. H.
Grant, J. J.	Samuelson, R.
Hansen, N. S.	Schmidt, T.
Hubner, Herman	Schroeder, Hans
Hakenson, I.	Siebert, Gustav
Hallnes, M.	Sims, G.
Hansen, Christ	Shanahan, B.
Hernes, Lars	Skedsnu, J.
Helam, Dan	Strasdin, A. W.
Heyem, Hans	Strand, Louis
Hillisen, Halvar	Stolsang, J.
Henriksen. Gust	Sorensen, Geo.
Holmes, Fred	Summerglyten, G.
Isaksen, Andrew	Swanson, C.
Johnson, Charles O.	Thomason, Severin
Jorgensen, Karl	Thomson, W. Reg.
Jacobsen, Torgils	Torcklson, C. H. C.
Jensen, Hans	Taede, Jens
Jensen, J.	Thomson, F.
Johnson, J. E.	Warner, Jake
Klebnikoff, I. W.	Valko, Harry
Kallas.	Wieler, Tom
Kalnow, A.	Wetland, John
King, Frederick	White, C. T.
Kirwan, M. L.	Wilsgard, D.
Kjersaik, J.	Waho, M.

INFORMATION WANTED.

Any one knowing the whereabouts of Enoch Joseph Horsfold, 18 years old, native of New Zealand, please communicate with Coast Seamen's Journal.

Anderson, Bernhard. This man has been traced as follows: Fireman on Str. San Jose in 1899; oiler on Str. Panama in 1900.

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Eureka, Cal., Letter List.

Ahlstrom, Harry	Jacobsen, W.
Anderson, John	Jensen, George
Breien, Hans	Nilson, Anton
Clausen, Fred	Miller, Fred
Debus, Fred	Publicatus, August
Ehlert, August	Plas, Henry
Gudmundsen, Gudmund	Robertson, A.
Hansen, Harald	Syvertsen, Paul
Ismas, Richard	Thorsen, Fredrik

Michael D. Harrington, who has been sailing on the Pacific Coast since 1910; last heard of on vessel sailing from San Francisco to Seattle; anyone knowing his whereabouts please notify Dennis J. Harrington, care of Winthrops Yacht Supply Co., Winthrops Beach, Mass.

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Aberdeen, Wash., Letter List.

Andersen, -1352	Kuhnert, Walter
Anderson, Ernest	Loining, Hermand
Anderson, -1283	Ljungberg, Herman
Andersen, F. C.	Lengtssen, Gottfried
Anderson, Axel P.	Laine, Herman
Arntzen, Werner	Lorsin, G. L.
Armstrong, Harry	Larsen, Lars
Berger, C.	Mallkoff, Pete
Behn, Alfred	Michelsen, Chas.
Brown, C.	Martin, James
Carlstrom, John	Marlinee, Walter
Christensen, Albert	Mertz, G.
Carson, Edward	Mekerman, Ernest
Calchnell, J.	Nikolin, E. Miko
Doyle, Wm.	Olsen, Nils
Eklund, Chas.	Oksanen, Juko
Finth, Richard	Peterson, Axel
Granberg, Eric	Rommel, Andrew
Graf, Otto	Richendsen, Hilmar
Glase, Gustav	Sandstrom, Hugo
Hohn, Arthur	Strom, K. -2718
Herman, Axel	Schmidt, George
Hansen, Ove	Wind, Jacob -1357
Heinig, Hans	Walder, Olsen N.
Johnson, Gus	Packages.
Jensen, Harry	Hansen, John
Kallio, Frans	MacGuire, O. F.
Kristiansen, Nils	

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Axel Peterson, F. Lundberg, J. Gustafson, M. Garcia, crew of the steamer Riverside, at the time she towed in the Oceana Vance, kindly call at the office of the Charles Nelson Co. for money due them.

Victor N. Kvenen, a native of Belgium, age 32, last heard of in Ashtabula, Ohio, April, 1909, inquired for by his brother John Kvenen, Route 2, Raleigh, Tenn.

Valetine (Walter) Zima from Lubiachowo, Kreis Schrimm, Province Posen, Germany; last address Sailors' Union Hall, Seattle. Please communicate with Imperial German Consul, Seattle, Wash.

Anyone who was on the schooner "Americana" on January 29, when Louis Buttner was injured, is respectfully requested to communicate with the injured man. Address Sailors' Union of the Pacific, San Francisco, Cal.

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INFORMATION WANTED.

William McGrail, of Baltimore, Md., who sailed on the Atlantic and Gulf Coasts as cook for a number of years, is inquired for by his brother, George McGrail, 603 Decatur street, New Orleans, La.

Johannes Puun, born in Oesel, Arensburg, Russia, supposed to be sailing on the Pacific coast, is asked for by his mother. Anyone knowing his whereabouts please notify A. Lepp, Sailors' Union, San Francisco.

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INFORMATION WANTED.

William Fayette White, whose mother died recently, is inquired for by his brother. Anyone knowing his whereabouts please address S. A. White, 106 W. Salem Ave., Roanoke, Va.

W. A. Goodrich, who left the British ship Puritan at San Francisco, February 6, 1911, is inquired for by the British Consul-General at San Francisco.

Mrs. Alice Phillips wishes to hear from her husband, Tom Phillips. Write to 35 Sussex St., Sydney, N. S. W., Australia.

Anderson, Carl A. This man has been traced up to the year 1897, when we learn he was employed as a seaman on the Str. Farrallone, residence address given as No. 6 Howard street, San Francisc .

Any one knowing the whereabouts of John Burke No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

Home News.

President Wilson sent his first veto to Congress when he disapproved a resolution to reinstate a cadet who had failed in his West Point examinations.

Milwaukee adopted a new method of handling inebriates, under which county guardians will be named for them, and they will be sent to a hospital instead of a jail.

South Dakota homesteads on the Standing Rock and Cheyenne reservations petitioned Congress for relief from further land payments owing to four years of drought and poor crops.

Senator Jones of the State of Washington has introduced in the Senate a bill providing for woman suffrage throughout the entire country.

New Hampshire allows a destitute mother a pension of $10 a month if she has but one child under sixteen years and $5 a month extra for each additional child.

It is being talked as authoritative that in 1915 the National Publishers' Association will launch a war against the Typographical Union in all the big newspaper plants of America.

The Kansas State Board of Health has prepared more than 300 lantern slides designed to show sanitation as a preventive for various diseases, which it loans free to schools and public institutions that will help forward the work.

In Minneapolis the Chief of Police is rigidly enforcing a law against vagrancy. He refused to consider the possibility of any one being honorably unemployed, even in a season of depression. Seventy-five have been arrested already and the jail is full.

The New York Board of Education is asking for funds to carry out admirable plans for industrial work in pre-vocational and continuation schools—the former for children in elementary schools, the latter for employes (arranged in co-operation with employers).

The United States Civil Service Commission announces that an examination for the position of forest and field clerk will be held in Bakersfield on December 13. The position of forest clerk pays $1100 or $1200 a year, and field clerk, reclamation service, gets a salary of from $60 to $125 a month.

A movement has been started in Spokane, Wash., to require the registry of the finger prints of every child that is born. This would make it possible to hound every child of a working person from the cradle to the grave. It is simply a new branding of the slave. In feudal days they would burn with red-hot irons the initials of a worker across a portion of his body. Now they propose to keep a record of him for the same reason that the branding was made in other days.

The Bethlehem Steel Company has leased a mine of high-grade iron ore from Chile from which 500,000,000 tons are to be mined at the rate of 1,000,000 a year, beginning in 1915. The vessels to carry these cargoes are to bring it through the Panama Canal to the United States, and it is said that the ore can be laid down at Bethlehem cheaper than it can be mined in this country. It is stated that a sixty years' supply of this high-grade ore is in sight within twenty-five miles of the Chilean coast.

Domestic and Naval.

For failure to keep a dog chained on board his vessel, a Norwegian shipmaster has been fined £5 and 16s. 6d. costs at Grimsby.

The Harlan & Hollingsworth Corporation has been awarded a contract by the Philadelphia and Reading Company for a single-deck ferryboat 175 feet long, to run between Philadelphia and Camden.

Rear Admiral Charles E. Clark, who was commander of the battleship "Oregon" on her famous trip around Cape Horn, accepted Secretary Daniels' invitation to stand on the bridge of his old ship to lead the international fleet through the Panama Canal in 1915.

After being abandoned off Cape Cod in a sinking condition, the schooner "Henry P. Havens," coal laden, from New York to Bangor, Me., was picked up by the steamship James S. Whitney and towed into Boston. Captain Ray, his wife and crew of four men, left the schooner in a power boat and landed at Nantucket.

It is stated that the White Pass Railway Company has plans for building two first-class passenger steamships to cost $1,000,000 and to be ready for operation by the spring of 1915 between Tacoma, Seattle and Skagway, providing transportation from Puget Sound to all points on the Yukon River under one management.

The Hamburg-American Line has ordered two oil-burning ships to be built by the Vulkan Shipbuilding Company on a new plan of payment as follows: Contracts fix no definite price and the builders will charge the actual cost of the material with an allowance for a sinking fund and working expenses together with a percentage fixed in advance.

The Bath Iron Works, Bath, Me., are building the hull of a new steamer for the Coburn Steamboat Company of Moosehead Lake to take the place of the steamer Katahdin burned during the past summer. The length of the new boat is 126 feet over all and the beam 24 feet. She will be able to carry 700 passengers and will have a speed of about 13 miles an hour.

Shipbuilders have been invited by Secretary Daniels to submit bids on the construction of a supply ship and a transport for the navy. The transport is to be 460 by 61 by 20 feet with a speed of 14 knots, and the supply ship 400 by 55 by 21 feet. The latter vessel must be able to tow disabled battleships and will be equipped to furnish oil from her own tanks to those of other vessels.

There are five vessels building on the Clyde that are being fitted with Diesel oil engines, two for the East Asiatic Company, one for the Atlantic Transport Company, and two Japanese torpedo-boat destroyers, the latter having internal combustion machinery fitted as auxiliary or cruising machinery only. At Dundee-on-the-Tyne, also at Copenhagen and other continental shipyards, motor ships are being got ready to go in commission. At the Dundee yard is the "Sebastian" fitted with two 850 B. H. P. Polar Diesels which are of special type from those built at Stockholm. In the "Sebastian's" engines maneuvering cylinders are dispensed with and the scavenging air is supplied by pumps immediately below the working cylinders.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

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Asplund, Karl O.
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Baird, Robert B.
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Benson, Helge
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Samuelsen, Leonard
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Sather, Ingv.
Sato, Santos
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Shults, Max
Sick, Herman
Sikman, Andrei
Simmonds, William
Sjablorm, Karl A.
Sjarbton, Karl H.
Skedsmo, A.
Skoglun, Hendrik
Skoglund, Harry
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Snaith, Archie
Soder, J.
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Sundquist, Ernest
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Thorkilsen, Jonas
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Tipp, Joe
Tobiasson, Joel
Tomkins, Frank
Tompsen, Benjamin
Torbjorensen, Andrew
Torsgren, Carl
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Trede, Hans
Treiberg, P.
Treman, Ernst
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Tuhyanscki, Carl
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Turner, Fred
Tvede, James
Twaig, F.
Ubl, Theodore
Ubilig, Carl
Ulla, Ole O.
Ursin, J.
Valentinsen, G.
Valtti, Jalmar
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Vogt, Chas.
Volkanen, Veda
Vold, O. P.
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Wathsted, Albert
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Westman, Andrew
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Whinner, W.
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Wills, Max
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Ziehr, Ernest
Zimmerlings, F.
Zimmerman, Fritz
Zoe, Francis
Zoe, Frank
Zoerb, Walter
Zorb, W.
Zoring, Arthur
Zunk, Rumo

PACKAGES.

Apply to Secretary of Sailors' Union of the Pacific.

Anderson, A.
Anderson, Anders
Balda, A.
Buas, Tomas
Carlson, L. C.
Christoffersen, Olaf
Ellefsen, Otto
Gasman, Geo. A.
Hansen, Chr. M.
Hansen, Karl
Hansen, Marius
Iversen, Reidar
Johanson, Nils A.
Johnson, W.
Jorgensen, Oluv
Korsberg, Wolmar
Larsen, Hans
Laydon, D.
Lindroth, Erik
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Rutter, T.
Saar, J.
Straus, Walter
Summers, James
Torkildsen, Jonas
Trondsen, J. M.
Wakely, R. E.
Walters, Albert B.
Welsen, Julius
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ALASKA FISHERMEN.

San Francisco.

Adamson, Hjalmar
Andersen, C.
Anderson, Wm.
Bensen, John
Burman, Andrew
Berg, Andrew
Carlson, Arthur
Cefalia, Vinzenco
Eriksen, Johan
Ericksen, E. John
Fry, Fritz
Frost, Hans
Husby, Lars
Johansen, Johan
Johanson, E. O.
Johansen, Amiel
Johansen, A. C.
Johnson, Martin
Johanson, Hilma
Larsen, Julius
Larson, H. A.
Lizs, Otto
Mathisen, Emil
Nilson, O.
Roelfs, J.
Swanson, John
Widlund, O. E.
Walrath, G. O.

Seattle, Wash.

Abolin, Adam
Borgen, K. Sigurdsen
Dahl, Ben.
Fister, Johannes
Finnigan, I. H.
Hagen, Gunder
Jensen, Gustav
Johansen, Ingvald
Johnson, Axel
Nelson, Nels Wilhelm
Larsen, Fred
Magnuson, P. A.
Osterlund, Albert
Olsson, Sigfrid
Peterson, Andrew K.
Phister, Albert
Polhome, Mr.
Ridderstaff, Ernest
Rye, F. M. J.
Selback, Chris.
Slinning, Rasmus O
Spellman, Tom.
Starks, John
Stein, George G.
Stixrud, Jack
Stromsness Oscar

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Andersen, E. T.
Alango, John
Hermansen, L.
Johansen, John
Johnson, Ole
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Tacoma Letter List.

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Knappe, Adolph
Loren, A. L.
Marin, Joe D.
Mynchmeyer, Harry
Nielsen, C. W.
Nissi, Clemmens
Olsen, Martin
Olsen, O.
Petterson, J. M.
Plesner, Levi J.
Seblom, John
Simonsen, Sivgard
Strand, Chas.
Thoresen, Axel L.
Wessman, John

INFORMATION WANTED.

Any one knowing the address of Thos. Symington, age 59, last heard from in Seattle, Wash., 1908, will please communicate with John Sym- Chicago, Ill.

Andrew John Anderson, who left Aberdeen, Wash., on lumber barge Washtura for San Francisco, is inquired for. Any one knowing his present whereabouts please notify Mrs. Anna Anderson, Aberdeen.

John Rebbetad, who was in the steamer A. F. Lucas in November, 1911, is inquired for by his brother. Address, Coast Seamen's Journal.

H. W. HUTTON
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June 30, 1913:

Assets	$55,644,983.27
Capital actually paid up in Cash	1,000,000.00
Reserve & Contingent Funds	1,757,148.57
Employees' Pension Fund..	158,261.32
Number of Depositors.....	62,134

Office Hours: 10 o'clock A. M. to 3 o'clock P. M., except Saturdays to 12 o'clock M. and Saturday evenings from 6:30 o'clock P. M. to 8 o'clock P. M. for receipt of deposits only.

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INFORMATION WANTED.

Reiar Gundersen is inquired for by his brother, B. C. Gundersen. Anyone knowing his whereabouts please communicate with the Coast Seamen's Journal.

John West, who was on the steamer Horatius in June, 1912, is inquired for by P. Ivers, River Darling, via Wenthworth, Australia. Please notify Sup't., No. 1 State street, New York.



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INFORMATION WANTED.

Arthur Griffith, alias Simmons, a British subject aged 28 years, 5 feet 6 inches in height, fair complexion, stout build, blue eyes, top false teeth, clean shaven, who is believed to sail on a coasting vessel between San Francisco and Portland, is inquired for by H. B. M. Consul-General. Anyone knowing his whereabouts please notify the British Consulate-General, San Francisco.

John Hansen, who was lookoutman on the S.S. "Argyll" some months ago, is wanted by the Union Oil Co. Anyone knowing his whereabouts please notify the manager Marine Department, Mr. Walter G. Tubby,

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INFORMATION WANTED.

Carl Johan Nilsen, a native of Sandefjord, Norway, aged about 33, left his home at 1164 Potrero Ave., Sunday, August 17th. Any one knowing his whereabouts please notify Coast Seamen's Journal.

News from Abroad.

The Austrian budget for the first half of 1914 showed a deficit of $30,000,000, due to the Balkan war.

Five lions belonging to an American circus escaped from their cage during a collision in Leipsic, Germany. One of them invaded a hotel.

Jules Pegout, the topsy-turvy airman, declared he was willing to attempt a flight across the Atlantic if a proper patrol were guaranteed.

A law has come into force in Italy making industrial instruction for children of twelve to fourteen years of age, who are engaged in factories, compulsory.

All business was suspended in Havana recently on account of a great parade of vehicles in protest against the condition of the streets in the Cuban capital.

Dr. F. F. Friedmann announced that he would yield to the long-standing demands of the German medical fraternity and place his "cure" for tuberculosis at its disposal.

Troops of all the warring Balkan States committed gross atrocities, according to the evidence gathered by the International Carnegie Commission in its inquiry just ended.

A cemetery containing bones of Indians who are supposed to have inhabited Cuba before its discovery by Columbus was discovered in a swamp on the south coast of the island.

The British Government appointed a royal railway commission, which is expected to discuss nationalization and the reduction of freight rates, as part of Lloyd-George's land reform scheme.

Mrs. Lucille Rand, a daughter of Henry T. Gage, of California, was arrested in Dublin on a charge of kidnaping a boy; the charge arose out of the scheme to provide homes in England for children of the Dublin strikers.

Colonel Roosevelt delivered a speech in Rio Janeiro, Brazil, appealing for American internationalism and declaring that every American nation sufficiently advanced must share the responsibilities of the Monroe doctrine.

Three European nations, Great Britain, Germany and France, have agreed to adopt no new policy toward Mexico until the Government of the United States can submit for their consideration a definite plan for the future treatment of the republic.

The British Embassy has renewed its request that the Austrian government should, pending the trial of Mr. Samuel Altman, the Vienna manager for the Canadian Pacific Railway, permit the company to carry on its ordinary business outside of the transportation of emigrants.

Premier Asquith in a speech at Ladybank, Scotland, announced that the Government was inclined to make a compromise with the opponents of the Home Rule bill by which a portion of Ulster would be left under the control of the Imperial Parliament for a limited period.

Sir George Newman, Chief Medical Officer of the British Board of Education, says there is an appalling amount of preventible disease among the children of Great Britain, and he adds that "there is one thing he would like to do for these 6,000,000 children, if he wanted to rear an Imperial race, and that would be to feed them."

With the Wits.

College Has Begun.—"D'ye make a living writing?"

"Yep, writing father."—Cornell Widow.

Just to Oblige.—"The doctor says I must quit smoking. One lung is nearly gone."

"Oh, dear John. Can't you hold out until we get enough coupons for that dining-room rug?"—Washington Herald.

Father John I. Moran, aside from his reputation as an orator, is widely known as a teller of timely stories, and his anecdotes always have a pertinency that adds to their humor. Just now he relates one which has to do with the season when pretty girl graduates set forth to conquer the world.

"A young woman had returned home from a fashionable college," Father Moran says, "and, of course, was much displeased at the noise her father—an old Irishman—made while dining. One day she had a number of college chums and sorority sisters at her home for dinner, and before the meal was served gave her father his instructions as to how he should eat. Among the things she spoke of particularly was the peculiar noises, expressive of enjoyment, with which the old gentleman punctuated his bites.

"By covert glances the daughter was able to squelch the father whenever he gave signs of becoming audible and, in that way, the dinner progressed nicely until the beverages were brought in. Of course, the old man wanted tea instead of coffee, and when it was placed at his elbow, before the young woman could flash a signal, he poured it into his saucer and sipped loudly and with keen delight. Then he happened to glance up and his eyes met the angry glare of the daughter. For a moment he stared back defiantly, and, deciding to strike once and for all for his freedom, shouted:

"'Mary, another look at me like that and I'll blow ripples on it.'"—Tobacco Workers' Journal.

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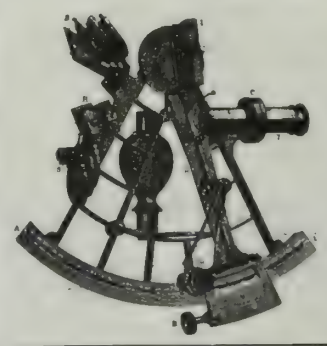
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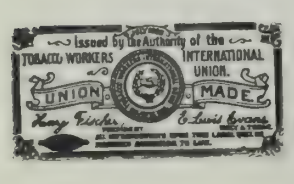
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COAST SEAMEN'S JOURNAL



FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XXVII, No. 10. SAN FRANCISCO, WEDNESDAY, NOVEMBER 19, 1913. Whole No. 2252.

THE SEAMEN'S BILL.

The Seamen's Bill, which was passed by the Senate a few days ago and now awaits action in the House of Representatives, is designed to accomplish three distinct purposes, namely, improvement in the daily life of the seamen, better protection for passengers in time of danger, and equalization of conditions as between the American and the foreign shipowner. The gist of the bill's provisions is as follows:

Establishing a nine-hour day and prohibiting unnecessary work on Sundays and legal holidays; applicable only while the vessel is in port. The work-day at sea is limited to twelve hours, except in emergency.

Providing two days' extra pay for each day during which the seaman is kept waiting for his wages after being discharged from his ship. The present law allows only one day's extra wages.

Repealing the provision under which the seaman has been compelled to sign away his right to demand one-half of the wages due him at each port during the voyage.

Enabling a majority of the crew, exclusive of the officers, to demand a survey of the vessel in a foreign port. This is already law in home ports.

Enlarging forecastles and providing facilities for personal cleanliness and comfort.

Abolishing imprisonment for desertion in foreign ports (involuntary servitude).

Making the vessel liable for damages for ill-treatment of seamen. At present the shipmaster is liable, but he is usually unable to pay damages.

Improving the scale of food.

Prohibiting allotment of wages.

Protecting deep-sea fishermen against garnishment of wages.

Providing a standard of skill and a language test for seamen, and requiring that passenger ships shall carry at least two able-bodied seamen for each lifeboat.

Repealing the present law relative to the arrest of seamen deserting from foreign vessels in American ports.

Of these twelve provisions, all but one—that relating to the qualifications and number of the seamen in each ship's crew—are in the nature of economic reforms. They are intended to raise the conditions of the seaman more nearly to the level of those prevailing among landsmen.

Thus the seaman's life will be freed from much of the degradation which has characterized it in the past, and become tolerable, if not attractive, to an intelligent and capable class of men.

The common conception of the seamen as a class is that of a loose and rowdy individual, whose misfortunes are due mainly to his own "natural improvidence."

It may be freely conceded that the seaman is not an angel. It remains to be said, however, that the seaman, like most other men, is very largely the product of his environment. The seaman's environment is chiefly a matter of law.

From time immemorial the seaman has been governed in the smallest detail of his life by the maritime law. This code is one of the oldest in the world. Indeed, the Supreme Court of the United States, in a comparatively recent case, announced that the maritime law of the present time is based upon the maritime law of the ancient Rhodians, "which is supposed to antedate the birth of Christ by about 900 years."

Perhaps, upon reflection, it may be found that the difference in point of personal character between the seaman and his fellows on land is largely a matter of the difference in the laws under which they live. Perhaps the average landsman would not be the very superior person he is, comparatively speaking, were he compelled to live under the conditions that prevailed 3,000, or even 300 years ago.

During all these years the seaman has lived under a system of law that has suppressed every instinct of his manhood. Such a system inevitably develops the lower instincts. The passage of the Seamen's Bill will make the seaman a freeman for the first time in the history of this or any other country. He will then be wholly responsible for himself, his conduct, and the uses to which he shall put his new opportunities. The result may be awaited with perfect confidence.

The proposal to abolish imprisonment for desertion in foreign ports is, in a sense, the most far-reaching feature of the bill. The idea of tying the seaman to his ship, as serfs and slaves were tied to the soil, is one of the oldest legal institutions of the sea.

One can easily imagine the enthusiasm with which the Rhodians hailed that idea when it was first broached. Probably someone gained much repute, and, peradventure, also a considerable modicum of the tokens that passed current in his day and generation, on the strength of this discovery.

In justice to the Rhodians, and other maritime peoples of the remote past, it must be said that the general circumstances of those times afforded a warrant, and, in fact, constituted the necessity for drastic measures of this kind.

Slavery was the common lot of mankind. Moreover, maritime enterprise was constantly attended by danger and difficulty. Every strange country was literally the "enemy's country"; every foreigner was a foe. Every seaman was also a soldier. Commerce and war were interchangeable, if not actually synonymous terms. The involuntary servitude of the seaman was justified by "military necessity."

The laws of Rhodes, of Oleron, and of the Hanseatic League were at least abreast of their times. What shall be said of those laws of the United States which still maintain the institution of involuntary servitude? Nothing can be said, except that the Rhodians must have been a very hardy race, with a remarkable ability to perpetuate themselves and their ideas.

Imprisonment for desertion was abolished in the domestic trade in 1895. Three years later the law was modified in the case of desertion in foreign ports. The passage of the present bill will entirely remove the last vestige of the ancient institution of slavery at sea. The seaman will be able to quit his ship in any port, but he will still forfeit the wages due him at the time of his desertion.

Allotment is the system under which the seaman has been permitted to sign over to his creditors a portion of the wages to be earned on a given voyage. This system has long been recognized as the main support of the crimp.

The seaman, while theoretically permitted to give allotment, has in practice been compelled to do so. Of course, he is usually compelled to sign for a sum in excess of his debt to the crimp.

This system, along with imprisonment for desertion, was abolished in the domestic trade in 1895. Its abolition in the foreign trade will free the seaman from the power of the crimp, protect his earnings, and throw him upon his own resources.

The new condition will undoubtedly make for self-reliance and an all-round improvement in the character of the seaman.

The feature of the bill that is of most importance to the public is that dealing with the qualifications of ships' crews.

At present there is absolutely no law on the subject. The Statute says that ships shall be "sufficiently manned," leaving the question of sufficiency entirely to the discretion of the shipowner. The result is that in most instances the question of cheapness determines the character of the crew.

Ships are sent to sea manned by crews the larger part, perhaps all of whom, are unable to speak the language of the officers. It frequently happens also that many of these men are absolutely lacking in experience at sea. We do not need to depend upon imagination to appreciate the result of this system in times of danger. The records of maritime disasters are full of instances of panic and needless loss of life, directly due to the incompetency of the crews.

The Seamen's Bill provides that hereafter 40 per cent. (increasing to 65 per cent. in five years) of the deck crews shall be men of at least three years' experience at sea. It also provides that 75 per cent. of the men in all departments (sailors, firemen, stewards, etc.), shall be able to understand the orders given by the ship's officers.

A further provision requires that there shall be at least two able-bodied seamen for each lifeboat. This provision is a necessity to the effective use of the lifeboats and other equipment.

As a result of the recent great loss of life at sea, a number of laws have been enacted by the United States and other countries. These include compulsory wireless equipment, a larger number of officers, and additional life-saving apparatus. So far, however, nothing has been done to deal with the most vital feature of all life-saving plans, the "man before the mast," upon whom in the final emergency rests the question of life or death. The Seamen's Bill proposes to remedy this fatal defect.

Finally, it is proposed to grant to the seamen in foreign ships in American ports the same measure of personal liberty that is granted to American seamen in foreign ports, namely, the right to quit, or "desert," as the ancient Rhodians put it.

This, of course, means one of two things so far as the foreign shipowner is concerned. If he would keep his seamen from deserting he must treat them as well as American seamen are treated. Otherwise he must engage other crews,

(Continued on Page 8.)

WILSON IN SEATTLE.

Seattle has the distinction of being the first city where a member of the President's Cabinet accepted an invitation to address a mass meeting of Seamen under the auspices of the International Seamen's Union of America.

The meeting, which was attended by about 400 men, was held on Monday evening, November 10, in the hall of the Sailors' Union of the Pacific, and the honored guest of the seafarers was Wm. B. Wilson, Secretary of the Department of Labor.

To readers of the JOURNAL and to the Seamen of America Wm. B. Wilson needs no introduction. He was the father of the Seamen's bill at the last session of Congress, and it was mainly due to his efforts that the measure passed the House of Representatives practically in the same form as it has just been adopted by the Senate.

Secretary Wilson was introduced to the meeting by Paul Scharrenberg, Editor of the COAST SEAMEN'S JOURNAL, who referred briefly to the able and unselfish work which had been given by Mr. Wilson to the Seamen's cause when the latter was a member of Congress. Comrade Scharrenberg also referred to the fact that while Mr. Wilson was now Secretary of the Department of Labor, he was still a trade-unionist, having for many years been actively identified with the United Mine Workers of America as an organizer and as their General Secretary.

Mr. Wilson was received with unbounded enthusiasm and spoke, in part, as follows:

When I took up, after investigation, the bill known as the Seamen's bill, I did not do so because it concerned sailors, but because I am a trade unionist and interested in humanity. When December 22 next comes around I will have carried a union card for forty years.

We are constantly reminded that the American flag has practically disappeared from the seas, whereas formerly it was to be seen in every part of the world. This is true, and there are reasons for it. During my investigation of the subject I discovered that while the workers ashore are no longer slaves, the men who go to sea in ships are still held in bondage by the law. This I found to be one of the greatest causes for the decline of the American Merchant Marine.

The Anglo-Saxon in this country is as good a sailor as the Anglo-Saxon in any other part of the world, but he does not go to sea because conditions on land are much better, and until conditions at sea are made as good, until the pay is equal, until he can be a freeman at sea as well as on land, he will refuse to go to sea.

The bill which has passed the Senate, and I confidently believe will pass the House at the next Session of Congress, will go far toward bringing about these results.

At the last session of Congress the House passed a splendid bill, but when it reached the Senate it was cut to pieces, though finally passed, but vetoed by President Taft.

The bill which will undoubtedly become a law is the best ever presented to Congress, and will do away with involuntary slavery not only for American seamen but for all who sail to American ports. It will improve conditions for about 2,000,000 seafaring men and those dependent upon them. It will make for safety at sea, not only for the crew of a ship, but for passengers and cargo, because it provides that the crew shall be made up of skilled men able to understand the orders of the officers and capable of executing them. It will raise the pay of the sailor because he will be able to quit a cheap vessel and accept engagement at better pay and under better conditions.

When these changes are brought about the American sailor will again go to sea and the American flag will then be seen in every part of the world; slavery will have been really and completely abolished.

The time is, therefore, not far in the distance when the sailor will take his proper place in the ranks of the free and skilled workers of the world.

Speed the day, for it has been too long delayed.

At the conclusion of Secretary Wilson's remarks Comrade P. B. Gill moved that a rising vote of thanks be extended to the speaker for the services already rendered by him to the Seamen of America, and for his kindness in accepting the invitation to address this meeting when he had other important engagements for the evening. The vote of thanks was unanimously extended and before Mr. Wilson left the hall Comrade Patrick Flynn, who is in Seattle attending the convention of the American Federation of Labor, proposed three cheers for the departing guest, and the rafters shook from the cheering, which must have sent the Secretary of the Department of Labor on his way with no possible doubt in his mind regarding the attitude of the assembled men toward himself as a highly esteemed friend of those who earn their livelihood on the seas.

SPIRIT OF SOCIALISM.

There are many interpretations of the word Socialism. When we say that Socialism is the best solution we can think of for the present inequalities and injustices of the human lot, we mean a very definite economic program. Let it be clearly understood that we do not believe in dividing up the world's goods into equal piles and distributing the piles among the inhabitants of the globe. We do not believe in free love; nor do we believe in breaking up the home. If there are any other equally silly tenets ascribed by the ignorant to the Socialists we desire here and now to disown them all. If it will give our readers any greater confidence in us, we are willing to proclaim marriage and the sanctity of the home as the bedrock of our civilization. We hold that position far more strongly than many who denounce Socialism, but look with tolerance on our divorce laws. Socialism from our point of view is purely and simply an economic creed. It goes very little further than the spirit of our own Declaration of Independence, from which we have strayed so far. It means in effect the reorganization of the great industries of the world on a co-operative basis so that all the workers shall share in the rewards of labor. It means real equality and real liberty. It means the abolition of slavery, the freeing of labor from the domination of capital.—November Metropolitan.

A Japanese newspaper has announced that it will undertake scientific investigation of the currents around Japan and in the China Sea for the benefit of mariners, and has solicited the assistance of the public. Thousands of sealed bottles are to be set adrift from various parts of the coast, and steamers on the Nagasaki-Shanghai run, the Keelung, Kagoshima-Loochoo, Shimonoseki-Fusan, Dairen, and Nagasaki-Hong Kong routes will also deposit bottles in the sea. Each bottle will contain an international postcard with particulars of the investigation printed in Japanese, English, Russian and Chinese, and the bottles will be marked on the outside to facilitate discovery. When a bottle is picked up, the finder is to forward it to the office of the newspaper with details of the position, date, etc., filled in. The investigation will last two years, experts will be employed to tabulate the information given in the return postcards, and the results will be made public.

SALVAGE WITH AIR.

A number of brief notices of notable salvage operations with compressed air were published in a recent issue of the American Marine Engineer, as follows:

The "Bavarian": 12,000 tons, ran ashore on Wye Rock, November 3, 1905. The old-fashioned methods were tried and $150,000 expended in the efforts which failed.

By the compressed air process, work was begun September 7, 1906, and the ship floated November 16th.

The "Mount Temple": Wrecked near Halifax, December 2, 1907. The Halifax Salvage Association made the usual efforts with the old-fashioned but still usual methods, and failed.

On February 19 the Messrs. King & Wotherspoon Co. took a sub-contract to salve the vessel, using compressed air. April 15, ship was saved.

U. S. S. "Nero": Ran ashore near Newport July 1, 1909. Usual efforts, with failure, were made at once. Pumps were applied July 6 and 7 with failure again. Then recourse was had to compressed air. August 1 work was ready for compressed air, and ship was readily floated.

"Gladstone": Ran ashore about 7 miles from Quebec. Mr. Wotherspoon began work on her November 7, 1912, and floated her November 13.

From this ship Mr. Wotherspoon transferred his plant to and saved the "Royal George."

The value of the "Gladstone" and "Royal George," with their cargoes, was about $2,000,000.

"Royal George": Ran ashore at high water—spring tide—November 6, nine miles below Quebec. Local salvage efforts failed. Messrs. Parry & Jones and H. B. Saunders were sent by the Salvage Asociation of London to take charge of the work. The work was under the Quebec Wrecking and Salvage Co. They started on the work, using pumps, etc., until November 14, when Mr. Wotherspoon was called in as sub-contractor, using compressed air. He started work on November 18. On November 22, at 10:15 p. m., ship was ready. Air was applied and holds found dry. Air was withdrawn until following day, when air was reapplied and ship floated.

"Uranium": 5,183 gross tons with 1,200 tons general cargo and 890 passengers, stranded at Chebucto Head, Nova Scotia, January 12, 1913. She was floated and taken to Halifax. Arriving there it was found that the only dock was occupied by the "Gladstone," which had recently been saved by Mr. Wotherspoon with his compressed air methods. The dock would not be available until the middle of march. The company had urgent use for the "Uranium." It was suggested by Wotherspoon that the "Uranium" be repaired afloat under compressed air. This was done. Work was begun January 26 and completed February 10. The ship then proceeded to New York at a speed frequently reaching 12 knots.

The trade union is a standing challenge to that miserable old cynicism, "Every man for himself, and the devil take the hindmost."

Demand the union label upon all purchases!

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

August Immigration.

The record of Southern Italian Immigration to this country is indeed marvelous. While it is true that many of these Southern Italians return to their native land after either short or long periods in this country, yet numberless thousands remain here. For many months the Southern Italians have outstripped every other race in point of numbers landing at American ports. The record of the last ten years, ending June 30, 1913, of Southern Italian immigration shows that there have landed at American ports 1,824,293. In order to show the full Italian immigration there must be added 354,398 Northern Italians to the record of the last ten years, which makes a grand total of Italian immigration during the period stated of 2,178,691. For the month of August, 1913, Southern Italians in point of numbers outstripped all other nationalities again, 27,554 being admitted. Next in point of numbers for August come the Hebrews, with 17,069, closely followed by the Polish, with 15,667, Germans, 7,890; Croatians and Slovenians, 6,174; English, 5,221; Russians, 5,086; Ruthenians, 4,438; Northern Italians, 4,208; Lithuanians, 3,081; Slovaks, 2,971; Scandinavians, 2,894; Magyars, 2,748; Irish, 2,545; the balance being scattered between twenty-five other nationalities, usually recorded by the Bureau of Immigration, while a small number is listed under "Other Peoples." Designated according to occupations declared by those landing during August, 30,989 were farm laborers, 23,345 laborers, and 12,857 as servants. Of those declaring themselves as skilled workers there were 3,456 tailors, 1,918 carpenters and joiners; clerks and accountants, 1,603; seamstresses and dressmakers, 2,247. Other trades are represented by a much smaller number. The distribution of these immigrants forms also another interesting portion of this story, New York being the recipient of the largest number, 37,476 having gone to that State, while Pennsylvania received the second largest number, 20,664. Then comes Illinois with 11,824; Ohio, 7,830; Massachusetts, 7,564; New Jersey, 6,218; Michigan, 5,950; Connecticut, 3,735; the remaining number being scattered to the various States in the Union. There were debarred during the month under consideration 2,479, the cause excluding the greatest number being that the immigrants so excluded were likely to become public charges. Emigrant aliens leaving this country in August reached 23,242. The total immigration for the month was 126,180, showing an increase over the immigration of August, 1912, of 43,803.

How Strange.

San Diego, Cal.—The Labor Leader, the local labor paper here, in its last issue, commented on an editorial clipped from the Bakersfield Californian. While the comment was to the point, the editorial of the Bakersfield Californian is of much interest as indicating that in at least some portions of the country the press is beginning to realize the reasons why laboring people organize labor unions. The editorial, in part, follows: "Raisin growers at Fresno are to receive 4 cents a pound for their product this year, and a paper of Fresno congratulates the community because organization has resulted in securing a living price for the output of the vineyards. . . . Equally is the same thing true in the field of labor. . . . Union men know that their wages depend not upon the tariff but on two things, supply and demand and organization, the latter probably being the most potent factor. The unions of this Nation have forced reluctant employers to give them fairer wages and better hours, and the tariff is not a factor. It never was a factor. And neither was it the case of the raisin growers. The vineyardists of Fresno, like the wage earners of the country, have a fairly effective organization now, and they are, therefore, better able to say what the price of raisins shall be, just as wage earners are in a position strong enough to say what compensation they must have for their labor."

Traction Employes Exempted.

Austin, Tex.—The State Industrial Accident Board has held that street railway companies do not come within the purview of the Texas Workmen's Compensation Act; that they are exempt under the provisions, which provide that common carriers are not subject to the new law, thus making all steam and street railways exempt. The Board further construed the new law to exempt ranches because an exemption is made of farm laborers. There are hundreds of ranches in Texas which employ more than five workmen, and some of the ranchmen wanted to come under the law, but the Board says the law does not include them. Another ruling is as follows: "Where an employer, corporation, or otherwise, operates a number of plants of a like industry and these plants are entirely disconnected as to their work or their employers, and there is no interchange of employment between the plants, then it is optional with such employer to insure all the said plants or any one of them. This rule, however, does not apply to a contractor carrying on more than one contract at the same time."

Indianapolis Car Strike.

Indianapolis.—One of the unique incidents occurring in the traction strike in this city was that thirty patrolmen turned in their badges rather than ride on street cars and protect strikebreakers. The Mayor defended a policeman who had been ordered to turn in his badge for refusing to board a car to aid strikebreakers, the Mayor ordering the policeman to return to patrol duty. "I took this stand bcause I do not believe it is the duty of the policemen to run these cars. It is their duty to protect lives and property and not to operate or assist in operating cars of the street-car company." The Mayor is reported as asserting that if charges are brought against policemen for refusing to ride on cars he

(Continued on Page 11.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeland Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts Maritimes de France, 33 rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S, Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federacion Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

The London theatre orchestras are demanding extra pay and fewer hours of work. They threaten to strike if their demands are not granted.

A new trade union house of the Woodworkers of Germany has recently been completed at a cost of over $50,000 at Berlin.

The Railway Ministry of Austria contemplates introducing free dentistry for all railway employes. Ten dentists will in the first place be appointed for Vienna.

In Austria a new law exists under which the miners are to be paid every fourteen days; employers are forbidden to take more than cost price from their workers for tools, or pay wages in a beer house or on licensed premises. A further law raises the amount of wages or pension, which may not be seized in payment of debt.

Workers in the fellmongering industry in Victoria are anxious that the wages board award should be extended to all parts of the State. The Minister for Labor will receive any objections that can be made to this course, and is calling the board together to see if the award can be reviewed in order that it can be applied to country districts.

The New Zealand Government's new Arbitration bill provides that any award-bound worker who takes part in a strike is liable to a fine of £10 and his union to one of £1000. The employer whose greed or guile precipitates strikes is to go scot free. True, he isn't to receive a testimonial and a purse of sovereigns. But probably this is an oversight on the part of the Government.

An important development in the organization of the building trade workers is reported from Hobart, Tasmania. Representatives of all the unions connected with the trade met with the object of amalgamating their various organizations into one big union. There existed a federation of certain workers, such as masons, carpenters, painters, etc., but the new body will also include such workers as quarrymen, plumbers, electricians, in fact it will comprise all trades connected with the manufacture or construction of buildings. This centralized form of organization is decidedly best in trades where many different kinds of workers are in continual contact with each other and whose interests are closely interwoven. Instead of a federation of a large number of craft unions, many of which are too small to maintain permanent officials—with the result that meetings are not held regularly and there is no proper supervision—the building workers of Hobart now have one organization, the whole strength of which may be used at any time to redress the grievances of the smallest section. The leaders are confident that the new union will be a success. There is no reason why it should not be. Management expenses will be saved, there will be permanent organizers, the petty jealousies which unfortunately exist between small craft unions will disappear, a deeper, broader spirit will be instilled into the men making strong united action possible. The new union will be known as the Building Trades Union. The various building trades unions have approved and their delegates have endorsed the scheme. It will be the biggest union in Tasmania.

SAN PEDRO, CAL.

Cannon's Clothing Store

Headquarters for
UNION-MADE CLOTHING FOR SEAFARING MEN
Special Low Price on
SEA BOOTS AND OIL CLOTHING
Men's Suits Made to Order
515 FRONT-516 BEACON STS. - - - - SAN PEDRO

M. BROWN
THE SAN FRANCISCO CLOTHING STORE AND OUTFITTER
EXCLUSIVE AGENT FOR
DOUGLAS SHOES
437 FRONT STREET SAN PEDRO

S. G. SWANSON
FOR THE BEST THERE IS IN TAILORING
641 SOUTH BEACON STREET
Next door to Postoffice,
Los Angeles "Waterfront"
SAN PEDRO, CAL.

INFORMATION WANTED.

Kasper Olsen, a native of Fredrikstad, Norway, age about 25, is inquired for. Address Christ Hansen, Port Ludlow, Wash.

THE UNITED HATTERS OF NORTH AMERICA — UNION MADE — REGISTERED

UNION LABEL OF THE
United Hatters of N. A.

When you are buying a FUR HAT, either soft or stiff, see to it that the Genuine Union Label is sewed in it. The Genuine Union Label is perforated on the four edges exactly the same as a postage stamp. If a retailer has loose labels in his possession and offers to put one in a hat for you, do not patronize him. Loose labels in retail stores are counterfeits.

JOHN A. MOFFITT, President, Orange, N. J.
MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

WILL BE A MOTHER TO YOU
Fix your clothes, sew the rips, repair the tears, fasten the buttons, etc. We really clean your clothes by our
French Dry Cleaning Process
which is entirely different from the mere "sponging and pressing" method.
We Call and Deliver
The French Dye Works
612 BEACON STREET
SAN PEDRO, CAL.

INFORMATION WANTED.

This is to certify that on the 27th day of February, 1911, one Mathias Lagman, then nineteen years of age, was a seaman on board the S. S. "Paloma," Cuban flag; that when said vessel was lying at anchor in the Port of Cabarian, P. R., at about 8 o'clock in the evening, Lagman, who had been working with other men at painting, was walking between decks in the dark, when he fell through hatch No. 4, which had been left uncovered. He was picked up in the hold and it was found that he was paralyzed from the waist down. This young man was subsequently taken to Russia, where his mother, who is very poor, is taking care of him.

It is believed that the owners were negligent in failing to have the hatch covered, and in failing to have or furnish proper lighting for the 'tween decks at the point where Lagman fell. If these facts can be proven, some relief might be obtained for this unfortunate boy.

The following are the men who signed on the articles with Lagman, and who had been working with said Lagman:

C. Jones, C. J. Johnson, F. Johan, M. Lanhard, E. Randal, W. Paulson.

Any seaman who will locate these men or send their addresses to the Legal Aid Society, No. 1 Broadway, New York City, will be doing a great favor to said sailor, and to S. B. Axtell, attorney-in-charge.

For similar reasons we desire to communicate with the following men who were members of the crew of the "Lyman M. Law" in October, 1911, when Edward S. Tennberg was severely injured on the trip between Boston and Norfolk:

Adolph Dittmer, John Olson, Harold Herman, Charles Newberg, James J. Kelly.

San Pedro News Co.
Sixth and Beacon Streets, San Pedro, Cal.
Dealers in
CIGARS, TOBACCO, STATIONERY
Los Angeles Examiner and All San Francisco Papers on Sale. Agents Harbor Steam Laundry

ALEX. KANE C. A. BRUCE
WHEN IN SAN PEDRO
Don't forget the
GLOBE BOWLING ALLEY AND BILLIARD ROOM
UNDER GLOBE THEATRE, SIXTH ST.
(Next building west of Sailors' Union Hall.)
KANE & BRUCE, Props.
We have the best alleys and pool tables on the Pacific Coast.
Light and ventilation perfect.
Cool and pleasant at all seasons.
CIGARS TOBACCO SOFT DRINKS

INFORMATION WANTED.

Adolf Theining, a native of Vannersborg, Sweden, is inquired for by his mother. Address, Coast Seamen's Journal.

Walter Jorgesen Clang, born in Aaland Yetta, Ostro Yetta, is inquired for by his uncle, John Clang. Address Coast Seamen's Journal.

George Alfred Hall, last heard of on the Sch. "Sehome" in June, 1913, will please communicate with his brother, Walter Hall. Address 790 18th street, Oakland, Cal.

Rudolph Kurella, born January 5th, 1868, at Grabowo, Germany, is inquired for by the German Consul-General at San Francisco, Cal.

Oscar Osolin, John Lind, M. Elone, John Anderson, Thomas Pukki, Alex. Tuominen, Chas. Grouberg, who were on board the steamer "Fifild" April 7, 1913, please communicate with the Coast Seamen's Journal.

Anyone knowing the whereabouts of John Owens, age about 24, last heard of in Sydney on the barque Misbeck, November, 1912, please communicate with Coast Seamen's Journal.

Lasker Munter, of Spokane, Washington, born 1884, left home in 1903, is inquired for by his father, Adolph Munter, Spokane, Washington.

San Pedro Letter List.

Alver, Con	Lemke, Richard
Anderson, David	Lewet, Frenchie
Andree, E. A. -1410	Linderman, Gust
Ahlgren, Alfred	Lister, W.
Anderson, Karl -1762	Loining, Herman
Andersen, M. -1874	Larsen, Peter
Anderson, A. -1045	Lindholm, Charles
Anderson, Gust	Lindgren, Gust
Anderson, W. -1630	Lovera, Paul
Anderson, Ernst	Larsson, Axel
Anderson, Hemmind	Lindberg, Gust
Anderson, Patrick	Lassman, Oskar
Anderson, Soren	Lundquist, A.
Alexandersen, Paul	Martinson, E.
Ahlstrom, Anders	Manners, C.
Anderson, Ed. -1739	Marden, Gus.
Anderson, George, -1812	Monterra, J. (Reg. Letter)
Anderson, Mr.	Mayer, W.
Berndt, Hugo	Makinen, Oskar
Behrsin, Jacob	Maatta, John
Benson, Helge	Miller, John
Berhus, Emil	Mayers, P. M.
Buchtman, F.	Mikkelsen, Harald
Bengtsson, C. -1924	Nikander, Dan
Brandell, Harry	Nelsen, Michael
Ceelan, John	Nass, Thorvald
Cristensen, H. -1366	Nelsen, Julius
Carlsson, Aksel -1220	Nelson, Hans
Carlson, Gust W.	Olsen, W.
Carlson, Gustif	Olsen, Sckutar
Collins, E. F.	Owen, Fred
Dean, J.	Olsen, Marius
Dougal, A.	Olsen, Olav
Engstrom, Charley	Ogilvie, W. A.
Erdt, Anton	Osterberg, C.
Ekholm, F.	Pedersen, A. -1564
Eriksson, C. -333	Petersen, Aage
Farrell, Henry	Peterson, Tom
Flebe, Fritz	Pedersen, Peder
Falbom, Richard	Phillips, K.
Franke, Karl (Reg. Letter)	Pekman, Ernest
Glasse, Gust	Persson, H. W.
Hammer Johan C. -2853	Pedersen, Lars R.
Hovi, Andrew	Petterson, C. -1287
Haugst, Otto	Preusse, Fred
Hederstrom, Torvid	Rantman, Robert
Holmstrom, Fritz	Rudowitz, H.
Hansen, Nils -989	Rignell, J. V.
Hannus, Alex	Stephan, M.
Hausman, Mr.	Schonke, Frank
Hass, James	Sievers, G. P.
Hansen, Herald	Schmidt, L. -2492
Hansen, Johannes	Schultz, Albert
Helenius, Oskar	Swanson, Hugo G.
Hintza, Yrjo	Sjoblom, A.
Iversen, Ivar	Selrewaag, Halvor
Jensen, Jens B.	Sparkes, A.
Johnson, George	Sandstrom, O. H. -1810
Jorgensen, Jorgen	Thomel, Egon
Johnson, Gunnar	Thompson, Harry
Johansson, Fritz W.	Thogersen, Peder
Jonasson, O. M.	Tollefsen, Ragnald
Jansson, Leonard	Thorsen, Joe
Jensen, Jens	Torgersen, Anton
Jorgensen, Fred	Thomsen, Th.
Johnson, Leonard	Waywood, August
Johansson, A. -1874	Webber, Fred. -1176
Kalnin, Ed.	Wikstrom, William
Kallberg, Arvid	Waaland, Lewis
Kardinal, O.	Wilson, A.
Karsten, Hugo	Warkala, J.
Kinnar, K.	Zorning, Arthur
Kashluhn, Frank	Zunk, Bruno
Lindholm, Erik A.	**Packages and Photos.**
Lauritson, George	Anderson, Axel P.
Leino, G. F.	Kalnin, Ed.
Lewis, George	Larsen, James Chr.
Lindeberg, Ernest	Nordman, John
	Olsen, Nick
	Stammer Johan C.

Honolulu, H. T.

Austin, Frank	Lenmel, Ch.
Anderson, Fred	Lentown, Ernest
Anders, Anderson	Karlson, Oskar
Anderson, C. M.	Kjarsgaard, Hans
Andowitz, H.	Murphy, Daniel
Anderson, E. K.	Melthven, E. R.
Anderson, C. E.	Machado, Henry
Anderson, Axel	Moyer, Edwin S.
Cleber, Hugo	Nulsen, C. A.
Clancy, James	Hilton, Nilo
Carlson, C.	Nordling, C.
Carlson, Axel.	Olander, Karl
Christensen, Anton	Olson, J. H.
Elmiers, Alex.	Olson, Ernest
Ehbert, August	Perrien, Sam
Edgerton, J.	Peterson, Dinas E.
Haven, F.	Sorenson, Ed.
Hansoin, Pet.	Slimia, A. W.
Heykes, Aloysius	Sjoblom, Gustaf
Hanson, Max.	Salverson, Swerdrup
Hastad, Siguid	Saarela, P.
Hanson, Jorg	Shotis, A.
Henderson, Harry B.	Slattery, W.
Hanson, Chris.	Sundson, O. F.
Irwin, Robert	Sverest, Herman
Ivars, Carl	Smith, Sam J.
Ireks, Willie	Viloot, J.
Jensen, Hams	Werner, Paul
Lundberg, I.	Wonderroach, H. J.
Langer, Robt.	F.

INFORMATION WANTED.

Fred (Albin) Swanson, a native of Malmo, Sweden, aged about 25, is inquired for. Address, Coast Seamen's Journal.

Nils Johnson, who was wrecked in the American bark Oasis, Sept. 2, 1887, is inquired for by W. F. Hohenschild, Berkeley, Cal.

Albert Christensen, native of Byrum Laso, last heard of in San Francisco in 1910, is inquired for by his brother. Address, H. C. Christensen, Scandinavian Sailors' Home, San Francisco.

Albert Smith, a native of Cork, Ireland, who left the American ship John C. Meyer, on Feb. 20, 1911, is very anxiously inquired for by his wife. Please notify British Consul General at San Francisco.

Pacific Coast Marine.

The Nippon Yusen Kaisha and Osaka Shosen Kaisha, which for several years have operated a big fleet of passenger and freight steamers from the Orient to Victoria and Puget Sound ports, contemplate extending their services to Vancouver in the near future.

The Royal Mail Steam Packet Co. has chartered the Norwegian steamer "Solveig," now in Far Eastern waters, to load on the North Pacific a full cargo, principally flour, for Hongkong. Large shipments of canned salmon will also be taken by the "Solveig."

The opening of the Panama Canal to commerce will be the signal for the Luckenbach Steamship Co. to put in operation two new steamers, each costing $1,000,000 and having a 10,000-ton cargo capacity. They will run between New York and San Francisco via the "big ditch."

The British steamer "Oceano" has been chartered to load a cargo of coal at Newcastle, N. S. W., for Messrs. Evans, Coleman & Evans, Ltd., Vancouver, October loading. Owing to the strike at the Vancouver Island mines and the consequent shortage of coal, this charter has been rendered advisable in the interests of this firm's extensive coal trade.

Mr. Yanooka, managing director of the Osaka Shosen Kaisha, announces, says a Tacoma report, that his company will inaugurate service around the world via New York after the opening of the Panama Canal. The first vessels for the service are now building at Kobe. The company operates six steamships to Tacoma, connecting with the Milwaukee Railway.

W. C. Dibrell, lighthouse inspector for the sixteenth district, reports that many of his recommendations for buoys and lights have been accepted and that buoys will be established in Alaskan waters as soon as a tender is available for the following points: Talvak Strait, Tievak Narrows, Cape Flores, Balandra Shoal, Curacao Rock, Point Disconocida, Rose Inlet and Klawak Reef.

The San Pedro Harbor Commission has practically completed the revision of its rules for the harbor. The most important amendment pertains to the handling of petroleum products at wharves. The substance of this is that there shall be no retailing of explosive oils from the wharves, but that barges must be used for such purposes and the oils must be discharged from such barges directly to the vessels, and this may be done only in daylight.

News reached San Francisco recently that the whaling vessel "Elvira" has been wrecked in the Arctic and that the vessel and cargo are a total loss. The crew escaped, and Captain C. T. Pederson traveled 800 miles over the ice to Circle City. The vessel went to pieces in September, and the crew is now on the whaler "Belvedere," which is reported to be icebound. Other vessels of the whaling fleet are in danger. The catch has been small and the season unsatisfactory.

With twenty feet of water in her hold, but no serious cargo damage, the Luckenbach steamer "Pleiades," Captain Harry Armstrong, arrived in San Francisco last week from her collision with the steam-schooner "Thomas L. Wand," fifteen miles south of the lightship in a dense fog. The "Pleiades" had a gash in her side sixteen feet long from top to bottom and four feet wide, through which tons of water poured into her hold, the heavy bulkheads keeping it from other compartments than the number two hold.

Messrs. Evans, Coleman & Evans have recently made a great increase in their wharfage accommodations at Vancouver, B. C., by practically doubling the length of two of their piers, extending them several hundred feet into deep water. Up-to-date warehouses with the most modern facilities have been built on these extensions and by means of which three ocean liners in port at the same time can be handled very expeditiously, without encroaching upon the accommodation reserved for vessels engaged in the coasting service and making regular use of these wharves.

The rumor of the sale of the Pacific Mail Steamship Co. to the Hamburg-American Line is again afloat. It is said that the deal has all but been consummated through Kuhn, Loeb & Co., which firm is not only the financial agent for the Harriman lines, and through them for the Pacific Mail, but is also the financial representative of the Hamburg-American Line in this country. The chief reason militating against the suggested purchase of the Pacific Mail is the character of that company's fleet, most of the boats being out of date and ill fitted to compete with the new ships that competitive lines are preparing for the Canal service.

The Portland Chamber of Commerce has decided to assume the trusteeship of a fund of $100,000 to serve as a bonus for the establishment of a line of steamships between Portland and Atlantic ports, with five vessels to be constructed in Multnomah County. Captain Richard Chilcott, who is promoting the enterprise, will build the ships for carrying lumber and flour and build up a business that would yield to the company $75,000 to $100,000 a year. The Chamber decided to call for subscriptions of $1,000 each, $200 of this to be paid after the completion of each of the five ships. The five ships are to cost $900,000. Captain Chilcott declared the $100,000 asked was to supply funds for propaganda work in building up business.

Messrs. Swayne and Hoyt, steamship agents and brokers of San Francisco, will operate a new line of freight steamers from Chinese, Philippine and Japanese ports direct to San Francisco. The vessels, to be known as the Red Funnel Line, will load their outward cargo at San Francisco and return direct to their respective ports. For the present these vessels will operate on about a three-weekly service, but the interval between loadings will, in all probability, be reduced after the line has become established. The first steamer of the line will be the "Indrawadi," due in San Francisco on the 26th inst. with cargo from Hongkong, Philippines and Japan. She will be followed by the "Inverclyde," which is now loading at Philippine ports and thence to Hongkong and Japan. She will arrive in San Francisco early in December, and the "Indramayo," loading at the same ports, will arrive there the end of December.

A new schedule of rentals for the port of San Francisco, based on a square foot occupancy of wharves, has been adopted by the State Board of Harbor Commissioners, and is now in operation. This schedule divides the wharves into three classes, called Class "A," Class "B" and Class "C." Class "A" consists of piers constructed (or to be constructed) since March, 1911, and includes Piers Nos. 17, 26, 28, 30, 32 and 39, and the rental per month therefor has been fixed at $0.012 per square foot. Class "B" consists of piers constructed prior to the above date, and includes Piers Nos. 1, 3, 5, 7, 9, 10, 11, 12, 13, 14, 15, 16, 19, 21, 23, 25, 27, 36, 38 and 40, and the rental per month therefor has been fixed at $0.009 per square foot. Class "C" consists of wharves that are leased, and therefore not affected by the new schedule. This basis for computing rentals for regularly assigned berths is new to the port of San Francisco, and in effect will reduce some rentals and raise others, but the Commission has no doubt but that it will be acceptable and will meet with but little, if any, criticism among shipping men.

The Seattle Construction & Drydock Company recently delivered the tug "Milwaukee" to her owners. The "Milwaukee" is a single screw steel tugboat of the following dimensions: Length over all, 117 feet 6 inches; length between perpendiculars, 110 feet; breadth, molded, 22 feet 6 inches; depth, molded, 15 feet. The vessel is equipped with a vertical, inverted, direct acting, three cylinder triple expansion engine of 800 h. p., and a single-ended Scotch marine boiler. The furnaces are fitted for burning oil with natural draft. The quarters for the crew are located forward and are accessible from the house on deck, so in case of rough weather the members of the crew are not compelled to go out on deck to go to their quarters. The officers' quarters are located on the lower deck aft and are accessible from the engine-room. The "Milwaukee" is also equipped with a steam towing machine, steam capstan aft for handling line, steam steering gear, searchlight, two large cast-iron towing bits, one aft and one forward on the center line of the deck, and electric lighting plant. The vessel is heated throughout with steam heat.

The first 100 h. p. marine Diesel engine to be built in America will shortly be installed in a passenger boat operating on a daily run on Puget Sound. This Nlseco heavy oil engine (true Diesel type), was built by the New Londone Ship & Engine Company, whose Pacific Coast branch is located at Seattle. The engine is a 4-cycle, 4-cylinder, with the usual clutch and gear, and was designed for Pacific Coast conditions. It is admirably suited for tugs, halibut schooners, cannery tenders, yachts and comparatively small passenger and freight vessels. The design, construction and operation of this new type of engine is extremely simple, so simple, in fact, that this first engine was set up in the shop by a gasoline engine man who had never before seen a Diesel engine. The entire test stand trials and the present endurance test have and are being conducted by this man. The engine is being used to furnish power for operating machine tools in the shop, the load varying from 50 to 120 h. p., and has given complete satisfaction. The combustion is perfect, the exhaust clear, full power is developed, and the consumption of fuel oil is only .48 lbs. per h. p. hour. The company will also build this engine in six cylinders, giving an engine of 150-175 h. p.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone, Kearny 394; (Advt.)

International Seamen's Union of America.

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.

THOS. A. HANSON,
570 West Lake St., Chicago, Ill.

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PORT HURON, Mich., 517 Water St.

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DETROIT, Mich., 7 East Woodbridge St.
PT. HURON, Mich., 517 Water St.
CONNEAUT, O., 922 Day St.
OGDENSBURG, N. Y., 70 Isabella St.
N. TONAWANDA, N. Y., 152 Main St.
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SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.

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SAILORS' UNION OF THE PACIFIC.

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(Continued on Page 11.)

Coast Seamen's Journal

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I. M. HOLT.....Manager

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, NOVEMBER 19, 1913.

A "DOLLAR" TIP.

Our venerable and more or less esteemed friend, Captain Robert Dollar, has an article on "The American Merchant Marine" in the current month's issue of the Pacific Marine Review. A half-page picture of the affable old gentleman is thrown in with the article for good measure.

The doughty Captain is evidently not overpleased with the subject assigned him by the editor, for he querulously starts off with saying that "it is difficult to write anything new (on the subject), as for years it has been worn threadbare." No doubt he would, like a good many more of us, rather write poetry, or discourse upon abstract philosophy; but editors are such exasperating ginks. They think none but themselves can rhyme or reason well enough to get into print.

But where there's a will there's a way. The merchant marine may be a threadbare subject, but—well, there's Congress. It's always in order to take a fall out of Congress. And so Captain Dollar presently comes to bat with the statement that the number of shipping bills introduced this session of Congress is evidence that "our representatives" don't know enough to go in when it rains—or words to that effect. "Their object," he says, referring to the bills, "is to make it more difficult and expensive to operate ships both in our coastwise and foreign trades."

Then the Captain lashes out with blood in his eye—his mind's eye. He has bethought himself of that naughty, naughty man, Senator La Follette. A longer and uglier adjective than naughty would probably fit the Senator better, for he's accused of "leading off with the most vicious bill that has ever been aimed at our shipping." Which is "some accusation," coming from so disinterested a critic as Captain Dollar. Now, will the Senator from Wisconsin be good?

But there is balm in Gilead. Also that blessed Nelson bill. "Senator Nelson's bill," says Captain Dollar, "has some bad points, but much that is good, and, in the absence of anything better, with some modifications it should become law. It will improve the condition of the men on board of ships."

Now, wouldn't that jar you? We mean of there being anything in the Nelson bill which, in the event of becoming law, would "improve the condition of the men on board of ships"? Yep, he said that. And he never cracked a smile, either, so far as can be gathered from his picture. It's Dollars to doughnuts, therefore, that he did not consider himself as one talking through his hat.

The really serious thing in all this, however, is that when Captain Dollar speaks we're listening to the aggregate voice of all the shipping interests of the country. When he says that the Nelson bill is, on the whole, a good bill and ought to become law, he foreshadows the course our opponents will pursue when the La Follette Seamen's bill comes up in the House of Representatives for its concurrence. They will play the Nelson bill off against the La Follette bill for all it can be made worth while to a certain contingent of "our representatives" of a class to be found in varying numbers in every legislative body. It's an old game, depending for its success chiefly on the well-known fact that you can bluff some men all the time, and "get to" others 'most any time. In short, the role of the Nelson bill in the House of Representatives will be that of "something just as good," that old and reliable bait for the weak-kneed, the indifferent-minded, the short-sighted.

Not that the shipowners love the Nelson bill more, but that they love the La Follette bill less. A plague upon both their bills would be infinitely preferred by them. But the shipowners know full well that the country is in no temper just at present to stand for any more reactionism in the matter of legislation for seamen. Ergo, the Nelson bill. It will be accepted with as good grace as possible as the lesser of two evils—provided always, of course, that the "modifications" Captain Dollar has in mind have been duly attended to. "Modifications" is a soothing term to the understanding. It suggests smoothness, softness, ease, an agreeable go-slowness which is irresistibly appealing to natures to whom strenuous action is only less hateful than strenuous thinking. There are many such in Congress; enough probably to decide the fate of any measure in a close vote. Thus the shipowners might go further and fare worse than by hitching their wagon to a "modified" Nelson bill.

Don't fail to read the article on the Seamen's bill contributed to the Sacramento Bee by Walter Macarthur, and reprinted on the first page of this issue of the JOURNAL. Thanks to the campaign of misrepresentation carried on by our friends, the enemy, so much misconception exists in the public mind as to the real aims of the Seamen's bill and what it will accomplish when enacted into law, that the elucidation of the subject by so competent an authority as Comrade Macarthur is more than usually timely. His may not be the last word on latter-day seamen's legislation—though it is entitled to vastly more consideration than that of most men now living—but it has all the weight and force of the first. All that which makes the present Seamen's bill an improvement upon previous legislation of its kind was first incubated and hatched out in the sessions of the early legislative committee of the International Seamen's Union—"the old guard." Comrade Macarthur was one of the leading lights of "the old guard." As editor of the JOURNAL during all the weary years when the seamen were waging their uphill fight in Congress for freedom, he had unexceptional opportunities for watching and keeping abreast of the various developments in seamen's legislation. It is only stating a bald fact in hackneyed terms, therefore, to say that he knows the subject from A to Izzard. So we repeat, don't fail to read the article on page one. Even if you're not with us, get next to our point of view anyhow.

"DE WORLD DO MOVE."

Yes, friend, "de world do move," whether you stand still or not. It's not so long ago but that most of us can remember it "as though 'twere yesterday" when the conventions of the American Federation of Labor attracted no more attention from the outside world than would the coming to town of "the biggest show on earth." What little fuss or excitement the gatherings created was, like that of the circus, mostly local in scope.

It is not so now. Not on your little scab tintype. Now the A. F. of L. conventions are "some pumpkins," rivaling in eclat and all that sort of thing the quadrennial conventions of the two great national political parties. Days before the advertised opening of the convention, representatives of the great dailies are on the ground getting a line on what's going to be. The governor of the State and the mayor of the city put everything else aside and busy themselves with pruning and polishing up their speeches of welcome. A horde of locksmiths are hard at work making duplicates of the city's keys for presentation to the delegates. Reception and entertainment committees, made up of representative citizens, hold daily sessions to formulate their plans, so there will be no possibility of a hitch at the last minute. Everybody is agog with subdued excitement and pleasant anticipations.

Then when the great day at last arrives, when the gavel of the chairman announces that the convention has come to order, the camera men get their little work in. Bright young cartoonists make post-impressionist sketches of the delegates for their respective papers. Special writers feature the occasion for lay readers in all parts of the country. The wires are kept hot reporting to an interested nation the speeches of the big moguls of the convention. Decorum and formality alternate with bustle and good-natured repartee. There's a hot time in the old town. A we-should-worry spirit is in the air, strongly akin to the Christmas-comes-but-once-a-year sentiment.

Yes, tempora mutantur, and we change with them. Labor is rapidly approaching the status in society which Lincoln said was its by right. But Lincoln was too modest. Nothing in the world will ever satisfy Labor short of being the whole works. So on with the fight, brothers, till the last shackle has been struck from us.

Willie Hearst is now positive that we ought to whip the Mexicans because in their newspapers they have been unmercifully caricaturing Uncle Sam in the person of President Wilson. Were Willie to get a dose of his own medicine, what Judge Lynch did to the horse thief wasn't a circumstance to what the vigilance committee would do to Willie.

THE WILSON MEETING.

Last Monday night was "Wilson night" at the headquarters of the Sailors' Union of the Pacific. And right nobly did the seamen of San Francisco respond to the amenities of the occasion. Long before the advertised hour for the meeting, the hall was filled to capacity with members from every maritime union in the city. An air of expectancy was distinctly noticeable everywhere. And well there might be. 'Tisn't every day one has a chance to hear a member of the President's Cabinet speak. And the Secretary of Labor at that!

At 7:45 Secretary Wilson arrived and was escorted to the rostrum by the reception committee. Comrade Macarthur, as master of the ceremonies, introduced the guest of the evening as a friend, "not only of the seamen on the Pacific Coast, but of the whole world." He was followed by Captain W. A. Wescott, President of the Masters, Mates and Pilots of the Pacific. Captain Wescott made a brief address in which he paid a glowing tribute to Mr. Wilson's championing of the licensed officers' legislation in Congress.

The chairman then reminded the audience that it was customary on occasions like this to present the guest of honor with engrossed resolutions expressive of the sentiments of the meeting, etc. But the seamen, he said, had decided to present Mr. Wilson with something more tangible, something which he could keep to the end of his days as a memento of his visit here, a token that would ever remind him of the love and esteem in which he was held by the seamen on the Pacific Coast. The chairman thereupon called on Ed. Andersen, "number one on the Sailors' Union roster, and a number one man all around," to make the presentation speech.

Comrade Andersen came to the scratch with one of his usual felicitous talks, in the course of which he unveiled a magnificent silver loving cup of generous dimensions. On the obverse side of the cup appeared the following inscription:

PRESENTED TO
HON. WILLIAM B. WILSON
The Citizen, The Coal-miner, The Breaker-boy
BY THE
MARITIME ORGANIZATIONS
OF THE
PACIFIC COAST
AT
SAN FRANCISCO, CAL.
Nov. 17th, 1913

The inscription on the reverse side read as follows:

Sailors' Union of the Pacific.
Alaska Fishermen's Union.
Marine Engineers' Beneficial Assn. No. 35.
California Harbor, Masters, Mates and Pilots of the Pacific.
Marine Firemen, Oilers and Water-tenders' Union.
Marine Cooks and Stewards' Assn. of the Pacific Coast.

Below this was a beautiful engraving of a modern ocean liner breasting the waves in mid-ocean.

At the conclusion of the presentation speech the chairman called for three cheers and a tiger for Mr. Wilson. They were given standing with a lusty roar which left their recipient in no doubt as to the sentiments of the audience towards him.

Secretary Wilson, in a neat little speech reflecting the spirit of the occasion, conveyed his thanks to the maritime unions of the Pacific Coast for their thoughtful gift, assuring them that it would be cherished as it deserved. He then reviewed briefly his activities in Congress in connection with the Seamen's bill which is linked with his name. The audience was particularly tickled when he narrated how at last everybody in Washington called him "The sailor from the mountains of Pennsylvania."

Warming up to his subject, Mr. Wilson presently launched into an exposition of the causes which are gradually driving the better grade of seamen out of the merchant marine. "Make the conditions on board of our ships such as will compare favorably with the conditions under which men ashore work," he said, "and it will be a question of only a short time when American citizens will again man American ships in every department." This result, he felt quite sure, would be attained by the enactment into law of the La Follette Seamen's bill.

Mr. Wilson was frequently interrupted by enthusiastic applause. A veritable storm of hand-clapping greeted him when he told how, as Chairman of the House Committee on Labor, he had affixed his name to the Seamen's bill, and how he felt the greatest pride of his life at the thought that in so doing he "was helping in the first recorded step to set free, not alone the seamen of the United States, but the whole 2,000,000 seamen of the world."

In conclusion, he impressed upon his hearers the absolute necessity of strengthening their organizations by all legitimate means. Laws, he pointed out, were of no use unless enforced, and the enforcement of laws beneficial to seamen must, as a matter of course, be done by themselves through their organizations.

Chairman Macarthur wound up the meeting with a few appropriate remarks, and calling for three more cheers. The boys came to bat with a double allowance of hip, hip, hurrahs—and then some. "Brother Wilson" shook hands right and left, and had a pleasant word and smile for everybody. Yis, 'twas a gr-r-rate noight, Hinnessey, as Mr. Dooley might have said.

The recent gales and resultant great loss of life on the Great Lakes and the Atlantic Coast again emphasize the crying need of a national loadline for freight-carrying vessels. Every winter scores of this class of vessels founder. The number of seamen lost with them runs into the hundreds. "Overloaded, undermanned," might truthfully be the verdict in nearly every case. The lust for profits on the part of shipowners is at the root of it all. Big loads, small crews—works like double purchase, as "Hawserlaid Bill" would say, in raking in the shekels. If a gale comes along, and the old hooker can't stand up to it, why, let 'er go. The underwriters will make good the loss. If the crew is drowned, forget it. Plenty more where they came from.

By the way, when is Congress going to provide for a national loadline? How long is Congress going to wink at this wholesale murder of seamen?

The man who has $500,000 knows why he wants $1,000,000, but he can't understand why the man who gets $2.75 a day wants $3.—Lincoln Steffens.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Nov. 17, 1913.
A synopsis of the minutes of the regular meeting will be published in next week's Journal, this meeting having been postponed until Tuesday evening, November 18, at 7 p. m.
JOHN H. TENNISON, Secretary pro tem.
84 Embarcadero. Phone Kearny 2228

Victoria, B. C., Nov. 10, 1913.
Shipping improving.
ARCHIE KING, Agent.
Old Court Rooms, Bastion Square.

Vancouver, B. C., Nov. 10, 1913.
Shipping quiet; prospects uncertain; lots of men around.
W. S. BURNS, Agent.
N. E. corner of Hastings and Main streets. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Nov. 10, 1913.
No meeting; no quorum. Shipping dull; prospects uncertain; lots of men ashore.
H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, Nov. 10, 1913.
Shipping and prospects poor.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Nov. 10, 1913.
Shipping dull; prospects uncertain.
JACK ROSEN, Agent.
P. O. Box 6. Tel. Main 557.

Portland Agency, Nov. 10, 1913.
Shipping slack; prospects poor.
G. A. SVENSON, Agent.
P. O. Box 2100. 51 Union Ave. Tel. East 4912.

Eureka Agency, Nov. 10, 1913.
No meeting.
JOHN ANDERSEN, Agent.
227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, Nov. 10, 1913.
Shipping slack; prospects uncertain.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Nov. 3, 1913.
Shipping dull; prospects poor.
JACK EDWARDSEN, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Nov. 14, 1913.
The regular weekly meeting was called to order at 7 p. m. Eugene Burke in the chair. Secretary reported shipping fair, plenty of men ashore. The amendment to Article III, Section 1, was declared lost. Balloting on officers for the ensuing term and delegate to the International Seamen's Union Convention were proceeded with.
EUGENE STEIDLE, Secretary.
Phone Kearny 5955.

Seattle Agency, Nov. 6, 1913.
Shipping medium. Balloted on officers for the ensuing term and delegates to the International Seamen's Union Convention.
LEONARD NORKGAUER, Agent.
Grand Trunk Dock, Rooms 203-205. P. O. Box 214. Phone Main 2233.

San Pedro Agency, Nov. 5, 1913.
Shipping improving; prospects brighter. Balloted on officers for the ensuing term and delegates to the International Seamen's Union Convention.
HARRY POTHOFF, Agent.
P. O. Box 54.

Portland Agency, Nov. 5, 1913.
No meeting; few men ashore; shipping improving.
THOMAS BAKER, Agent.
Room 10, Bickle Bldg., No. 27½ Second street. Phone Main 9731.

DIED.

Albert Bengtson, No. 576, a native of Sweden, age 36, died at San Francisco, Cal., November 11, 1913.

NEW FISH-CURING METHOD.

A new method of curing fish recently introduced in Halifax, Nova Scotia, and, being experimented with by one of the largest shippers of fish in this city, promises to revolutionize the entire fish industry in the Maritime Provinces and in other countries carrying on this industry to any marked degree. This method does away entirely with the use of ice, salt, pickle, or other preservatives and so perfectly preserves the fish that two weeks after preservation (which is sufficient time for this important food article to reach cities in central United States, West Indies, and some ports in South America), the fish is in an exact similar state as when it was drawn from its native water.

Previously it has been the practice to salt and sun-dry all fish to be preserved, or should they be intended for nearby markets either ice them or ship in cars equipped with refrigerating apparatus. The new method it is claimed abolishes this slow and expensive practice and enables the shipper to prepare quickly and inexpensively his shipments in such a way that the product two weeks after shipment and in a foreign market would rival the highest quality of fresh fish. The process used is as follows:

The fish are dumped into a tank holding sea water which has been filtered through four cylinder-like tanks containing willow charcoal and screens to remove the noxious gases and foreign substances. Next, brown sugar is placed in the tank holding the fish to serve as a germicide for such organisms as may be active at freezing temperature. Then by refrigeration the temperature is lowered to 10° C. below zero, during which time 16.1 per cent. salt is added to prevent ice formation and to assist the formation of a thin protective coating over the fish themselves. Having allowed the fish to remain in this treatment for two hours they are ready for shipment, removed from the tank, and placed in the package or barrel to await transportation to market.

This process is based upon the theory that putrefaction of fish is first caused by bone taint, due to the fact that in the old methods of curing fish the specific or animal heat is partially left within the fish. The new method which has been introduced here acts as a preventive to bone taint, completely removing the specific or animal heat from the fish to be cured.

A statement has been made by the inventor of this process, Mr. Henderson, that to insure the adoption of this method by large and small shippers of fish from the Province of Nova Scotia there will be erected along both coasts of the Province both large and small plants where fish may be preserved by this process. The method has been patented in all important countries and though not for sale can be applied by anyone who is interested, provided that the royalties be paid to the inventor. Should the method, after having been tested, be adopted the Nova Scotia fish shippers will be able to place upon many markets fresh fish of the highest quality.

Borate ore mining in the United States is confined to California, which last year produced 53,330 tons, worth $1,569,151.

PRODUCTION OF ASBESTOS.

A comparison of the figures of production of asbestos in the United States for 1911 and 1912 shows that the output for 1912 was considerably less than that of the previous year, yet notwithstanding this fact the production for 1912 was the largest in the history of the industry, except that of 1911. The production in 1912 was 4,403 short tons, valued at $87,959, against 7,604 short tons, valued at $119,935, in 1911, according to an advance chapter from Mineral Resources of the United States, on the production of asbestos, by J. S. Diller, just issued by the United States Geological Survey. Nearly all the asbestos mined in the United States came from Vermont and Georgia, although a little came from Wyoming. The finest asbestos yet found in the United States, comparing favorably with the best from any part of the world, is in the Grand Canyon of the Colorado in Arizona; it is not, however, easily accessible.

Asbestos is the most important fireproofing material known. Its fibrous structure adapts it to a wide range of application, from woven fabrics such as theater curtains and articles of clothing to various forms of asbestos shingles, stucco, plaster, "lumber," and other building materials that render structures thoroughly fireproof. Its lightness, strength, durability, and insulating property against heat and electricity give it special advantages for structural use in cars and electric-motor subways. For insulation in electrical appliances the asbestos must be free from magnetite.

The most common use of asbestos is for asbestos paper, millboard, pipe covering, and lagging to inclose heat pipes, furnaces, and locomotives in order to prevent loss of heat by radiation. As a non-conductor of heat it may be used not only in the preparation of fireproof safes and vaults, but also for cold-storage and cooling structures. Houses made of asbestos materials or coated with asbestos throughout are not only warmer in winter, but cooler in summer. In recent years asbestos has been used successfully as a filler in high-grade paints. The finest asbestos thread yet spun carries a small percentage of cotton, and runs over 2 miles to the pound.

A copy of the report on asbestos may be obtained free on application to the Director of the United States Geological Survey at Washington, D. C.

THE LARGEST TORPEDO.

The largest size of torpedo at present manufactured by the principal naval powers is the eighteen-inch "Whitehead." Its length is sixteen feet, one and one-half inches; its weight about two tons, and its diameter eighteen inches. It is not of cigar shape, but is spindle-shaped, and it gets its name from the ray fish named torpedo. Its effective range depends on the object at which it is discharged, being from 1,500 yards at a rapidly moving object, such as a swift cruiser or torpedo-boat destroyer, up to 6,000 yards at a breakwater or fleet in mooring. The latest form of torpedo, guided by an instrument called a gyroscope, travels at a rate of thirty knots.

ALIENS AND THEIR PROBLEMS.

With contemporary mobility of humanity's movements from continent to continent and from land to land have come added responsibilities for States in dealing with aliens. To illustrate. On the basis of careful estimates by social workers and government officials, there are now in the United States, 4,000,000 adults eligible for citizenship, who have not been naturalized. Even those persons who, for theoretical reasons, would hasten acceptance of the duties of citizenship by these newcomers, must admit that thousands of them have had no adequate training for the tasks of self-government. No wonder, then, that prior to assumption of suffrage rights there should be a demand for education of aliens for citizenship! No wonder that the immigrant welfare organizations are pressing for a federal investigation of the naturalization problem, and that a bill authorizing such a commission has been introduced in the House.

Recent alterations in the racial make-up of the stream of migration centering on the United States are forcing upon the republic problems of discrimination as between peoples that were not a cause of perplexity to statesmen of an earlier day. It is fast coming to be not only a matter of welcome or rejection of Asiatics, but of certain Europeans. Thus in the immigration bill just reintroduced in the Senate by the chairman of committee on immigration of the last Congress, there are provisions which, if enacted, would immediately reduce the number of possible invaders from Russia, Austria, Italy and Turkey. And this not by any direct discrimination based on racial origins. The theory of utter hospitality would still be preserved. The amended law would simply provide that the number of immigrants of any country admitted in any fiscal year should not exceed 10 per cent. of the number of actual residents of that nationality in the United States. Nationality, for purposes of this discrimination, would be reckoned by the country of birth and not that of residence.

The merit of this plan is that it conforms to the recommendations of a national commission that has carefully studied the vast and complex problem and has dared to deal candidly with it. It is a form of restriction that is simple and practical, and in theory fair. It guards against excessive influx of any special race stocks, and if enacted would make easier the task of distribution and assimilation.—Christian Science Monitor.

THE SEAMEN'S BILL.

(Continued from Page 1.)

and in doing so he must pay the American rate of wages.

The opposition to the Seamen's Bill is largely "sound and fury, signifying nothing." The predictions of disaster to the country's shipping are dicounted by the fact that similar predictions have been made upon every occasion in the past when it has been proposed to amend the laws relating to seamen. The laws have been amended, and nothing has happened—that is, nothing of a disastrous nature.

The passage of the Seamen's Bill will let the light of modern times into the life of the man who goes to sea for a living, and it will afford to every man, woman and child who travels by water a reasonable assurance of effective aid in the hour of danger.—Walter Macarthur, in Sacramento Bee.

For fair products of all kinds consult the JOURNAL'S ad columns.

STRIKES AFLOAT AND ASHORE.

News came the other day of a mutiny at sea on an American vessel bound from Philadelphia to San Francisco, and the story told of it seemed like a bit out of an old sea tale. What the grievance was the dispatches did not state, but those who have read the first few installments of the story of Robert Hansford in the Bulletin, and those who have any knowledge at all of conditions on deep-sea vessels, could guess at them easily enough.

A mutiny is really a strike upon the high seas, and not much different, save in certain aggravated circumstances which surround it, from a strike upon land. As a rule, there is a great deal more reason for strikes on shipboard than on shore. The food is poorer, the work harder and the discipline more arbitrary than is enforced on workingmen in any land occupation.

The chief difference is in the manner in which sea strikers are treated. Land strikes are lawful and sometimes succeed in their object, while sea strikes are unlawful and very rarely turn out well for the strikers. They may commit no violence upon the persons of their officers, and yet they find that the power of every government on earth is against them and in favor of their oppressors. From the time they pass the three-mile line until they enter it again they are as much in the power of these men as if they were chattel slaves.

Of course, ships cannot be turned into floating democracies, with the captain subject to recall by his crew and the course taken subject to a referendum vote, but it is certain that more justice can be done to sailors without interfering unduly with navigation. Some of their traditional wrongs will be righted by the La Follette "Seamen's Servitude" bill, which has been passed by the Senate and awaits action by the House at the coming session of Congress. All lovers of fair play will hope that Congress will not let itself be scared by the shipping interests into turning down the measure.—San Francisco Bulletin.

VETO ON CHEAPER BEEF.

If you are thinking of procuring beef and mutton at reduced prices and thus giving the high cost of living a deadly jolt, through the medium of Argentina as a new source of supply, please forget it and make up your mind that no such radical interference with home industries will be tolerated.

Mr. J. Ogden Armour, of the Beef Trust, has got in ahead of you, and isn't going to stand for any such monkey business. He has just returned from Argentina, and has corralled the beef supply of that country, or, rather, that portion of it that is destined for these shores. He has secured refrigerating space of 4,000 tons in the best line of steamships plying between here and Argentina, and declares that if the United States Government intends to monkey with his business and impede the traffic, he'll show it a thing or two. "It is absurd," Mr. Armour is quoted as declaring, "for the United States to think it can prevent the buying of beef in Argentina and shipping it here. If the Government decides that we can't ship by the Lamport & Holt Line, why, we will have to ship by some other line. That is all there is to it."

Yes, that is all. Mr. Armour is dead right. It is absurd for the Government to think it can prevent Mr. Armour from buying and selling anywhere. And that is because Mr. Armour is one of the persons that own the Government. If you want Argentine beef you will have to pay Mr. Armour his profit, and you surely cannot expect him to take less than he gets for the home product, after he has gone to the trouble of going all the way to Argentina and making arrangements for getting the meat and shipping it here. And if you did, he doesn't, and "that's all there's to it," as he very correctly remarks.

But you may say, why can't the Government here buy the beef and ship it, just as well as Mr. Armour, and sell it at the cost of production?

Why, it could, of course. But there is just one objection.

Did you ever hear the story of the Irish patriot, who declared there were 250,000 armed men in Ireland ready to march to free the "ould sod"? The story goes that when he was asked why they didn't march, he replied: "Sure, the police won't let them."

And that's why the Government won't ship beef from Argentina and sell it at cost. Mr. Armour won't let it. And "that's all there's to it," as he might again observe.

If you want food at cost you will have to take the Government away from Armour and capitalists like him, and make it do what you want instead of what he wants.

And once again, "that's all there's to it." And that's Socialism.—N. Y. Call.

WILD HORSES IN CANADA.

The Minister of Agriculture for the Province of Alberta has urged upon the Dominion Government the necessity of some steps being taken to put a stop to the depredations of wild horses in the Peace River country in western Alberta and eastern British Columbia, which has been one of the principal pioneering sections of this part of Canada during the past few years. He states that wild horses have made raids upon the ranches of new settlers, killing many of the domestic horses and leading away a number of the well-bred domestic mares, which have been imported at a considerable cost and which are one of the principal assets of the new settler.

According to Ottawa statistics, these horses are supposed to be descendants of horses abandoned during the gold rush to the Yukon Territory in 1897-98. From the Bow River westward these animals have raided the ranches of the settlers as far west as Kamloops, and the contractors on the Grand Trunk Pacific Railway have as well suffered losses of imported animals used on the construction work of the road.

Japan at present operates 1189 miles of international railway, largely in Manchuria. The first American railway—of forty-five miles—was built in Japan in 1882 under the supervision of a Pennsylvania railroad engineer and two young Japanese graduates from the Troy Polytechnic School.

Demand the union label upon all purchases!

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships. Fraternally yours,

LAKE SEAMEN'S UNION,
V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

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570 West Lake Street, Chicago, Ill.

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Telephone Bell 2762.

DETROIT, MICH.....7 Woodbridge Street, East
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SUPERIOR, WIS.....1721 N. Third Street
BAY CITY, MICH.....108 Fifth Avenue
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UNITED STATES MARINE HOSPITALS AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS.

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS.

Ashland, Wis.	Ogdensburg, N. Y.
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Buffalo, N. Y.	Port Huron, Mich.
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Escanaba, Mich.	Marquette, Mich.
Grand Haven, Mich.	Milwaukee, Wis.
Green Bay, Mich.	Saginaw, Mich.
Houghton, Mich.	Sandusky, O.
Ludington, Mich.	Sault St. Marie, Mich.
Manistee, Mich.	Sheboygan, Wis.
Erie, Pa.	Superior, Wis.
Menominee, Mich.	Toledo, O.

SEAMEN AND FUGITIVE SLAVES.

Imprisonment of deserting seamen is one of those relics of barbarism that no amount of economic expediency will justify to the people of this country, any more than the reasons advanced in extenuation of peonage in the Southern States. It is, of course, not to be expected that foreign shipowners will accept this situation without a murmur, but it is well that American papers, though voicing the views of shipowners and charterers, became alive to the fact that there is something which our people will in their sober moments place above trade considerations, namely, that passionate and sublime charter of our liberties, the Declaration of Independence, and the Thirteenth Amendment to the Federal Constitution which abolished slavery.

In 1857, when Chief Justice Taney, of the U. S. Supreme Court, set forth the decision in the Dred Scot case, that "the negro slave has no rights which the white man is bound to respect," thrills of horror ran through the veins of millions of our citizens. Indignation meetings were held to protest against the Fugitive Slave Law, and a mob of merchants and professional men battered in the doors of the court house at Boston to rescue a negro held under the Fugitive Slave Law. The Civil War can be traced directly to the bitterness engendered between the free and the slave-holding States over the Fugitive Slave Act decision in the Dred Scott case. Yet the Fugitive Slave Act was practically modeled on the much older legislation affecting runaway sailors. Many of the Boston merchants who wept tears for Dred Scott and stormed the jail to release the fugitive slave Anthony Burns, had for years invoked the law from which the Fugitive Slave Act was patterned in order to hale before the courts sailors who had deserted their ships. The abject status of the seaman in the eye of the law was thus defined: "Quemadmodum pater in fillios, magister in discupulos, dominus in servas vel familiares" (Robert Robinson et al vs. Barry Baldwin, U. S. Reports, 165). In a dissenting opinion in this case, Mr. Justice Harlan said: "The seamen's supposed helpless condition is thus made the excuse for imposing upon them burdens that could not be imposed upon other classes without depriving them of rights that inhere in personal freedom." The legal status of sailors is based upon the conditions of the maritime carrying trade existing in the middle ages. In such countries as France where sailors constitute a powerful guild, endowed and pensioned by the State and enjoying the practical monopoly of manning national ships, the situation is altogether different. In the United States, however, where no manning restrictions exist and "failure to join" is not a penal offense where American vessels are concerned, no special privilege abhorrent to the spirit of American institutions should be allowed to vessels sailing under other flags. The time has come for enlightened shipping men to insist upon the Americanization of the laws relative to all sailors, irrespective of nationality, so that it shall no longer be said that our laws are, when applied to aliens, as far from the spirit of Americanism as Hades is from the Court of Heaven.—From Communication to "Shipping" Illustrated.

THE SIX MEN OF DORSET.

Did you ever hear the story of the "Six Men of Dorset"?

Six farm laborers of England, tiring of the wages which enabled them to eat only bread made of corn "tailings" spread with cooked turnips instead of butter, combined to ask a raise in wages of one shilling (twelve cents) a week. This was in February, 1834, not a century ago. Three of the men were local Wesleyan preachers, and all were described as "honest, industrious, God-fearing working men." The demand threw the landholders in a panic. The six men were arrested, willingly walking seven miles to court in expectancy of securing justice.

But the magistrate who heard the case was a large land owner, and he summoned none but land owners as jurors. The judge ordered the men tried under a law against mutiny framed for sailors only, and charged the jury that "if they did not find these men guilty they would forfeit the opinion of the grand jury." They were found guilty. George Loveless, one of the preachers mentioned, addressed the court, saying:

> My Lord, if we have violated any law we have not done it intentionally. We have injured no man's reputation, character, person or property. We were uniting together to preserve ourselves, our wives and children from utter degradation and starvation. We challenge any man or any number of men to prove that we have acted, or intend to act, different from the above statement.

To this the judge replied:

> Not for anything that you have done, or as I can prove you intend to do, but as an example to others, I consider it my duty to pass the sentence of seven years' transportation across his majesty's high seas upon each and every one of you.

The men were marched seven miles across the country and put on board the infamous prison ship, "Success," for transportation to Van Diemen's Land near Australia. A berth about five feet six inches square was all that was allowed the six men to occupy, day and night, except an hour in the morning and afternoon of each day on deck for air. No one was able to lie down at full length. They were kept in chains during the entire journey that occupied nearly four months. The treatment of the convicts was so bad that during the voyage half of the 240 men who were shipped as convicts died.

Arriving at Van Dieman's land, the six men of Dorset, were put in the government chain gang making roads. The accommodations were so bad that Loveless wrote:

> In our hut in fine weather we could lie in bed and view the stars, in foul weather feel the wind and rain; and this added more than a little to increase those rheumatic pains which were first brought on by cold irons around the legs and hard lying, and which in all probability will be my companions until I reach my tomb.

Meantime the workers of England were awakened to the enormity of the sentence. Papers took it up and immense demonstrations were held in behalf of the six men of Dorset. One procession, seven miles in length and containing 50,000 workmen, marched directly to the residence of the prime minister and demanded the release of the victims. Eventually a free pardon with free transportation to England was granted all of the six.

But they were not immediately released. It took three months to bear the pardon to Tasmania. Then Loveless one day accidentally read about it. He waited and no release came. Finally he wrote an editor inquiring about it, and the paper took up an agitation in their behalf, compelling the government to actually release the men who had been pardoned. On their return to England they were given an ovation. A few years since a monument was erected to their memory in Dorsetshire, England, near where they had made the demand for better wages.

While on board the prison ship "Success" George Loveless wrote a stirring poem that is often quoted, but that takes on new force when are understood the conditions under which it was written:

> God is our guide! from field, from wave,
> From plow, from anvil and from loom,
> We come, our country's right to save,
> And speak a tyrant faction's doom.
> We raise the watchword, Liberty!
> We will, we will, we will be free!
>
> God is our guide! No swords we draw,
> We kindle not war's battle fires:
> By wisdom, union, justice, law,
> We claim the birthright of our sires.
> We raise the watchword, Liberty!
> We will, we will, we will be free!

Much has been gained since then. Much is yet to gain. The tyrants are still robbing and starving us, under forms of law. We should rally with the same spirit that prompted the six martyrs of Dorset:

> To raise the watchword, Liberty!
> We will, we will, we will be free!

—C. L. P., in Appeal to Reason.

SEAMEN'S BILL O. K.'D.

The passage of the Seamen's Bill involves the abrogation of all treaties wherein the United States, something after the style of the Fugitive Slave Law, is now obligated to arrest deserting seamen and restore them to their ships. This is but another evidence of the growing disposition of the United States to emancipate itself from the hurtful bondage of unwise and restraining treaties, as well as its determination to emancipate seamen from involuntary servitude. . . .

If the Seamen"s Bill were passed for no other reason than to secure reforms needed in the handling of lifeboats at sea, it would effect a wholesome restraint upon the employment of inefficient seamen, as well as compel vesselowners and the officers who command their ships to establish a far higher grade of seaman efficiency, in which the development of experts in the handling of lifeboats will be a most welcome result. Those whom business or pleasure compels to go down to the sea in ships, such reforms as the Seamen's Bill will accomplish will greatly reassure as to their safety.

If, as owners fear, the bill when enacted will put them to greater expense than they now are in the manning of their vessels and in the accommodations afforded the men who perform the hazardous and exhausting labor required on shipboard, they should be able to extract some consolation from the thought that the better housed, the more comfortably cared for, the seamen are, the more efficient they are likely to be—a result making for greater safety of life and property at sea, in which owners, passengers, shippers, consignees, and underwriters will all substantially benefit.—New York American.

Pig iron exports from Sweden were 62,301 metric tons during the first 5 months of 1913, or 16,748 tons more than in the like period last year.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

would defend them before the trial board. While there are several hundred strike-breakers in the car barns, yet the operation of the lines is practically at a standstill, and the organized traction men are confident that they will eventually be accorded the right to a hearing before the company in the adjustment of wages and other conditions.

Pennsylvania Statute Effective.

Pennsylvania's new women's employment law went into effect on November 1, and the limit of hours of employment for women and girls will be fifty-four per week, except in the home and on the farm. The new law prohibits the employment of women or girls for more than six consecutive days and not more than ten hours in any one day. One of the features of the act is that forty-five minutes must be allowed for the midday meal and a rest period of the same length after continuous employment for six hours. Night employment is limited to telephone operators over eighteen years of age and to women employed as managers, superintendents, clerks, and stenographers. The Department of Labor and Industry is charged with the enforcement of this law. The effect will be to cause many changes in industrial and mercantile establishments. There is already a question as to its applicability to theatrical people and various classes of employes, which will have to be worked out agreeable to the advice of the Attorney-General's department or a final resort to the courts.

Auditor Says No.

Denver.—The militia has been called out by the Governor to take a hand in the coal miners' strike now on in this State. The State Treasury is bankrupt and no money available to pay for this extraordinary expense, but the mining companies, in order to unload their heavy expense in maintaining guards to beat the miners into submission, have at last been successful in influencing the Governor to comply with their wishes and put the State militia in the field. Roady Kennehan, former International Secretary-Treasurer of the Horseshoers' Union, is now State Auditor, and through his hands must pass all bills against the State. In order that money may be provided to meet the expense, it appears that arrangements have been made between the bankers, coal operators, and the Governor whereby certificates of indebtedness are to be issued and sold to the banks and operators for 94 cents on the dollar and bearing 6 per cent. interest. Poor old Colorado! In a letter to the Governor in response to a request for his attitude on the prospective loan, Kennehan says (this request having been made prior to the actual issuance of the order calling out the militia): "Pursuant to your request to know my attitude on the issuance of certificates of indebtedness at this time, I desire to state that at this time there is nothing for me to pass upon. If any demand is made on me at any time in the future for the issuance of certificates of indebtedness I will at that time do that which the law requires me to do, namely, pass on the demand in accordance with the law. Under no circumstances would I issue any certificates of indebtedness unless the claim against the State was a legal and valid one. I do not want any of you gentlemen to go away from here with any idea in your minds that I have made any promises as to what I will do. I must determine my duty when the question arises. My present judgment is that it is not proper at this time to call out the militia and thereby saddle upon the people of this State an enormous debt. I see no reason why Huerfano county should not take care of its own troubles as Boulder county has been doing for the past three years. My judgment is that the coal mine owners should be required to negotiate with their employes concerning a settlement of the strike. If this is done the strike would undoubtedly be settled in a short time."

Enforcing the Law.

St. Louis.—For working female employes more than nine hours per day a large cleaning and dyeing company has been fined $25 and costs in ten cases, making a total of $378. The factory inspector favored the small fine because it was the first offense, together with the fact that the company promised to obey the law in the future. Another labor law that is causing changes in the foundries is the Molders' Sanitary Law, which applies to all foundries employing ten or more men, and calls for washrooms, lockers, hot and cold water, and other desirable improvements. The factory inspector announces that the necessary changes are under way and that no great difficulty is expected in securing compliance with every provision of the law.

Want State-Mined Coal.

Denver.—A conference of representatives of organized labor was recently held for the purpose of initiating a bill to be submitted to a referendum vote, providing that the State take over its coal lands and operate its own mines for the benefit of all the people. There are over 20,000 acres of coal lands in Colorado belonging to the State, the profits of which go to the public school fund. It is believed that if the people are given an opportunity to vote upon a measure of this chararter, it will be adopted by an overwhelming majority. Much interest is being taken in the movement, which bids fair to deal the unfair operators a hard blow. This is one result of the present strike in the coal fields brought on by the arbitrary attitude of the coal operators.

At Their Old Game.

Ex-Governor Brown, of Georgia, in his last message to the State Legislature, made an attractive bid to the opponents of organized labor by delivering himself of sundry opinions with reference to unions and their affiliates. No doubt, according to the ex-Governor's idea, he gave the unions a "good trimming" and consigned them to a zone of activity not unlike that obtaining near the equator. This was a delicious morsel for the active agents of the National Association of Manufacturers, and now pamphlets containing this denunciation are being widely circulated by the discredited Manufacturers' Association. The circulation of this sort of literature shows the desperate straits into which the Manufacturers' Association has been plunged.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

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The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA

29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

Laundry workers at Tacoma, Wash., are endeavoring to establish a union laundry to compete with the non-union laundries.

The Butchers' Union of St. Louis announces that hams can now be purchased on the St. Louis market bearing the union label of that organization.

The plasterers of Alliance, Ohio, have formed a local union, every member of that craft working in that city being on the charter roll. No demands on employers will be made during the current year.

The strike of the Printing Pressmen and Feeders of San Francisco is still on, though conferences are in progress looking to a settlement. There appears a wide difference of opinion, but the Pressmen on strike feel confident of an ultimate victory.

The union hatters of Los Angeles announce that they have just concluded an agreement with their employers covering a wage scale and bill of prices for the ensuing year. The new scale carries with it a moderate increase and a few minor changes in working conditions.

The Baldwin Locomotive Works has laid off 1600 men from the night force of its plant at Eddystone. From a capacity production of forty-four engines a week the plant now is turning out but nine a week. The company officials declared they feared hard times in the future and that they are taking precautions.

Members of the Linemen's Union, employed by the Kinlock Telephone Company, have secured an increased scale of wages. The Linemen made a demand for 50 cents per day, but a compromise was finally reached whereby 25 cents per day was agreed upon between the managers of the Telephone Company and the Linemen's Union.

An arbitration board that will investigate and make an award in the controversy between the conductors and trainmen and the Burlington Railroad have taken up their work in Chicago. As to the time required in the presenting of the evidence of both sides there seems to be no idea at present. The board will continue in session until all evidence is presented.

The two factions of the Sheet Metal Workers in New York have agreed to settle their differences. All details have been worked out and a new union is to be formed and a full set of officers elected. It is confidently believed that after the new corps of officers is installed in office the organization will make up for the progress which has been long delayed by the absence heretofore of complete unanimity.

Members of Canton (Ohio) Typographical Union are now working under the new wage scale which recently went into effect, and which is in operation on all newspapers and in every job printing shop of any consequence in the city. The newspaper scale is an increase for linotype operators from $19.20 to $21 per week, and ad men from $18 to $20 per week. Journeymen job printers are now receiving $19 per week, an increase of $1. Job foremen were increased from $21 to $22, and assistant foremen from $19 to $20. An agreement carrying this wage scale will continue for two years.

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Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Agerup, K. B.	Kohlmasher, O.
Anderson, I.	Kopatz, C.
Abolin, K.	Kirsmeier, Fred
Anderson, A.	Ludicar, K.
Anderson, Fred H.	Luduigsen, Arni
Anderson, Martin	Larsen, L. A.
Andreson, J. -1800	Larsen, Axel
Bartsch, W.	McPherson, R.
Balk, M.	McCarthy, J.
Berg, N. N.	Maki, Ivar
Berglund, K. R.	McNeary, J.
Bjorkman, Chas.	Mikkelsen, K. -1620
Berger, C.	Martinsen, R.
Brandlung, G.	Mattson, Taivo
Bye, H.	Matson, F.
Burholtz, F.	Mattson, Rudolf
Borgen, K. S.	McPhillips, B.
Brower, G.	McKenzie, J.
Cain, Phillip	McGoldrick, J.
Carlson, Harold	Mehout, Joseph
Christensen, H. -1366	Monsen, S.
Christensen, Trygar	Nilsen, Martin
Daniels, Charles	Nilsen, Oscar J.
De Groot, Geo.	Nissen, Louis
Elsted, John	Nielsen, Conrad
Edvardsen, Anton	Olsen, O. P.
Erikson, Axel	Olsaik, John
Evanger, Nils	O'Laughlin, M.
Engstrom, Fred	Osterlung, Gust
Ferguson, Robert	Owens, J. H.
Fonslund, Victor	Olsen, Severin
Fjellman, Geo.	Olsen, O, -1062
Freeman, J.	Pedersen, Peder
Franzell, A.	Petersen, V.
Gibbons, J.	Petterson, Richard
Grace, P. C.	Petterson, S.
Grant, Dave	Paludan, Chas.
Guano, P.	Rasmussen, P. A.
Gehler, F.	Rydquist, C. H.
Grant, J. J.	Samuelson, R.
Hansen, N. S.	Schmidt, T.
Hubner, Herman	Schroeder, Hans
Hakenson, I.	Siebert, Gustav
Hallnes, M.	Sims, G.
Hansen, Christ	Shanahan, B.
Hernes, Lars	Skedsnu, J.
Heiam, Dan	Strasdin, A. W.
Heyem, Hans	Strand, Louis
Hillisen, Halvar	Stolsang, J.
Henriksen, Gust	Sorensen, Geo.
Holmes, Fred	Summerglyten, G.
Isaksen, Andrew	Swanson, C.
Johnson, Charles O.	Thomason, Severin
Jorgensen, Karl	Thomson, W. Reg.
Jacobsen, Torglis	Torcklson, C. H. C.
Jensen, Hans	Taede, Jens
Jensen, J.	Thomson, F.
Johnson, J. E.	Warner, Jake
Klebnikoff, I. W.	Valko, Harry
Kallas.	Wicler, Tom
Kalnow, A.	Wetland, John
King, Frederick	White, C. T.
Kirwan, M. L.	Wilsgard, D.
Kjersalk, J.	Waho, M.

Portland, Or., Letter List.

Abramis, George	Larsen, Engvald
Anderson, Sam	Larsen, Martin, -1710
Anderson, Gust, -1808	Larsen, Soren
Anderson, Nils	Lerch, Paul
Anderson, Ole	Lewik, Karl
Andersen, Mike	Lemarchand, Louis
Anderson, Otto	Lendeman, Ruhtil
Anderson, Erik B.	Lundsoor, Oskar
Allexander, John	Lundmark, Heege
Albrechtsen, Page	Lundquist, Ernest
Androlio, A.	Macrae, Allexander
Bergman, Karl W.	Marchand, Louis
Brodig, Wm. G.	Mattson, Maurits
Bults, Ernest	Miller, Chas.
Buckmer, W.	McManus, John
Carlsen, Charlie	McMahon, Jack
Chase, W. P.	Meinke, Rudolf
Christensen, Albert	Meyer, W.
Colman, E.	Nelson, Anton
Conway, M. E.	Nelsen, C. J.
Collins, Frank	Nielsen, Kristian
Cunnicham, W. P.	Nielsen, Edward
Dahl, Henry	Nilsson, Osvold
Day, Aca	Narberg, John
Dennis, Charlie	Narman, Ludwig
Dorff, William	Ohlsen, Charles
Edstrom, John	Olsen, Severin
Ehenbaugh, W. J.	Olsen, Ausgar
Ekham, Frans	O'Brien, Jack
Fredrickson, H. G.	Person, Charles
Gjortz, P.	Perouse, Andre
Gordia, Piet	Petrich, Theodore
Gulliksen, Amandus	Petersen, Aage
Hall, G. A.	Peterson, Hans
Hansen, Bernard	Peterson, Heinie
Helin, Waldemar	Petterson, Einar
Henriks, Waldemar	Pedersen, Peter
Henke, Ernest	Pratt, M. L.
Hellman, Albin	Rantio, Jacob
Helenius, Oskar	Raetz, August
Hohm, E.	Rasmussen, Thor
Huntington, E. R.	Roed, Halfdan
Hoch, Gore	Sandstrom, Hugo
Hultman, A.	Sanders, Chas.
Johansen, Johan F.	Simens, O. L.
Johnsen, Chris	Schulz, Robert
Johnson, Axel	Saule, J. L.
Johnson, Jack	Swanson, John
Johnson, Ole C.	Swenson, Carl Oscar
Johnson, W.	Saukha, August
Johnson, H.	Swenson, John B.
Kalberg, Wm.	Thomas, A.
Karlson, K. E.	Tamford, B. A.
Kenny, James	Trost, Peter
Kealy, James	Wall, W. H.
Kikur, Allesander	Warren, Chas. B.
Koop, Nick	Wadren, G. F.
Kronstrand, H. T.	Westlund, Gust
Kristensen, W.	Wehl, J.
Koalvik, Oscar	Wiejurecht, Ernest
Laine, Frank	Weshart, Jno.
Larsen, John	Welsen, J.
Larsen, George Lurberg	Bunk, Bruno

Anderson, Bernhard. This man has been traced as follows: Fireman on Str. San Jose in 1899; oiler on Str. Panama in 1900.

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Eureka, Cal., Letter List.

Ahlstrom, Harry	Jacobsen, W.
Anderson, John	Jensen, George
Breien, Hans	Nilson, Anton
Clausen, Fred	Miller, Fred
Debus, Fred	Publicatus, August
Ehlert, August	Plas, Henry
Gudmundsen, Gudmund	Robertson, A.
Hansen, Harald	Syvertsen, Paul
Ismas, Richard	Thorsen, Fredrik

Michael D. Harrington, who has been sailing on the Pacific Coast since 1910; last heard of on vessel sailing from San Francisco to Seattle; anyone knowing his whereabouts please notify Dennis J. Harrington, care of Winthrops Yacht Supply Co., Winthrops Beach, Mass.

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Aberdeen, Wash., Letter List.

Andersen, -1352	Kuhnert, Walter
Anderson, Ernest	Loining, Hermand
Anderson, -1283	Ljungberg, Herman
Andersen, F. C.	Lengtssen, Gottfried
Anderson, Axel P.	Laine, Herman
Arntzen, Werner	Lorsin, G. L.
Armstrong, Harry	Larsen, Lars
Berger, C.	Mallkoff, Pete
Behn, Alfred	Michelsen, Chas.
Brown, C.	Martin, James
Carlstrom, John	Marlinee, Walter
Christensen, Albert	Mertz, G.
Carson, Edward	Mekerman, Ernest
Calchnell, J.	Nikolin, E. Miko
Doyle, Wm.	Olsen, Nils
Eklund, Chas.	Oksanen, Juko
Finth, Richard	Peterson, Axel
Granberg, Eric	Rommel, Andrew
Graf, Otto	Richendsen, Hilmar
Glase, Gustav	Sandstrom, Hugo
Hohn, Arthur	Strom, K. -2718
Herman, Axel	Schmidt, George
Hansen, Ove	Wind, Jacob -1357
Heinig, Hans	Walder, Olsen N.
Johnson, Gus	Packages.
Jensen, Harry	Hansen, John
Kallio, Frans	MacGuire, O. F.
Kristiansen, Nils	

RAYMOND, WASH.

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Axel Peterson, F. Lundberg, J. Gustafson, M. Garcia, crew of the steamer Riverside, at the time she towed in the Oceana Vance, kindly call at the office of the Charles Nelson Co. for money due them.

Victor N. Kvenen, a native of Belgium, age 32, last heard of in Ashtabula, Ohio, April, 1909, inquired for by his brother John Kvenen, Route 2, Raleigh, Tenn.

Valetine (Walter) Zima from Lubiachowo, Kreis Schrimm, Province Posen, Germany; last address Sailors' Union Hall, Seattle. Please communicate with Imperial German Consul, Seattle, Wash.

Anyone who was on the schooner "Americana" on January 29, when Louis Buttner was injured, is respectfully requested to communicate with the injured man. Address Sailors' Union of the Pacific, San Francisco, Cal.

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INFORMATION WANTED.

William McGrail, of Baltimore, Md., who sailed on the Atlantic and Gulf Coasts as cook for a number of years, is inquired for by his brother, George McGrail, 603 Decatur street, New Orleans, La.

Johannes Puun, born in Oesel, Arensburg, Russia, supposed to be sailing on the Pacific coast, is asked for by his mother. Anyone knowing his whereabouts please notify A. Lepp, Sailors' Union, San Francisco.

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INFORMATION WANTED.

William Fayette White, whose mother died recently, is inquired for by his brother. Anyone knowing his whereabouts please address S. A. White, 106 W. Salem Ave., Roanoke, Va.

W. A. Goodrich, who left the British ship Puritan at San Francisco, February 6, 1911, is inquired for by the British Consul-General at San Francisco.

Mrs. Alice Phillips wishes to hear from her husband, Tom Phillips. Write to 35 Sussex St., Sydney, N. S. W., Australia.

Anderson, Carl A. This man has been traced up to the year 1897, when we learn he was employed as a seaman on the Str. Farrallone, residence address given as No. 6 Howard street, San Francisc .

Any one knowing the whereabouts of John Burke No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

Home News.

Convict-made goods sold or offered for sale in Texas must be labeled "convict made."

The minimum wage law of Utah permits the employment of girls and minors for as little as 75 and 90 cents per day.

It is stated that in four months the State of California has saved a quarter of a million dollars because of publishing its own school books.

Massachusetts has a Homestead Commission whose duties are to help workingmen to secure homes. It is now proposed to give them state loans to build homes with.

Among those affected by the new Income Tax law will be the widow of the nation's martyred President, James A. Garfield, who was given a pension of $5,000 a year by the Government.

The State Federation of Labor of Illinois passed a resolution at its recent convention, declaring it did not favor its membership joining the State militia, because the militia is always used to protect capital and never labor.

A large public meeting was recently held at the National Rifles Armory in Washington, D. C., for the purpose of communicating to the public the coal miners' strike situation in Colorado. A number of the officials of the United Mine Workers were present and delivered addresses.

By declaring valid the federal "hours of service law" prohibiting railroads from working trainmen more than sixteen hours, the United States Supreme Court recently confirmed convictions of the Missouri, Kansas and Texas railroad for alleged violations of the law at Sherman, Texas.

The contempt cases against President Gompers, Vice-President Mitchell, and Secretary Morrison have been advanced for hearing in the Supreme Court of the United States to the first Monday in January, 1914. The advancement of these cases was secured as a result of a petition recently filed by the attorneys for the American Federation of Labor.

A resolution to amend the Constitution so as to permit the President to veto any item in a bill sent to him by Congress and to approve the remainder of the bill, and also providing that in the future only a majority vote will be required in Congress to override the President's veto, has been introduced in the Senate by Senator Overman of North Carolina.

The investigation into the conditions in the West Virginia coal strike district by a sub-committee of the Senate Committee on Education and Labor sitting in Washington has been brought to a close. At the conclusion of the hearing the committee agreed to permit counsel, if they desired, to file briefs with it before December 1. It is the intention of the committee to frame its report to the Senate as soon as possible.

The United States Senate has confirmed the appointment of Frank McManamy as Chief Inspector of Locomotive Boilers. This confirmation was held up for some time, owing to the fact that the Boilermakers protested against the appointment of McManamy because he was a locomotive engineer, the boilermakers insisting that a member of their craft should receive the appointment because boilermakers are employed in constructing locomotive boilers.

Domestic and Naval.

In view of the high prices of oil the Secretary of the Navy will probably recommend that Congress appropriate a sufficient sum of money to operate the oil tracts in California which were set aside about a year ago by order of President Taft for naval use. One of these tracts, in the opinion of officials of the Navy Department, contains about 250,000,000 barrels of oil, which is sufficient to supply the navy for about forty years.

It is said that the Canadian Government has closed a five-year contract with the Royal Mail Steam Packet Company for a fortnightly service from Halifax to the West Indies, sailings to begin on November 1, 1913. The agreement calls for four vessels with 5000 tons freight capacity and a speed of 11 or 12 knots; also suitable passenger accommodations. Sailings are to be via St. Johns, New Brunswick. The subsidy granted is $340,655 per annum and is contributed for the present by Canada alone.

By the time the Panama Canal is open to traffic, there will have been added to the fleet of the Kosmos Line thirteen new steamers varying from 12,000 to 14,000 tons d. w. capacity. Some of these steamers have recently been placed in this company's regular service and with very satisfactory results. The Kosmos Line intends maintaining the trade routes they are at present operating to the West Coast of South, Central and North America and to take care of any further possibilities offering in connection with the new route.

The Emery Steamship Company of Boston has contracted with the Fore River Shipbuilding Corporation, Quincy, Mass., for two freight steamers to be named Atlantic and Pacific and to be 406 feet long by 34½ feet beam. These vessels are intended for a regular line that the Emery Company will establish to the Pacific Coast via the Panama Canal when that waterway is opened. The cargo-handling appliances of these vessels will be of the most up-to-date character and large lumber ports will be installed in the bow. In addition to these two steamers the line will also have a number of chartered vessels in operation. There will be a fortnightly service from Boston to San Francisco, the trip to be made in twenty-three days.

In order to maintain Government navy yards at their highest efficiency through continuous employment of a full force of mechanics, Secretary Daniels is devising a plan by which he hopes to induce all the executive branches of Government to send to the Government yards all repair work to be done on all types of floating craft owned by the Government. The end to be finally sought is the construction also of all Government craft at Government yards. The Secretary points out that uninterrupted employment for navy yard workers is one of the essentials of the efficient operation of naval stations, while failure to give continuous employment to these workers may seriously impair their usefulness in time of emergency. The position is taken that assignment of all work on Government craft to Government yards, not only would decrease the cost, but would increase military efficiency in times of emergency.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Abel, Paul
Abrahams, A. M.
Aholainen, Edward
Ainrey, C., 791
Alhstrom, Ellis
Allen, James
Andersen, A. -1653
Andersen, Albert
Andersen, Arnfelt
Andersen, Carl
Osker
Andersen, Fred
Andersen, K. J. -1890
Anderson, Abin, -1318
Anders, Fred
Anderson, A.
Anderson, Arnold
Anderson, Carl
Anderson, David
Anderson, E. -1886
Anderson, F.
Anderson, H. -1526
Anderson, Henry
Anderson, Hilding
Anderson, Jim
Anderson, John -1705
Anderson, John C.
Anderson, Josef
Anderson, O.
Anderson, Ole -1301
Anderson, Peter
Anderson, Thorus H.
Anderson, R.
Anderson, Victor
Anderson, Wm.
Aner, Wm.
Antonsen, Marius
Applequest, Otto
Apward, James
Arvidsson, Hjalmar
Asplund, Karl O.
Austin, E. W.
Ayers, W. D.

Baardsen, Hans
Backman, Paul
Baird, Robert B.
Ballot, John
Barr, Gustav
Barton, W. F.
Beausang, Eugine
Begg, John
Behrens, Herman
Bekker, George
Bellos, Jack -2036
Bendiksen, Kaspper
Bendsen, Harry
Benson, A.
Benson, Helge
Bentsen, Lars
Berg, Julius
Bergman, Car. W.
Bergstrom, Axel
Bernhard, Oscar
Bernstsen, Julius
Bessesen, O.
Bierstet -1736
Bjorkman, Chas.
Blank, Georg
Blindheim, O. C.
Blodsing, August
Bloomfield, S.
Blom, Gustaf
Boe, Karl C.
Bordin, Hans
Bourns, Thos.
Boyes, C.
Bradic, Frank
Brander, Frank
Brandt, Birger
Braun, William
Bremer, S.
Broberg, Charley
Broun, Frank
Brownell, W.
Buaas, Thomas
Buck Arthur
Bung, Richard
Burde, Fritz
Burmeister, John
Burmer, Fred
Butler, Richard

Cain, P.
Calion, Jose
Campbel, Geo.
Campbel, Wm. H.
Cannon, Ed.
Carlsen, Harry
Carlson, Gustag
Carlson, Julius
Carlson, L. C.
Carroll, A. R.
Carlsson, R. T.
Carlstrom, J. O.
Ceelan, John
Charles.
Christensen, Albert
Christensen, Christ
Christensen, Cristens
Christensen, Erling
Christensen, R. H.
Christensen, Otto
Christiansen, Peder
Christian, Brund
Clauhser, Fred
Clausen, I.
Colburn, Geo.
Conolly, Obirt
Connor, Wm.
Corley, Howard
Cristensen, Robert
Cunningham, C.
Curran, Nicholas

Dahlgren, Niels
Dahlman, J. A.
Davis, J. A.
De Bruin, B.
Dehler, Alfred
Dellas, James
De Raas, J.
Deswert, William
Dickens, D. W.
Dillon, Patrick
Dories, H.
Donnelly, John
Donovan, John
Doyle, William
Dracar, E.
Drake, Albert
Dunbar, L. L.
Dunn, Walter
Dyke, T. L.

Eckhoff, Otto
Edgerton, Jack
Eggers, John
Eklund, John
Elholm, Peter
Elisen, Sam
Ellisen, E. A.
Enstrom, Carl
Erickson, Eric
Erickson, K. J. -513
Eriksen, Emanuel
Eriksen, K. H.
Erikson, E. -770
Erland, Oscar
Eskildson, Nils P.
Evanger, Nils
Evans, Stanley C.
Evensen, Ludvig
Evensen, Luis

Fabrowski, T.
Fahnke, Otto
Fallbom, John A.
Farrell, H. D.
Ficher, W.
Fillix, Hans
Fjellman, Jonas
Flood, Rangvald
Foerg, Wm.
Forde, Samuel C.
Form, Frank
Forsgren, Karl
Fraudsen, L. M.
Fredrichs, C.
Fredrickson, Geo.
French, Jack
Fretzen, B. H.
Furlong, Peter

Gangserud, O. K.
Garbers, Gustav
Garbrick, Luis
Garrinen, V.
Gasch, Willy
Gent, A. C.
Glase, Gustav
Glencross, Harry B.
Glen, James
Gibbs, H. D.
Gosund, Peter
Grana, Collin
Grauberg, Fred
Grinberg, T.
Grolin, Conrad
Guander, Chr.
Guckmann, Ewald
Gudmundsen, B.
Guldbrandsen, Jack
Gundersen, Charles
Gundersen, P.
Gunn, F. D.
Gunvaldsen, J.
Gustarsen, Iver
Gustavsen, Olaf

Haagghlom, Chas.
Haakonson, Ingvar
Haaversen, Nils
Hagestrom, Victor
Hakassars, A. W.
Hakonson, Emil
Haliberg, Herman
Halmstrom, Harry
Hall, W. I.
Hammergren, Oscar -1333
Handloss, P.
Hannus, Alex
Hannus, M.
Hansen, Charles
Hansen, Frank
Hansen, H.
Hansen, Hans
Hansen, Harry
Hansen, Henry
Hansen, Johan
Hansen, Marius
Hansen, O. R.
Hansen, W. H. C.
Harlow, John
Haro, Aarv
Illig, Gus
Irwing, James
Hauschild, Fernand
Hedberg, Alfred
Heesche, Henry
Helin, Paul
Helgesen, Einar
Hellpap, A.
Helt, I.
Hellstein, Gus
Hendriksen, H.
Hendry, John
Henke, E.
Hewitt, Peter
Hillig, Albert
Hinz, Charles
Hinze, Jack
Hjorth, John
Hofgard, Hans
Hogan, A.
Holden, Olaf S.
Hoppner, Albert
Hull, Henry
Hunt, Crist
Hvid, Ejner

Iversen, John

Jackson, Harry
Jacobsen, O. F.
Jakobsen, Joakim
Jamsa, James
Jansen, Hans
Jensen, Ole
Jensen, Oscar
Jensen, J. K.
Jensen, Just
Jensen, M. P.
Jepsen, S. W.
Jens, Otto
Jersch, William
Jespersen, Martin
Johannesen, Einar
Johansen, Arthur
Johansen, Chas.
Johansen, F.
Johansen, E. A.
Johanson, A. F.
Johnson, Antony
Johnson, Gus
Johnson, John -2283

Johansen, Harold V.
Johansen, H. B.
Johansen, Luis
Johansen, Oscar
Johansen, W.
Joransson, Frank
Johansson, Johan
Johnson, Berdines
Johnson, C. E.
Johnson, Eric
Johnson, Steve
Johnson, -420
Jorgensen, -2236
Jorgensen, Fred

Kaiser, Fred
Kalnin, E.
Kallas, Alek -221
Kallberg, Arvid
Kalninjik, Eduard
Kalodzevzik, C.
Kamp, Gus
Karger, Fritz
Karlsen, Gustav
Karlsson, Edvar
Keinonen, Valter
Kermagoret, Anatole
Kiesaw, Paul
Kilgore, George
Kine, Conrad
Klausen, C.
Klinker, C. J.
Kluge, Frank
Kninling, F.
Knudsen, Ragval
Koak, Hermann
Koislyan, A. N.
Kossmarek, Johan
Krane, Anton
Kristiansen, Hans
Kristiansen, Peder
Kroon, T.
Krulisch, Frans
Kulin, John

Labosenick, Rade
"Ladematias"
Lahmeyer, Herman
Lancaster, J.
Langenberg, H.
Lanne, Rudolph
Larka, Edvard
Larsen, Asmus
Larsen, Erik J.
Larsen, Gus
Larsen, John
Larsen, Herman
Larsen, Martin
Larsson, Axel
Lasol, Conrad Thos.
Laurenoon, Hugh
Laydon, D.
Lefevre, L.
Lekschass, M.
Leland, F. W.
Lillelid, Johannes
Lindahn, Alfred
Lindholm, Axel
Lindrob, Otto
Littlestorm
Ljungren, J. A.
Ljungstrom, John
Loining, Herman
Lorenzen, Henre
Losin, Christian
Lovera, Paul
Lundberg, Harry
Lunderwold, F.
Lude, Thorvald
Lundberg, Thorstin
Lundquist, Vorald

Macdonald, George D.
Mackenzie, Malcolm
Madsen, C.
Magnusson, E. W.
Marchand, Louis
Mark, Chas.
Markman, H.
Markson, H.
Markwardt, Carl
Martin, Dan
Martin, H.
Martin, Jack
Martinsen, Ingvald
Marquart, Karl
Matsinger, Walter
Matson, Henning
Matson, Morris
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Mayes, J. B.
Mayers, Edgart J.
McCarthy, P.
McCormack, J. J.
McCourt, Joseph
McKai, J. W.
McKeating, R.
McMahon, J. T.
Mennicke, Fritz
Megland, Richard
Mehrtens, H.
Melander, G. L.
Mertens, H.
Merieult, G.
Metje, Gustav
Meyer, Erwien
Minor, C. F.
Moen, Robert
Monsen, Tollef
Morris, Oscar R.
Morris, Reuben
Muipheeck, W.
Muller, Albert R.
Murphy, Edward
Murray, C. P.
Mushaar, Hans

Nanjack, Gustav
Narlstrom, B.
Nar, Niles
Naystrom, Victor
Nearns, J.
Neergaard, Anton C.
Nelson, H.
Nelson, Hans H.
Nelson, Lewis
Nesbitt, J.
Never, Aug.
Nielsen, Ed.
Nick, Peter
Nielsen, Hans F.
Nielsen, N. J.
Nielsen, N. P.
Nielsen, Pete
Nilsen, Anton
Nilson, Axel
Nilson, William
Nilsson, N. E. -552
Nordgren, Charles
Nordin, Gus
Nordlund, Gus
Norris, Ed.
Nurken, H.
Nyberg, Berger, -1146
Nylund, Carl
Nylund, John
Nyman, Oskar

Olausen, Kristian
Oliver, John
Olsen, Charles A.
Olsen, Erik -922
Olsen, Eugen
Olsen, Harry
Olsen, J.
Olsen, John
Olsen, O.
Olsen, O. -1047
Olsen, Olair S.
Olsen, Oscar F
Olsen, Oscar Wil-
Olsen, Paulus
Olsen, R. -1221
Olson, Henrik -1282
Olssen, Oscar
Olsson, Carl G
Olsson, Dolph
Olsson, -677
Olsson, -1187
Orfano, Vappo
Osterberg, J.
Osterhoff, H.
Ostling, Emanuel
Osterholm, J. W.
Otto, Willi
Owens, John -1158
Owens, Peter

Paludan, C.
Patterson, P. A.
Pearson, J. -427
Pearson, J. T.
Pearson, J. S.
Pedersen, -1560
Pedersen, H. -1263
Pedersen, P.
Pederson, O. -1392
Pederson, S. R.
Pelsckhur
Pennell, Jim
Pernki, C.
Person, Leonard John
Persson, Harman
Persson, Oscar
Peterek, Johan
Peters, J.
Quigley, R. O.
Petersen, Aksel
Petersen, Axel L.
Petersen, C. -1493
Petersen, Kristian
Petersen, L. -1167
Petron, Alex
Pettersen, Fredrick
Peterson, L.
Peterson, S. B.
Petterson, Johan
Pettersson, John G
Pettersson, C. H.
Petz, Gottfried
Pohjak, A.
Porin, A. L.
Prescott, Richard
Preusse, Fred
Prinz, Carl

Raash, Otto
Radebreckt, Alfred
Randrop, John
Rantman, Robert
Rasmussen, Andrew
Rasmussen, Emil
Rasmussen, S. -980
Rastad, Erling
Rath, H.
Reckmann, H.
Redmond, Th.
Reinhold, Ernest
Rellas, Jack
"Renvalt"
Riegel, Willy
Riis, A.
Ringeling, J.
Rivera, John
Roalsen, Fred
Robertson, John H.
Robertson, R.
Rohan, Billy
Rommel, A.
Ropatz, Oskar
Roscheck, Paul
Rose, Wm. H.
Rundquist, O.
Rusberg, H.
Russell, Jim

Saalman, Joseph
Saarstad, H. E.
Sahiman, Chas.
Salzer, Julius
Sammis, C. J.
Samuelsen, Leonard
Sandberg, J.
Sarinen, Henning
Sato, Santos
Schellenberg, H.
Scher, G.
Schneider, H.
Schrej, G. W.
Schroder, Gus
Schroder, Hans,
Schultz, Albert -2601
Schuster, Jakob
Scott, Ed
Seeland, Sigfrid
Seidre, Willi
Senger, George
Shallies, Gust
Sievers, Harry
Shultman, Jacob
Shults, Max
Sikman, Andrei
Skellerup, A.
Skogman, Arnold
Smith, F. O.
Smith, Johan
Smyth, Wm.
Snaith, Archie
Soder, J.
Soderling, Axel
Sorens, Hans -2273
Sorensen, Hans
Sorensen, James
Sorensen, Soren
Sorne, F.
Sovchnes, P. Olaf
Sparch, Tom
Spark, A. V.
Sping, James
Strange, A. -2063
Stangeland, P. A.
Stapf, Andrews
Stelle, John
Stenberg, Alfred
Stevensen, August
Stoltzerman, E.
Strand, Conrad
Strand, Louis
Strom, Olaf
Stuart, James G.
Sundberg, H. N.
Sundholm, Frans
Svanson, E.
Svensen, Anker
Svanson, Walter
Svendsen, Otto F.
Svegsson, G. H. -1295
Swan, W. S.
Swarthey, Norman
Swenson, B.
Swanson, E.
Swanson, Listen
Tamisar, P.
Tammon, Chr.
Taylor, U.
Tenneson, E.
Thode, E.
Thomel, Martin
Thygersen, Johannes
Thieltsen, Karl
Thoemel, E.
Thorkilsen, Jonas
Thorne, Richard
Thorsell, Chas.
Thorsen, Aksel
Thorsen, Jens
Tietjen, B. H.
Tillman, A. E.
Tobiasson, Joel
Tompsen, Benjamin
Torbjorensen, Andrew
Torgerson, C.
Trede, Hans
Treiberg, P.
Treucrek
Tuhyanscki, Carl
Tuppit, C.
Turner, Fred
Tvede, James
Twaig, F.
Uderkull, C.
Uhl, Theodore
Uhlig, Carl
Ursin, J.
Valentinsen, G.
Valtti, Jalmar
Valure, Harry
Verney, A.
Vittemajor, W. U.
Volkanen, Veda
Vold, O. P.
Wahlberg, Reed
Walch, Michael
Wallgren, Mikho
Walters, Henry
Wathsted, Albert
Watti, Jalmar
Weigaard, Jens
Welch, L.
Wells, George
Welure, John
Westman, Andrew
West, Wakon A.
Weitgren, I. M.
Wheland, F.
Whinner, W.
Whiteworth
Wickman, P.
Willart, Fred
Williamson, W. A.
Williams, Seth
Williams, Thomas
Wills, Max
Wilson, J.
Wilson, John E.
Wittenborn, Hans
Woldkouse, John
Wold, Olaf
Wrigl, F.
Ziehr, Ernest
Zimmerman, Fritz
Zirnbauer, Charles
Zoe, Francis
Zoe, Frank
Zoerb, Walter
Zunk, Rumo

PACKAGES.

Apply to Secretary of Sailors' Union of the Pacific.

Anderson, A.
Anderson, Anders
Baardsen, Tillef
Balda, A.
Buas, Tomas
Christensen, Harry
Christoffersen, Olaf
Ellefsen, Otto
Gasman, Geo. A.
Hansen, Karl
Hendriksen, H. -1333
Iversen, Reidar
Johanson, Nils A.
Johnson, W.
Jorgensen, Oluv
Korsberg, Wolmar
Larsen, Hans
Laydon, D.
Lindroth, Erik
Madson, Olaf
Metje, Gustav
Nelson, Hasmund
Olsen, -1244
Olsen, Oswald
Prieberg, P.
Raasch, O.
Rasmussen, E.
Rutter, T.
Summers, James
Torkildsen, Jonas
Trondsen, J. M.
Wakely, R. E.
Walters, Albert B.
Welsen, Julius
Willander, -876

ALASKA FISHERMEN.

San Francisco.

Adamson, Hjalmar
Andersen, C.
Anderson, Wm.
Bensen, John
Burman, Andrew
Berg, Andrew
Carlson, Arthur
Cefalia, Vinzenco
Eriksen, Johan
Ericksen, E. John
Fry, Fritz
Frost, Hans
Husby, Lars
Johansen, Johan
Johanson, E. O.
Johansen, Amiel
Johansen, A. C.
Johnson, Martin
Johanson, Hilma
Larsen, Julius
Larson, H. A.
Lizs, Otto
Mathisen, Emil
Nilson, O.
Roelfs, J.
Swanson, John
Widlund, O. E.
Walrath, G. O.

Seattle, Wash.

Abolin, Adam
Borgen, K. Sigurdsen
Dahl, Ben.
Fister, Johannes
Finnigan, I. H.
Hagen, Gunder
Jensen, Gustav
Johansen, Ingvald
Johnson, Axel
Nelson, Nels Wilhelm
Larsen, Fred
Magnuson, P. A.
Osterlund, Albert
Olsson, Sigfrid
Peterson, Andrew K
Phister, Albert
Polhome, Mr.
Ridderstaff, Ernest
Rye, F. M. J.
Selback, Chris.
Slinning, Rasmus O
Spellman, Tom.
Starks, John
Stein, George G.
Stixrud, Jack
Stromsness Oscar

Pt. Townsend Letter List.

Andersen, E. T.
Alango, John
Hermansen, L.
Johansen, John
Johnson, Ole
Moore, George
Mertz, George E.
Nachtigall, H.
Rosbeck, Gustaf
Shold, Chas. A.
Varner, C.
Wilson, Gus

Tacoma Letter List.

Buckland, Wm.
Christensen, Albert
Conley, J. H.
Ellison, Harry H.
Foss, Alfred
Flinkenberg, Alno
Freeling, Chas.
Hansel, C. M.
Hansen, Johannes
Jorgensen, ePter A.
Knappe, Adolph
Loren, A. L.
Marin, Joe D.
Mynchmeyer, Harry
Nielsen, C. W.
Nissl, Clemmens
Olsen, Martin
Olsen, O.
Petterson, J. M.
Plesner, Levi J.
Seblom, John
Simonsen, Sivgard
Strand, Chas.
Thoresen, Axel L.
Wessman, John

INFORMATION WANTED.

Any one knowing the address of Thos. Symington, age 59, last heard from in Seattle, Wash., 1908, will please communicate with John Sym-Chicago, Ill.

Andrew John Anderson, who left Aberdeen, Wash., on lumber barge Washtura for San Francisco, is inquired for. Any one knowing his present whereabouts please notify Mrs. Anna Anderson, Aberdeen.

John Rebbetad, who was in the steamer A. F. Lucas in November, 1911, is inquired for by his brother. Address, Coast Seamen's Journal.

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June 30, 1913:

Assets	$55,644,983.27
Capital actually paid up in Cash	1,000,000.00
Reserve & Contingent Funds	1,757,148.57
Employees' Pension Fund..	158,261.32
Number of Depositors.....	62,134

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INFORMATION WANTED.

Reiar Gundersen is inquired for by his brother, B. C. Gundersen. Anyone knowing his whereabouts please communicate with the Coast Seamen's Journal.

John West, who was on the steamer Horatius in June, 1912, is inquired for by P. Ivers, River Darling, via Wenthworth, Australia. Please notify Sup't., No. 1 State street, New York.

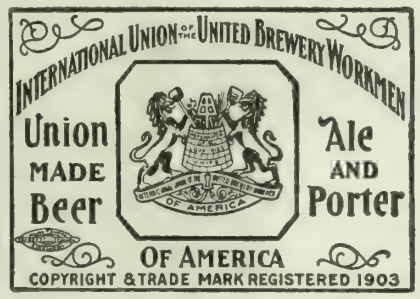


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INFORMATION WANTED.

Arthur Griffith, alias Simmons, a British subject aged 28 years, 5 feet 6 inches in height, fair complexion, stout build, blue eyes, top false teeth, clean shaven, who is believed to sail on a coasting vessel between San Francisco and Portland, is inquired for by H. B. M. Consul-General. Anyone knowing his whereabouts please notify the British Consulate-General, San Francisco.

John Hansen, who was lookoutman on the S.S. "Argyll" some months ago, is wanted by the Union Oil Co. Anyone knowing his whereabouts please notify the manager Marine Department, Mr. Walter G. Tubby,

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INFORMATION WANTED.

Carl Johan Nilsen, a native of Sandefjord, Norway, aged about 33, left his home at 1164 Potrero Ave., Sunday, August 17th. Any one knowing his whereabouts please notify Coast Seamen's Journal.

Ten dollars reward will be paid by H. M. Hinchman, Room 509 Welch Building, No. 244 California street, for information concerning the present whereabouts of Olaf Pedersen, lookout, and Charles Johansen, quartermaster, who were members of the crew of the steamer Norwood in October, 1908.

George Albert Vaughan, aged 47, of Handsworth, Birmingham, England. Was in New York city in 1902; worked as steward on New York and South American boats. Important Address, Rev. R. C. Cookson, 96 Monroe street, Brooklyn, N. Y.

News from Abroad.

Systematic study in citizenship is given in the elementary schools of France, Denmark and Finland.

The Ottoman administration advises that the restriction against secret language in cable despatches is removed.

The French government, in order to head off more radical legislation, is taking measures to enact a compulsory profit-sharing scheme.

The first Turkish women's paper has been started in Constantinople. It is called "Kadinlar Dunyasi," i. e., "The Ladies' World."

American Ambassador Gerard at last succeeded in obtaining a house in Berlin suited for an embassy. He rented the Von Schwabach Palace for $15,000 a year.

The government of New Zealand has decided to build a navy of its own on the same lines as that of Australia, and to discontinue its subsidy to the Imperial British navy.

It is stated that Madame von Bauditz, wife of a prominent scientist in Copenhagen, has qualified as a sea captain and will command a steamer of 3,000 tons, the first of a new line, of which she is one of the directors.

Chile thinks of withdrawing all iron ore deposits from entry by private persons or corporations in order to give the Government time to select such properties as it may wish to hold, that they may become sources of revenue.

White men as pearl divers off the coast of Australia have proved failures after a lengthy experiment. About two years ago a number of white divers were taken to the pearl coast and it is now said they are all either dead or suffering from paralysis.

A scheme designed to meet the pressing needs of trade and embracing new wharfage with a frontage of 42,600 feet is outlined in the annual report of the Sydney Harbor Trust Commissioners. The work will probably be completed within ten years, and the approximate cost, including resumptions, will be £6,500,000.

This is from the report of the British Immigration League of Australia: "The number of young people found physically unfit for emigration increases, and must continue to do so as long as the old country continues to allow conditions to exist under which tens of thousands of children are not given the slightest chance of becoming healthy men and women."

The Danish Government has a bill before Parliament enfranchising women. It is expected to become law before the end of this year. The woman movement is very strong in Denmark, and of recent years the word "obey" has been eliminated from the marriage ritual, and married women have been granted the right to dispose of the money earned by their own labor.

It is understood that King George is so dissatisfied with the biographies of his father, King Edward, which have appeared that he has consented to the preparation of an authorized biography from State papers and recollections of intimate friends under the general supervision of Viscount Knollys, the late King's secretary. It is said Lord Rosebery will be invited to write the biography.

With the Wits.

An Infallible Recipe.—What to do to obtain white hands:—Nothing.—Woman's Home Companion.

Not Vacuum Cleaners.—"Mind cures are not always successful."

"Of course not. They've got to have something to work on."—Baltimore American.

While the lyceum platform has no monopoly of the bete noir business, it has its full tale of them.

One of the worst dreaded of them is being called to the home of some enterprising citizen who has a daughter afflicted with recititis.

Bob Burdette recently told me a story that Opie Read had told him, about Opie's experience in trying to sidestep an ordeal of this nature in an Illinois town.

Opie had finished his evening's story telling, when a citizen approached him, complimented him, and added:

"Mr. Read, we have a daughter who, I think, is very talented in the elocutionary line. I wish you would come to our house to-morrow morning, about 9, and hear her."

Opie had agonizing pre-visions of "Curfew Shall Not" and other things, including "Lasca," so he said:

"I'm mighty sorry, but I have to leave to-night for the West."

"But there's no train."

"Yes, there's the 1:54."

"But it goes East."

"Did I say West? I meant East."

"But it's a freight, you know."

"I have permission to ride it. I must get it, to make my next date."

"But it's a fast freight, and doesn't stop here."

"Ordinarily, no. But I have permission from the superintendent. He notified the local agent, and it is to stop."

"Well—that's funny! I'm the agent."

Opie looked at the man a moment in utter defeat, then said:

"There's just one more thing I can say, and that is I'm the biggest liar in Illinois. Where is your home?"—Strickland Gillilan, in Judge.

Children's Accounts

Your children should be taught to save. Open an account for each of them to-day. Show them by example that you believe in a savings account.

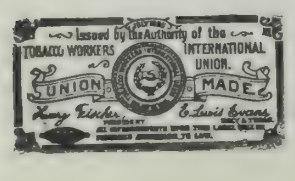
They cannot start too soon.

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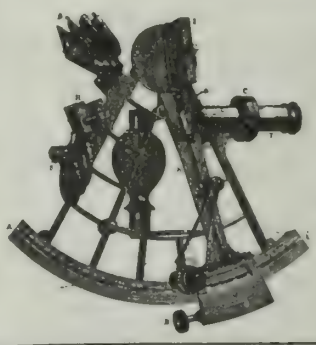
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COAST SEAMEN'S JOURNAL

FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XXVII, No. 11. SAN FRANCISCO, WEDNESDAY, NOVEMBER 26, 1913. Whole No. 2253.

TO LIMIT COURT INJUNCTIONS.

To the Officers and Members of Organized Labor:

Dear Sirs and Brothers: The most favorable opportunity for the successful passage of anti-trust and injunction limitation legislation will occur when Congress convenes in December for consideration of general legislation. We feel this to be true for the following reasons:

First. Because tariff and currency legislation will be disposed of by that time.

Second. The Democratic party now in power clearly and emphatically declared in its Denver platform of 1908, and again in its Baltimore platform of 1912, that it was in favor of the following legislation limiting the use of the writ of injunction:

"Questions of judicial practice have arisen, especially in connection with industrial disputes. We believe that the parties to all judicial proceedings should be treated with rigid impartiality, and that injunctions should not be issued in any case in which an injunction would not issue if no industrial disputes were involved."

The Democratic party also declared itself in favor of the right of organization among wage-earners and producers in the following clear and explicit declaration:

"The expanding organization of industry makes it essential that there should be no abridgment of the right of the wage-earners and producers to organize for the protection of wages and the improvement of labor conditions, to the end that such labor organizations and their members should not be regarded as illegal combinations in restraint of trade."

The Progressive party, in its 1912 platform, made the following declaration in behalf of injunction limitation:

"We believe that the issuance of injunctions in cases arising out of labor disputes should be prohibited when such injunctions would not apply when no labor disputes existed."

The Progressive party also declared in favor of the organization of the workers in the following clear-cut expression:

"We favor the organization of the workers, men and women, as a means of protecting their interests and of promoting their progress."

The present (Sixty-third) Congress has already placed itself on record as being opposed to the prosecution of the organizations of the workers under the anti-trust appropriation section of the Sundry Civil bill by enacting the following provisos in that measure:

"Provided, however, that no part of this money shall be expended in the prosecution of any organization or individual for entering into any combination or agreement having in view the increasing of wages, the shortening of hours, or bettering the condition of labor, or for any act done in furtherance thereof not in itself unlawful.

"Provided further, that no part of this appropriation shall be expended for the prosecution of producers of farm products or associations of farmers from co-operating or organizing in the effort to obtain and maintain a fair and reasonable price for their products."

President Wilson signed the Sundry Civil bill, which contained the above provisos.

By the above action, in an appropriation bill, the Sixty-third Congress has practically declared itself in favor of substantive legislation in behalf of the inherent rights of the workers and producers to organize for the protection of their industrial interests.

On April 7, 1913, Representative Charles L. Bartlett, of Georgia, introduced a bill known as H. R. 1873, and on April 15, 1913, Senator Augustus O. Bacon, of Georgia, introduced bill, S. 927, which is identical to the Bartlett bill, and both are for the purpose of making lawful agreements between employes and laborers, and persons engaged in agriculture or horticulture, and to limit the issuance of injunctions in certain cases, and for other purposes. Copy of this bill is appended on the last page of this circular.

The Rochester Convention, in November, 1912, by unanimous vote, declared that the Bartlett-Bacon bill would, in the main, accomplish the purpose for which the American Federation of Labor has been striving, and recommended that the Executive Council and the Legislative Committee do everything within their power to secure the enactment of this bill into law. The convention further recommended that the international and national organizations and their officers and members communicate with Senators and Representatives to this end.

It was further recommended by the convention that the State organizations and the city central bodies urge the agitation of a similar statute in the several States.

The vital importance and the pressing need of the proposed legislation covered by the Bartlett-Bacon bill in behalf of the most essential rights of the workers and producers, require that every possible effort should be exerted by all our organizations and friends to urge their Senators and Representatives to enact this legislation at the next session of Congress.

We therefore urge that during the recess of Congress and the approaching holidays, when Senators and Representatives will be at their homes, that suitable arrangements be made by the national, State, and city central bodies of organized labor to personally interview them and urge early and favorable action on the Bartlett-Bacon bills when they return to Washington. Such personal interviews should be supplemented by special meetings at which resolutions favoring the Bartlett-Bacon bills should be adopted. Individual members and sympathetic friends should be urged to co-operate by writing personal letters to their Senators and Representatives, in which the true attitude of the organized workers will be completely expressed. In short, let all the Senators and Representatives in the Sixty-third Congress be given to understand that the main political issue in which Labor is interested is to take the organizations of workers out of the Anti-Trust Act, and to stop the courts from issuing unwarranted injunctions against laborers during industrial disputes.

Let organized labor all over the country make its wants known clearly and distinctly. The people of the country are in the mood to stand true to the cause of justice, of freedom, and the full exercise of the rights of man. If the voice of labor be heard clearly, emphatically, and insistently, the remedial legislation incorporated in the Bartlett-Bacon bill will be enacted.

There is an evident desire on the part of a great majority of the members of Congress to enact legislation conforming to platform declarations. If the organized labor movement, through its officers, members, and friends, calls the attention of these Congressmen to the fact that the American Federation of Labor urges the enactment of the Bartlett-Bacon bills, the assistance thus rendered will materially aid in promptly securing the enactment of these bills.

Inform your Senators and Representatives that the Bartlett-Bacon bills, H. R. 1873 and S. 927 (identical bills), is the legislation you want enacted, without delay and without change, and inform this office what responses you obtain from Senators and Representatives in compliance with your requests.

With best wishes for success,

Fraternally yours,

SAMUEL GOMPERS, President.

Attest:

FRANK MORRISON, Secretary.
JAMES DUNCAN, First Vice-President.
JOHN MITCHELL, Second Vice-President.
JAMES O'CONNELL, Third Vice-President.
D. A. HAYES, Fourth Vice-President.
WM. D. HUBER, Fifth Vice-President.
JOS. F. VALENTINE, Sixth Vice-President.
JOHN R. ALPINE, Seventh Vice-President.
H. B. PERHAM, Eighth Vice-President.
JOHN B. LENNON, Treasurer.
Executive Council, American Federation of Labor.

Labor's Anti-Trust and Injunction Limitation Measure.

The following is a verbatim copy of the bill H. R. 1873 and S. 927 favored by the American Federation of Labor, for the purpose of exempting organizations of labor and farmers from the Anti-Trust Act and preventing the issuance of injunctions against working people during labor disputes:

A BILL

To Make Lawful Certain Agreements Between Employes and Laborers, and Persons Engaged in Agriculture or Horticulture, and to Limit the Issuing of Injunctions in Certain Cases, and for Other Purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, that it shall not be unlawful for persons employed or seeking employment to enter into any arrangements, agreements, or combinations with the view of lessening the hours of labor or of increasing their wages or of bettering their condition; nor shall any arrangements, agreements, or combinations be unlawful among persons engaged in horticulture or agriculture when made with the view of enhancing the price of agricultural or horticultural products; and no restraining order or injunction shall be granted by any court of the United States, or by any judge thereof, in any case between an employer and employe, or between employers and employes, or between persons employed and persons seeking employment, or involving or growing out of a dispute concerning terms or conditions of employ-

(Continued on Page 8.)

FISHERMEN HAVE GRIEVANCE.

The Southeastern Alaska Fishermen's Association have sent a copy of the following communication to President Wilson and to every Senator and Representative in Washington:

Dear Sir:

The people of Alaska, Indians and whites, whose homes and interests are in Alaska, and whose laws affecting their most vital interests are all made in Washington, D. C., ask your serious consideration of the following:

The only important industry of the people of Southeastern Alaska is fishing. It is the work by which the permanent residents directly (or indirectly, as merchants, etc.), make their living. There is very little mining, the land is not fit for farming, being nothing but a thin layer of decayed vegetation over solid rock.

Salmon used to be the principal food of the natives. Now the canneries are trying to take them all and the natives do not get their share. In streams where salmon used to be abundant, they now find none.

Almost all of the work inside of the canneries is done by Chinese and Japanese contract laborers brought from San Francisco and other places by the canning companies. Hardly any of this work is offered the residents of the country.

Every year the locating of more fishtraps by the canneries is making the only important industry of Southeastern Alaska a monopoly of non-resident and foreign corporations, whose great wealth has been taken from the waters of Alaska by the operating of canneries a few months annually, but it is spent elsewhere, and work for the people whose homes are here grows less and less every season.

If the natives are deprived of the opportunity to fish for their living, the Government will have to support them. If the white residents are deprived of that opportunity they will have to leave the homes they have worked hard to get and go elsewhere.

The natives are proud and self-respecting. They wish to support themselves. They wish to vote and have the rights of citizenship. Now they pay taxes but are not allowed to vote.

Further, the traps destroy countless millions of fish, and if their continued use is allowed, the once plentiful salmon will be as rare in our waters as the once plentiful buffalo is now on the western plains, and many other animals and birds that have been wantonly destroyed to enrich a few.

Last summer the traps caught so many fish that even the canneries whose canning capacity is 144,000 and 168,000 cans a day could not can them, so they sold them to other canneries who had no traps and refused to take fish from the fishermen, which prevented the fishermen from earning anything for the better part of the season.

Prices Canneries Pay Fishermen in Southeastern Alaska.

The fishermen in Southeastern Alaska are paid one-third or less the price that fishermen receive on Puget Sound and the cost of living here is twice as much and more, and even these prices were not granted by the canneries until after a stubborn strike by the fishermen:

Humpback salmon, 1½ cents a fish at streams; delivered at canneries by the fishermen, 1¾ cents a fish; average weight 6 pounds.

Sockeyes and Cohoes at streams where fish are large, 12 cents; delivered at canneries, 15 cents a fish; average weight 9 pounds.

At streams where these varieties are a a little smaller, 10 cents a fish; delivered, 12 cents.

Dog salmon, 3 cents apiece at streams; delivered, 3½ cents; average weight, 11 pounds.

Comparison of the Catch by Traps and Seines.

Continued fishing with traps will soon exterminate the fish, while fishing with seines cannot, if for no other reason than that the traps are catching fish steadily NIGHT AND DAY for six days of the week (even when the law to close them on Sunday is obeyed—and we have affidavits that it is not always obeyed), while in fishing with seines the men usually begin at 5 o'clock in the morning and stop at 6 in the evening, and only drop the seines into the water where there is supposed to be a school of fish.

A crew of 5, 6 or 7 men fishing with a purse seine might, if they had rare good luck, catch 20,000 fish a day, while one trap could easily catch 60,000.

Construction of Fishtraps.

There are two kinds of traps, stationary and movable. The latter can be moved from place to place by towboats of sufficient power. Both are constructed chiefly of piles and fish net, so arranged that fish pass through one funnel-shaped opening to another and they never turn back and come out.

The piles of the stationary trap are driven as deep as is necessary to be secure and usually stand 80 feet or more above the bottom of the sea—about two feet above high water mark.

After the fishing season they are a menace to navigation and a danger to small boats, as no lights are kept upon them. They extend from the shore out as far into the water as the schools of fish are known to run—a thousand feet or more. The fish always run near the shore.

Ex-Governor Clark, in his report for 1912, states that "with a trap or a series of traps, extending out 1,000 feet into a channel, often several miles wide, the part of the passage blockaded against the salmon is comparatively small."

As it is a well and widely known fact that the school of fish always run close to the shore, a trap extending out 1,000 feet, or less, would catch all the fish going in that direction seeking their spawning grounds (until packed too full to hold more), whether they numbered 1,000 or many thousands.

After a fish strikes a trap it never gets out until taken out—dead or alive.

Immense Waste of Food Fish at Low Water.

The average fall from high water to low water is 15 feet. When a trap is full of fish, as soon as the tide gets low the weight of those on top smother those underneath. The skin is worn off to the flesh and the entrails forced out.

Traps also destroy countless millions of fish which seines do not, because small salmon [under a certain size are not canned], bass, trout, cod, flounders, halibut, etc., get into the traps and are smothered to death and damaged so they die, and are thrown away with the damaged salmon when the fish are taken out of the traps, in which they are liable to lie four, five, six or seven days before being taken out.

Dog fish (a species of shark), also destroy quantities of salmon in the traps. In seine fishing any other fish than the salmon are immediately thrown back into the water by the fishermen.

The majority of the people of Alaska ask that fishtraps be abolished from the waters of Alaska because:

Their continued use will soon exterminate the food fish of all kinds.

They make fishing a monopoly which enriches a few and impoverishes the many.

They are a "special privilege" because they catch fish night and day, which the people cannot do, and were there a law forbidding this its enforcement could hardly be accomplished.

A petition for the abolishment of fishtraps, signed by 2,921 of the residents of Southeastern Alaska has been sent to Congress through Delegate Wickersham of Alaska, and we respectfully request early passage of such legislation.

Faithfully yours,

NELS GIBSON,
Secretary-Treasurer Southeastern Alaska Fishermen's Association, Ketchikan, Alaska.

In the light of the foregoing, the following letter is self-explanatory:

Ketchikan, Alaska, Nov. 9, 1913.

Mr. Joshua W. Alexander,
Chairman Committee on Merchant Marine and Fisheries, Washington, D. C.

Dear Sir—The Southeastern Alaska Fishermen's Association instructs me to write you urging you to take immediate action on Senate Bill No. 4, and also instructs me to say that the members of this Association are greatly interested in the passage of this bill.

Respectfully,
(Signed) M. A. C. GIBSON,
Secretary, Ketchikan Division, Southeastern Alaska, Fishermen's Association.

ANDY DOLLING UP!

President Gompers the other evening entertained the California delegates to the A. F. of L. convention with a story about Andrew Furuseth, the truth of which many of them question, although corroborated by Treasurer John B. Lennon. It is this:

"Just before Andrew Furuseth sailed for Europe to attend an international conference on safety at sea," said Gompers, "I told him that as official representative of the United States Government it was absolutely necessary for him to have a full dress suit, a silk hat, patent leather shoes and white kid gloves. I told him he would meet many ambassadors, and probably the King of England, and that he must have the proper evening dress for these functions.

"Furuseth did not see it that way. He argued with me one whole night, but finally consented. When he left for Europe he had safely stowed away in his trunk a full regalia for state affairs. Whether he will take them out of his trunk is another question. Poor Furuseth, I never saw him so worried over anything in his life," concluded Gompers.—Frederick W. Ely, in San Francisco Bulletin.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Convention Opens.

"I promise you that this convention shall be an open forum," said President Samuel Gompers, addressing the opening session of the American Federation of Labor's thirty-third annual convention. "If we have a word to say of Judge Wright or Judge Humphries or Judge Jeffries, we are going to say it. We believe it is not in the power of a judge to interfere with the exercise of free assemblage, free speech and free press. These rights were won from unwilling monarchs on the other side of the Atlantic and placed in our National and State Constitutions at great cost of life. When a judge, clothed in a little brief authority, assumes powers delegated to the President and Congress, it is a duty to protest." The opening of the convention was in the presence of a large number of delegates and the usual preliminary speeches of welcome were made and routine matters attended to. Conspicuous among those who were present at the opening of the convention was the Secretary of the Department of Labor, William B. Wilson, who occupied a place on the plat form. At the session of Wednesday, the 12th inst., the Secretary of Labor made an address in which he reaffirmed his loyalty and interest in the humanitarian activities of the great organized labor movement of this country. The many questions which are presented by the report of the Executive Council will require constant and assiduous attention of the delegates during the entire time of the convention, and if all of the important subjects are given the consideration which is due, it is problematical whether the usual allotted time of two weeks will be sufficient to transact all the business before the convention.

Erie Victory.

The fight made by the union men in Eria, Pa., to secure the election of two union men to the City Council has been successful, Theodore Eichhorn and Frank E. Pelow having been elected. The union men were opposed by the combined manufacturing and employing interests in the city. The fight against non-union conditions made by the Metal Trades department during the past year, with consequent strikes, served to make the campaign for the election of these union men a sharply defined one. The result of the election is but another evidence of the effectiveness of the work done in Erie in an effort to organize the unorganized.

Packers Getting Wages.

The salmon packers who are returning to San Francisco from the canneries of Alaska, where they have been employed during the season, are enjoying a novel experience of receiving the full amount of their season's earnings. In the spring of the year the American Federation of Labor, upon recommendation of the San Francisco Labor Council, revoked the charter of the Salmon Packers' Union because that organization had fallen into bad hands, the charter evidently not being used for any other purpose than to prevent the Labor Commissioner from protecting the workers against robbery. Organized Labor of California then prevailed upon the Legislature to enact a law which empowered the Labor Commissioner to enforce the payment of full wages in such cases. Under the provisions of this new law the State Labor Commissioner and his deputies are now superintending the work of paying off the salmon packers and are not permitting any deductions for questionable debts.

New Law Beneficent.

The Workmen's Compensation Law, which recently went into effect in West Virginia, has been in operation sufficiently long to demonstrate its value. The figures for the first month of its operation are now available. As the result of fatalities in West Virginia in October, twenty-five widows and mothers are to be provided for. Temporary disabilities during the month cost the State $13,797. It is stated that the total indemnity for the first quarter, based on the first month, will reach $45,000. This will insure $20 a month to each widow or mother and $5 a month to each child.

Pays to be Fair.

Many months ago, when the employes in the brick manufacturing yards of Galesburg, Ill., desired an increase in wages from $1.75 to $2 per day, the employers refused to meet the wage advance. As a result a strike took place. One of the employers, being fair and wanting to deal with the union, represented that it would be impossible for him to meet the advanced wage scale and compete with his competitors. However, rather than continue in opposition to the union, he agreed to pay the advanced wage scale, while others in the same business refused to do so. The question of competition did not result as expected. The fair employer's business commenced to increase rapidly, and only a short time ago this same manufacturer voluntarily raised the scale, and he is employing more men than ever before in the history of his yard. As a matter of fact, he has been unable to supply the demand for union made brick. There is a moral to this story that will not escape the employer who wants to be fair to his employes.

Submit Wage Reports Soon.

Acting under instructions from the Assistant Secretary of the Navy Department, who is in direct charge of the labor problems in the Navy, the schedules of wages in all the navy yards and stations, including the Washington yard, for the calendar year 1914, were submitted to him on November 15. These schedules were prepared by the regular wage boards, composed of naval officers stationed at the different yards, and are based on the rates paid for similar work in the private establishments in the same general vicinity. Under original orders the wage boards were given

(Continued on Page 11.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeland Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts Maritimes de France, 33 rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S, Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federacion Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

A London dispatch says that owing to old age pensions and general prosperity there is less pauperism in Great Britain now than for many years.

After having overcome many difficulties, a congress was called in Rome, at which a national union of tramwaymen was established. Many local organizations affiliated with the new federation at once.

The "Christian Social" propagandists of Hungary, with the assistance of the clergy, are busy in the different trades for the purpose of establishing special "Christian Social" trade unions. Up to the present they have met with no success.

The wheelwrights of Holland have recently established a national central which numbers 402 members in seven sections, there are 385 non-organized workers in the same districts. The average wage of these workers varies between 5d and 5½d, the highest wage being between 7d and 8½d, with a working time of between 60 and 64 hours a week.

Fourteen members of the London Trades Council paid a four days' visit to the executive of the Berlin Trades Unions recently, returning the visit made by the latter to London in the past May. The English visitors were especially interested in the institution of the trades unions, the party expressing their conviction that the German organization would be of great use in their country.

It is reported from New Zealand that there is scarcely a single labor organization in Canterbury in opposition to the campaign for complete solidarity. Forces hitherto in opposition are now fighting zealously side by side. Surely such magnificent solidarity must accomplish much. Canterbury has learned this lesson: There is room in New Zealand or elsewhere for but one labor movement. Would that others would follow.

A reduction of the wages in the salmon factories, Vancouver, B. C., was followed by a strike of over 4000 fishers, including whites, Japanese and Indians. Also the female workers in the fish preserving factories ceased work. Only the Greeks refused to join the fight, but the Japanese, the leaders of the movement, destroyed every catch which the non-strikers attempted to land. The employers, who have hitherto always called the Japanese to replace the discontented whites are now calling for police assistance.

As a result of recent troubles in the newspaper circles in Christ Church, New Zealand, an award has been granted by the Court of Arbitration (a legal body) according to which a reporters' work shall not spread over more than twelve hours out of the twenty-four and a reporter shall not be brought back to work except in special circumstances. All overtime to be paid for at the rate of 2/6 per hour, or 1½ hours off for every hour overtime worked. Reporters to be paid from £3-10-0 to £5-10-0, proofreaders £2-10-0 to £4-10-0. In the case of a reporter being engaged who is not a member of the union and has not joined same after one month, the employer is obliged to dismiss same if requested to do so by the union. This award holds good till the 21st of June, 1916.

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INFORMATION WANTED.

Kasper Olsen, a native of Fredrikstad, Norway, age about 25, is inquired for. Address Christ Hansen, Port Ludlow, Wash.

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MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

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INFORMATION WANTED.

This is to certify that on the 27th day of February, 1911, one Mathias Lagman, then nineteen years of age, was a seaman on board the S. S. "Paloma," Cuban flag; that when said vessel was lying at anchor in the Port of Cabarian, P. R., at about 8 o'clock in the evening, Lagman, who had been working with other men at painting, was walking between decks in the dark, when he fell through hatch No. 4, which had been left uncovered. He was picked up in the hold and it was found that he was paralyzed from the waist down. This young man was subsequently taken to Russia, where his mother, who is very poor, is taking care of him.

It is believed that the owners were negligent in failing to have the hatch covered, and in failing to have or furnish proper lighting for the 'tween decks at the point where Lagman fell. If these facts can be proven, some relief might be obtained for this unfortunate boy.

The following are the men who signed on the articles with Lagman, and who had been working with said Lagman:

C. Jones, C. J. Johnson, F. Johan, M. Lanhard, E. Randal, W. Paulson.

Any seaman who will locate these men or send their addresses to the Legal Aid Society, No. 1 Broadway, New York City, will be doing a great favor to said sailor, and to S. B. Axtell, attorney-in-charge.

For similar reasons we desire to communicate with the following men who were members of the crew of the "Lyman M. Law" in October, 1911, when Edward S. Tennberg was severely injured on the trip between Boston and Norfolk:

Adolph Dittmer, John Olson, Harold Herman, Charles Newberg, James J. Kelly.

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INFORMATION WANTED.

Adolf Theining, a native of Vannersborg, Sweden, is inquired for by his mother. Address, Coast Seamen's Journal.

Walter Jorgesen Clang, born in Aaland Yetta, Ostro Yetta, is inquired for by his uncle, John Clang. Address Coast Seamen's Journal.

George Alfred Hall, last heard of on the Sch. "Sehome" in June, 1913, will please communicate with his brother, Walter Hall. Address 790 18th street, Oakland, Cal.

Rudolph Kurella, born January 5th, 1868, at Grabowo, Germany, is inquired for by the German Consul-General at San Francisco, Cal.

Oscar Osolin, John Lind, M. Elone, John Anderson, Thomas Pukki, Alex. Tuominen, Chas. Grouberg, who were on board the steamer "Fifild" April 7, 1913, please communicate with the Coast Seamen's Journal.

Anyone knowing the whereabouts of John Owens, age about 24, last heard of in Sydney on the barque Misbeck, November, 1912, please communicate with Coast Seamen's Journal.

Lasker Munter, of Spokane, Washington, born 1884, left home in 1903, is inquired for by his father, Adolph Munter, Spokane, Washington.

San Pedro Letter List.

Alver, Con	Lemke, Richard
Anderson, David	Lewet, Frenchie
Andree, E. A. -1410	Linderman, Gust
Ahlgren, Alfred	Lister, W.
Anderson, Karl -1762	Loining, Herman
Andersen, M. -1874	Larsen, Peter
Anderson, A. -1045	Lindholm, Charles
Anderson, Gust	Lindgren, Gust
Anderson, W. -1630	Lovera, Paul
Anderson, Ernst	Larsson, Axel
Anderson, Henmind	Lindberg, Gust
Anderson, Patrick	Lassman, Oskar
Anderson, Soren	Lundquist, A.
Alexandersen, Paul	Martinson, E.
Ahlstrom, Anders	Manners, C.
Anderson, Ed. -1739	Marden, Gus.
Anderson, George, -1812	Monterra, J. (Reg. Letter)
Anderson, Mr.	Mayer, W.
Berndt, Hugo	Makinen, Oskar
Behrsin, Jacob	Maatta, John
Benson, Helge	Miller, John
Berhus, Emil	Mayers, P. M.
Buchtman, F.	Mikkelsen, Harald
Bengtsson, C. -1924	Nikander, Dan
Brandell, Harry	Nelsen, Michael
Ceelan, John	Nass, Thorvald
Cristensen, H. -1366	Nelsen, Julius
	Nelson, Hans
Carlsson, Aksel -1220	Olsen, W.
	Olsen, Sckutar
Carlson, Gust W.	Owen, Fred
Carlson, Gustif	Olsen, Marius
Collins, E. F.	Olsen, Olav
Dean, J.	Ogilvie, W. A.
Dougal, A.	Osterberg, C.
Engstrom, Charley	Pedersen, A. -1564
Erdt, Anton	Petersen, Aage
Ekholm, F.	Peterson, Tom
Eriksson, C. -333	Pedersen, Peder
Farrell, Henry	Phillips, K.
Flebe, Fritz	Pekman, Ernest
Falbom, Richard	Persson, H. W.
Franke, Karl (Reg. Letter)	Pedersen, Lars R.
	Petterson, C. -1287
Glasse, Gust	Preusse, Fred
Hammer Johan C. -2853	Rantman, Robert
	Rudowitz, H.
Hovi, Andrew	Rignell, J. V.
Hengst, Otto	Stephan, M.
Hederstrom, Torvid	Schonke, Frank
Holmstrom, Fritz	Sievers, G. P.
Hansen, Nils -989	Schmidt, L. -2492
Hannus, Alex	Schultz, Albert
Hausman, Mr.	Swanson, Hugo G.
Hass, James	Sjoblom, A.
Hansen, Herald	Seirewaag, Halvor
Hansen, Johannes	Sparkes, A.
Helenius, Oskar	Sandstrom, O. H. -1810
Hintza, Yrjo	Thomel, Egon
Iversen, Ivar	Thompson, Harry
Jensen, Jens B.	Thogersen, Peder
Johnson, George	Tollefsen, Ragnald
Jorgensen, Jorgen	Thorsen, Joe
Johnson, Gunnar	Torgersen, Anton
Johansson, Fritz W.	Thomsen, Th.
Jonasson, O. M.	Waywood, August
Jansson, Leonard	Webber, Fred. -1176
Jensen, Jens	Wikstrom, William
Jorgensen, Fred	Waaland, Lewis
Johnson, Leonard	Wilson, A.
Johansson, A. -1874	Warkala, J.
Kalnin, Ed.	Zorning, Arthur
Kallberg, Arvid	Zunk, Bruno
Kardinal, O.	**Packages and Photos.**
Karsten, Hugo	Anderson, Axel P.
Kinnar, K.	Kalnin, Ed.
Kashluhn, Frank	Larsen, James Chr.
Lindholm, Erik A.	Nordman, John
Lauritson, George	Olsen, Nick
Leino, G. F.	Stammer Johan C.
Lewis, George	
Lindeberg, Ernest	

Honolulu, H. T.

Austin, Frank	Lenmel, Ch.
Anderson, Fred	Lentown, Ernest
Anders, Anderson	Karlson, Oskar
Anderson, C. M.	Kjarsgaard, Hans
Andowitz, H.	Murphy, Daniel
Anderson, E. K.	Melthven, E. R.
Anderson, C. E.	Machado, Henry
Anderson, Axel	Moyer, Edwin S.
Cleber, Hugo	Nulsen, C. A.
Clancy, James	Hilton, Nilo
Carlson, C.	Nordling, C.
Carlson, Axel.	Olander, Karl
Christensen, Anton	Olson, J. H.
Elmiers, Alex.	Olson, Ernest
Ehbert, August	Perrien, Sam
Edgerton, J.	Peterson, Dinas E.
Haven, F.	Sorenson, Ed.
Hansoin, Pet.	Slimia, A. W.
Heykes, Aloysius	Sjoblom, Gustaf
Hanson, Max.	Salverson, Swerdrup
Hastad, Siguld	Saarela, P.
Hanson, Jorg	Shotis, A.
Henderson, Harry B.	Slattery, W.
Hanson, Chris.	Sundson, O. F.
Irwin, Robert	Sverest, Herman
Ivars, Carl	Smith, Sam J.
Ireks, Willie	Viloot, J.
Jensen, Hams	Werner, Paul
Lundberg, I.	Wonderroach, H. J.
Langer, Robt.	F.

INFORMATION WANTED.

Fred (Albin) Swanson, a native of Malmo, Sweden, aged about 25, is inquired for. Address, Coast Seamen's Journal

Nils Johnson, who was wrecked in the American bark Oasis, Sept. 2, 1887, is inquired for by W. F. Hohenschild, Berkeley, Cal.

Albert Christensen, native of Byrum Laso, last heard of in San Francisco in 1910, is inquired for by his brother. Address, H. C. Christensen, Scandinavian Sailors' Home, San Francisco.

Albert Smith, a native of Cork, Ireland, who left the American ship John C. Meyer, on Feb. 20, 1911, is very anxiously inquired for by his wife. Please notify British Consul General at San Francisco.

Pacific Coast Marine.

San Francisco recently received its first cargo of lumber from the Tongass national forest, Alaska. The shipment consisted of 1,500,000 feet of Sitka spruce.

The United States revenue-cutter "McCulloch" went into dry dock at the Mare Island Navy Yard on November 20th for extensive repairs, including the installation of new boilers.

The appointment of Henry Smith as master of the schooner Magnolia, to succeed Alfred Christensen, has been registered at the Custom-house of San Francisco. New enrollment was recorded for the schooner "Dora," Gustave Reich.

The wooden steamer "John A. Hopper," which struck the rocks entering San Francisco, is valued at £46,000, having been built last year.

Fourteen lifeboats for use on United States transports were part of the cargo recently taken to the Pacific Coast by the Grace line steamship "Santa Clara."

United States Supervising Inspector of Steamboats John K. Bulger was notified last week of the appointment by the Secretary of Commerce of John N. Ansell as United States Inspector of Hulls, Carl F. Lehmers as United States Local Inspector of Boilers and Hugo Hauser as clerk to the board, all at Los Angeles.

After being laid up for several weeks undergoing costly repairs, the San Francisco-Portland Company's steamer "Beaver," Captain Eddie Mason, has resumed her usual run. The "Beaver" was recently in a fog collision with the steam schooner "Necanicum" and had her bow frame badly damaged.

It is understood that the authorities at Ottawa are seeking temporarily to charter a suitable vessel to maintain, in conjunction with the steamer "Newington," the fisheries protection service off the British Columbia Coast, pending the arrival of the two new cruisers recently constructed at Dublin for the fishery service.

The British iron 4-m. barque "Drummuir" has been sold by the Barneson-Hibberd Company to Hind, Rolph & Company. She is of 1,844 tons register, built at Liverpool in 1882.

The United States Commissioner of Navigation has granted permission to change the name of the American ship "Acme" to "Star of Poland." The vessel is now owned by the Alaska Packers Association.

C. Y. Wilmarth, chief steward of the Matson steamer "Honolulan," recently received his appointment to a similar berth on the new Matson steamer Manoa, which will shortly come out from the east coast on her maiden voyage. Wilmarth, who formerly was in the transport and Pacific Mail services, will go East to come out on the new vessel. Second Steward Berry of the Wilhelmina will succeed Wilmarth on the "Honolulan."

A small fire broke out in the forecastle of the steam schooner "Nome City" of the Charles Nelson Company, lying at pier 38, San Francisco, early last Wednesday morning, but was quickly extinguished before any damage had been done. The blaze caused much excitement, however, as some of the hands were asleep at the time and had to make a hurried exit from their smoke-filled quarters. The fire department responded to the alarm.

The Marconi Company have under way a plan for constructing stations at all important points in Alaska for the handling of commercial messages to and from Seattle. Sites have already been obtained and the apparatus ordered for a 25-kilowatt station at Ketchikan and for a similar station at Juneau. It is proposed to so locate the stations that messages may be handled at any time of day or night, either direct or by relay with the outside world via Seattle, and the high telegraph rates now in effect throughout Alaska will be greatly reduced.

At the last meeting of the Pacific Coast-Oriental Tariff Bureau held in Seattle, and attended by representatives of eight transpacific Oriental steamship lines, it was agreed to increase the rates on wheat and flour from Portland and Puget Sound to the following basis, viz.: $4.00 per 2,000 pounds to Japan; $5.00 to Hongkong, and $5.50 to Manila. This represents an increase of 50 cents per ton and is considered justified on account of the scarcity of securable space on the regular line steamers and the large quantity of wheat, flour, salmon, herring, cotton, lumber, etc., for export.

Vice-Director W. G. Sickel, of the Hamburg-American line, who has charge of this company's freight and traffic operations in New York, visited the Pacific Coast lately and spent some little time both at San Francisco and Seattle. Mr. Sickel obtained considerable data as to the possibilities in store for Pacific Coast ports with the opening of the Panama Canal and in which the Hamburg-American line is much interested. Mr. Sickel decided that the services now operated by the Hamburg-American line to this Coast would continue for some little time without any material change.

Captain John Rinder, the ship broker, has conducted the sale of the well-known windjammers, the ship "Henry Villard," formerly owned by Hind, Rolph & Co., the bark "Gerard C. Tobey" and the barkentine "Amy Turner," formerly owned by the Ocean Barge Company, and the barkentine "Newsboy," formerly the property of the E. C. Slade Lumber Company. The three former vessels were taken by James Griffith & Sons of Tacoma and will probably end their days as barges on the north coast. The trio are now in San Francisco. The "Newsboy," which is at Callao, was taken by Peruvian parties.

Mutiny broke out among the crew of the British steamer "Santa Rosalia" of the Maple Leaf line after it left San Francisco on the 18th inst. for Dunkirk. Seventeen of the 41 men in the crew refused to work and Captain Thomas Pritchard was forced to turn back after he had gone out eight miles. A revenue cutter went and placed armed men on the ship when it came within the three-mile limit. Seventeen warrants charging disturbing the peace were sworn out by H. L. Evans, agent for the steamship company before Police Judge Crist. A large amount of whiskey on board the ship is said to have been the cause for the mutiny. The men claimed that the ship was undermanned, and that as a result they had to stand double watches.

A change in the Pilotage Rates at the port of Los Angeles has been effected, the new rates being as folows: "For all vessels, except as hereinafter provided, whether inward or outward bound, $1.00 per foot draft and one cent per ton for each and every ton of net registered tonnage: for all vessels entering and departing from the port of Los Angeles, and anchoring in the waters thereof for the purpose of taking on water, fuel, or other supplies for use in or on any such vessel, or for receiving orders, or reporting, but which vessels shall not moor or land at any wharf, slip or loading station, fifty cents per foot draft, and one-half cent per ton for each and every ton of net registered tonnage; provided, however, that all vessels engaged exclusively in the coasting trade between ports in the United States, shall be exempted from all charges for pilotage, unless a pilot shall be actually employed."

The work of remodeling the steamers "Admiral Dewey" and "Admiral Schley," purchased by the Alaska-Pacific Steamship Company for services on this Coast, has begun at the yards of the Erie Basin Drydock Company of New York. When completed the vessels will be counterparts of the "Admiral Farragut," now in service on the local run. At present they have accommodations for forty passengers, but when they have been remodeled they will accommodate 150 travelers. In addition to other changes, both steamers will be converted into oil burners. The remodeling contract is supposed to be completed by the middle of next January, by which time it is expected that the Panama Canal will be open for the passage of merchant steamers, and they will then be brought through the waterway to the Pacific. The steamers "Admiral Farragut" and "Admiral Sampson," purchased some time ago from the same Atlantic fleet and now in service out of this port, were remodeled on the Coast, but with the passage through the canal in view the company decided to have the work on the "Dewey" and "Schley" done on the east coast.

Fire at sea and an opium scandal at Manila featured the absence of the Pacific Mail liner "Manchuria," Captain Andrew Dixon, which arrived in San Francisco last week from Asian ports, via Honolulu. The fire broke out in the 'tween decks while the "Korea" was steaming between Nagasaki and Kobe and threatened to do considerable damage. Through the efficient work of the skipper and his officers the blaze was confined and twenty minutes after it had been discovered had been extinguished. The opium case was one of the most daring pieces of attempted smuggling brought to the attention of the authorities. The contraband was packed in two trunks marked with the name of Manuel Earnshaw, one of the Filipino Commissioners, who was a passenger on the "Manchuria" for Manila. E. C. Del Rosaria, who was accused of the offense, took this unusual and nervy means of getting the opium off the ship, believing that, consigned as it was, it would be overlooked by the authorities, who had granted the customary port courtesies to Earnshaw, including the passage of his baggage without inspection. The customs men were alert, however, and the smuggler was taken into custody as he attempted to remove the trunks from the wharf. The baggage clerk on the "Manchuria" was detained at Manila as a witness in the investigation.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone, Kearny 394; (Advt.)

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(Continued on Page 11.)

Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO
BY THE
SAILORS' UNION OF THE PACIFIC
Established in 1887

PAUL SCHARRENBERG.....Editor
I. M. HOLT.....Manager

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Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, NOVEMBER 26, 1913.

A WISE EDITOR.

Are the shipowners in the East beginning to hedge on the Seamen's bill? Does their close proximity to Washington afford them a clearer view of "the handwriting on the wall" than has yet been vouchsafed to their brethren on the Pacific Coast? It would almost seem so from the following editorial comment in "Shipping" Illustrated:

> From the present temper of Congress it is as certain as anything can be that all Consular conventions giving foreign consuls jurisdiction over deserting alien seamen at American ports are to be denounced by authority of Congress as soon as practicable with due regard for diplomatic usage.

Quoting Senator Burton—"who opposed both the wording and spirit of the La Follette substitute," etc.—with reference to the subject, the editor says:

> Therefore, his (Senator Burton's) attitude toward the present status of deserting foreign seamen at American ports may be taken as a sure indication that it is only a question of days when the agreements between foreign shipowners and their men will become null and void in American waters, and that no legal barrier will be set against the men if they decide to leave their vessels.

"Shipping" Illustrated is quite generally recognized as the official organ of the Eastern shipowners. What it says on a subject which has gotten on their nerves to the extent that the La Follette Seamen's bill has, may therefore confidently be regarded as in the nature of being "inspired." Well, so mought it be. All that remains now is for Captain Robert Dollar to resign himself to the inevitable, the "inevitable" in this case being the enactment of the Seamen's bill into law. How about it, Cap?

No doubt you have heard how the British Admiralty, the foremost government department in that country, has decided to officially recognize trade unions. In our navy yards if a man is just the least bit active as a union man he is incontinently fired. There's a reason. This country not being an effete monarchy, everybody is, of course, free and equal. Which, interpreted in this connection, means that a union man is every whit as good as a scab so long as he behaves himself—like a scab.

ON THE GREAT LAKES.

The number of dead who perished with their ships during the gale that swept the Great Lakes two weeks ago is now estimated at three hundred. It was the most disastrous storm which has visited that region within the memory of Lake seamen. The tales told by survivors of the horrors of those three days and nights of battling for life on the wind and snow-swept waters rival in point of awfulness those of the worst disasters recorded in the marine annals of this or any other country. Their terrible significance can only be fully grasped by those who themselves have been shipwrecked and cast away in high latitudes on wintry seas. It is experiences like those that differentiate the calling of the seaman from all others. The workingman on shore, 'tis true, has often to face danger in other forms; but he at least is never sent forth to "euchre God Almighty's storm" without a single trump in his hand.

The property loss to the vesselowners is said to run from five to ten million dollars. Comes now a report from Chicago that this circumstance will be made use of to help defeat the Seamen's Bill. Congressmen, so the report goes, will have pointed out to them that the vesselowners on the Lakes have been hit so hard financially by the recent gales that they cannot possibly stand any more pecuniary burdens, such as they claim the enactment of the Seamen's bill into law will impose on them! Which shows that it is an ill wind, indeed, that blows no good to anybody. Likewise, can you beat it for sheer nerve?

Of course, very little, if anything, will be said about those three hundred unfortunate devils who lost their lives. It it not meet that mortal men should criticize "acts of God." Besides, life is cheap, but it takes money to buy ships. That's why it is so hard to get laws passed for the protection of life at sea. That's why it is so easy to get all kinds of laws for the protection of property afloat. Money talks; drowned seamen and passengers don't.

And yet, it would be no hard matter to prove that the loss of most of those three hundred lives was due to the inaction of Congress rather than to any "act of God." A well-built, well-found, well-manned ship, in good trim and properly handled, is in no danger of foundering even in the worst kind of weather. Any seaman who knows what's what will admit the truth of that assertion. But all reports so far agree that the great majority of the vessels lost in the last storm on the Lakes foundered in deep water. In fact, that seems to be the usual manner in which most vessels on the Great Lakes are lost. Ergo, there must be something wrong with the vessels —or with God!

Now, the representatives of the Seamen's Unions on the Great Lakes have been going up to Washington for many years for the sole purpose of enlightening Congress upon this very matter. They have told committees of Senators and Representatives circumstantially how the vessels on the Lakes are loaded down until the scuppers are awash. They have told how the vessels are undermanned, both as to numbers and efficiency. They have told how the decks of these vessels are weakened by hatchways extending almost the whole length and width of the decks. Thus the decks are unable to withstand the poundings of heavy seas. The Seamen's representatives have told the Senators and Representatives how it was the usual thing on the Lakes to send loaded vessels to sea at night with all the hatches off, and the crew fagged out from a hard day's work. And the gentlemen in Congress listened politely—and did nothing, save, may be, to yawn wearily at times.

It is evident then that if the Seamen's representatives told the truth—and they did—those many vessels that founder on the Great Lakes (and elsewhere) do so from preventable causes. Accepting this premise as incontrovertible it follows that the men who are lost with the vessels are the victims of private greed connived at, and thus encouraged, by Congress. A national loadline would prevent overloading of ships. Congress has made no provision in that direction. Structural weakness of ships could easily be corrected by Congressional action. Congress is too busy to attend to it. Undermanning of ships and overworking of crews could be remedied by enacting the La Follette Seamen's bill into law. For twenty years Congress has slept on the matter. Even the "Titanic" disaster did no more than momentarily stop the snoring of Congress. It is now as tranquilly asleep again as though never a ship had foundered and gone down with all hands. And Congress sleeps on seamen's legislation because the pleadings of shipowners carry ever so much more weight with that consequential body than do the pleadings of seamen. If that be treason, gentlemen, make the most of it.

"RISEN FROM THE RANKS."

When Mayor Rolph, of San Francisco, on a recent auspicious occasion introduced the Secretary of the Department of Labor as one who, among other things, had "risen from the ranks," Mr. Wilson gently but firmly took issue with the Mayor. And rightly so, we believe.

"I think I understand the Mayor's kindness," Mr. Wilson is quoted as having said, "but I should be sorry to think that I had really 'risen from the ranks.' I have all my life been one of the rank and file; one of the plain people, as Lincoln affectionately called them; and I hope that no one here thinks that I have 'risen from the ranks.' I would not do so, even if I could, for the same reason that a fish does not want to get out of the water."

To be sure, there have been many workers who, in the widest and most literal sense of the term, have "risen from the ranks." Indeed, they form the rule in this connection, not the exceptions. But such men are just plain, everyday mediocrities; shallow-pated individuals with no higher ideals in life than those involved in the process of "getting up in the world." They are of the class from the contemplation of which some forgotten philosopher evolved the saw, "Put a beggar on horseback," etc.

But in all ages there have been great souls reared in the ranks of the workers, who remained great souls to the end. Their feet never left the earth, though their spirits habitually soared above the clouds. When pub-

lic preferment came their way they accepted it, not to aggrandize self, but for the greater opportunities of being useful to their fellow workers which it offered. Not even the worst enemies of Abraham Lincoln ever accused him of having "risen from the ranks." In fact, to them his cardinal sin was that to the end of his life he steadfastly refused to leave the ranks of the workers, the plain people whom he said God must have loved seeing that He had made so many of them.

But such men are rare. That is, they are rarely discovered by the world, or, when discovered, appraised at their true worth. We believe William B. Wilson to be one of these rare souls. Nay, we know it. "Trust not him that hath once broken faith." William B. Wilson has never yet broken faith with the workers. That's why we like him. That's why we trust him. That's why we think he was justified in taking exception to Mayor Rolph's statement that he had "risen from the ranks."

THAT "INDUSTRIAL PARADISE."

What has become of all the dear, old gentlemen—or was it ladies?—who used to travel up and down this broad land and descant to us benighted working wights on the beauties of that "industrial paradise," New Zealand—"the land without strikes"? Their familiar stamping grounds know them no more. Have they all retired in affluence on the money made from lecturing? Or is their occupation, like that of Othello, gone? Perhaps the following cable dispatch, which made the rounds of the papers last week, may serve to clear up some of the mystery:

Christchurch, N. Z.—The mayor to-day called on the volunteers, as the militia here are called, to suppress strike rioting, in which many persons have been hurt and much property destroyed. A large proportion of the soldiers refused duty, sympathizing with the strikers.

Some commotion that for a "land without strikes," eh? Tone of dispatch doesn't suggest even a little bit that it came from "an industrial paradise." Evidently the serpent of industrial unrest has broken loose down there and is carrying on in a most reprehensible manner. Mayhap the amenities of "an industrial paradise" palled upon the poor devil. Peradventure he is justified in disturbing the peace. Needs must when the devil drives, etc. For instance, if you will read our news columns you will see that in New Zealand if an award-bound worker, i. e., a law-bound worker, goes on strike he is fined £10. The union of which he is a member is fined £1,000.

Nothing paradisaical about that, we ween. If you don't want to work, pungle up that fine or go to jail! Thus, one by one, are our fond illusions shattered. Yes, this be a helofer world, all right, as the poet laureate so feelingly puts it. Also, oh, you "industrial paradise"!

The American Association of Masters, Mates and Pilots, an Eastern organization with headquarters in Boston, Mass., are opposed to seamen becoming more efficient than they now are. They have so informed Secretary Redfield of the Department of Commerce. No, the A. A. of M., M. and P. are not shipowners. But more efficiency, say these gentlemen, would "tend to put up the wages of seamen, which in this country are higher than in any other country." Fine! If we can have an increase of efficiency without any increase of cost, good and well. But if we have to pay for it—nothing doing. Better a Titanic disaster every three months than any sort of efficiency which might possibly command a small modicum of increase in seamen's wages!

We are pleased to be able to announce that the Masters, Mates and Pilots of the Pacific do not share the views on this question entertained by their confreres on the Atlantic Coast.

Henry George once said that if present economic conditions continue unchanged, the day will inevitably come when the workers' manhood will have been so sapped that they will be totally unable to ever emancipate themselves from industrial thraldom. Those may not be the exact words, but the sense is. Well, the prophecy of the great Single Tax apostle seems about to be fulfilled south of Mason and Dixon's Line. In a recent interview Samuel Gompers is quoted as saying that owing to the prevalence in the South of woman and child labor, in another generation the negroes will be the superior race in that section, both mentally and physically. It would, indeed, be the extreme irony of fate—retributive justice, if you will—if the whirligig of time should some day show us the once despised negro race as the dominant race in the land of the Lees, the Calhouns, the Clays, the Breckinridges—not to mention the Tillmans and the Bleases!

Congressman F. A. Britten, of the Ninth Illinois District, is preparing to introduce a substitute bill for the La Follette Seamen's bill. Mr. Britten thinks that it is not fair to require shipowners to equip their vessels with enough lifeboats to save all the passengers in case of accident. It's a physical impossibility to carry so many boats on large passenger steamers, he claims. It would make them topheavy; perhaps break down the deck and kill all hands below. Besides, even if it were possible, it would cost too much money. "Save 30 per cent. of the passengers" will be the keynote of the proposed measure. Mr. Britten does not state what percentage of the crew is to be saved. "Women and children first," of course. If they should number more than 30 per cent. of the entire passenger list, why—sauve qui peut. And there you are!

A civilization founded on the sacredness of private property rights in the gifts of the Creator to all men, will never realize the ideal of the brotherhood of man. But always and unfailingly will it prove the doctrine of total depravity. May we, O, most august Christian Civilization, ask thee, doth the cap fit thee?

The wise man's school days are never over.

The unpardonable crime—getting caught.

The average man's idea of prosperity is a steady job.

Wages for most men is but another name for board and clothes.

Some men have the gift of gab while others have the gift of grab.

Take off your hat to the tramp—because of him you have a job.

The workers may follow the jobs, but the capitalists follow the profits.—Appeal to Reason.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Nov. 18, 1913.
Regular weekly meeting came to order at 7 p. m., E. A. Erickson presiding. Secretary reported shipping dull, with lots of men ashore.
JOHN H. TENNISON, Secretary pro tem.

Headquarters, San Francisco, Nov. 24, 1913.
Regular weekly meeting came to order at 7 p. m., Ole Andersen presiding. Secretary reported shipping slack.
JOHN H. TENNISON, Secretary pro tem.
84 Embarcadero. Phone Kearny 2228

Victoria, B. C. Nov. 17, 1913.
Shipping dull.
ARCHIE KING, Agent.
Old Court Rooms, Bastion Square.

Vancouver, B. C., Nov. 17, 1913.
Shipping improving.
W. S. BURNS, Agent.
N. E. corner of Hastings and Main streets. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Nov. 17, 1913.
Shipping dull; prospects uncertain.
H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, Nov. 17, 1913.
Shipping and prospects poor.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Nov. 17, 1913.
Shipping dull; prospects uncertain.
JACK ROSEN, Agent.
P. O. Box 6. Tel. Main 557.

Portland Agency, Nov. 17, 1913.
Shipping slack; prospects poor.
G. A. SVENSON, Agent.
P. O. Box 2100. 51 Union Ave. Tel. East 4912.

Eureka Agency, Nov. 17, 1913.
No meeting; no quorum. Shipping poor.
JOHN ANDERSEN, Agent.
227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, Nov. 17, 1913.
Shipping fair.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Nov. 10, 1913.
No meeting; shipping and prospects poor.
JACK EDWARDSEN, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Nov. 21, 1913.
Regular weekly meeting was called to order at 7 p. m., Ed. Andersen in the chair. Secretary reported shipping slack. Voting on officers for the ensuing term and delegates to the International Seamen's Union Convention was proceeded with.
EUGENE STEIDLE, Secretary.
Phone Kearny 5955.

Seattle Agency, Nov. 13, 1913.
Shipping slack; plenty of men ashore. Voted on officers for the ensuing term and delegates to the International Convention.
LEONARD NORKGAUER, Agent.
Grand Trunk Dock, Rooms 203-205. P. O. Box 214. Phone Main 2233.

San Pedro Agency, Nov. 13, 1913.
Shipping fair; plenty of men ashore. Voted on officers for the ensuing term and delegates to the International Convention.
HARRY POTHOFF, Agent.
P. O. Box 54.

Portland Agency, Nov. 10, 1913.
Shipping slack. Voted on officers for the ensuing term and delegates to the International Convention.
THOMAS BAKER, Agent.
Room 10, Bickle Bldg., No. 27½ Second street. Phone Main 9731.

DIED.

O. S. Carlson, No. 1507, a native of Sweden, age 25, drowned in Columbia River, Nov. 20, 1913.

LAKE SHIPOWNERS HOLLER.

Senator La Follette's Seamen's bill has served to bring forcibly to mind the imminent danger to Lake boat passengers under the present laws. It has only been a kind fate that has saved passengers on the Great Lakes boats from being victims of a tragedy of the magnitude of the "General Slocum" disaster and, proportionately, of the "Titanic."

For right now, under the present law, freight vessels are required to carry sufficient lifeboats to accommodate every one on board, while passenger vessels are permitted to operate without lifeboats for all.

Chicago is the most important excursion boat city in the United States outside of New York. The Day Book, yesterday, printed a list of disasters and near-disasters in which Great Lakes steamers have figured. There are many others. Following are names of a number of steamers lost with all hands on the Great Lakes since 1901; each foundered during bad weather, all on board being lost:

"Baltimore," Lake Huron; "Hudson," Lake Superior; "Bannockburn," Lake Superior; "John C. Hall," Lake Ontario; "Ira H. Owen," Lake Superior; "Iosco," Lake Superior; "Kaliyuga," Lake Huron; "Arcadia," Lake Michigan; "D. M. Clemson," Lake Superior; "Adella Shores," Lake Superior; "Marquette & Bessemer No. 2," Lake Erie.

The above does not include sailing vessels, barges, fishing vessels or tugs. Nor does it include cases where any part of the crew were saved, such as the loss of the "Cyrus," Lake Superior, 1907, an ore carrier on her maiden voyage, only one out of a crew of 23 saved, nor the case of the "Clarion" in Lake Erie in 1910, when most of her crew lost their lives. Previous to 1901 there were many other cases, of course, among them being the loss of the "Chicora," a passenger steamer on Lake Michigan, with all hands; the loss of the freight steamer "Doty" on Lake Michigan with all hands.

In 1905 alone, the following accidents occurred. These are from the records of the United States Steamship Inspection Service:

June 15—Steamer "Harriet A. Hart," caught fire. Passengers and crew took to boats and rafts. Picked up by another steamer.

September 2—Steamer "Sevona," ashore, 7 of crew drowned.

September 3—Steamer "Iosco," foundered on Lake Superior, all hands lost.

October 19—Steamer "Kaliyuga," foundered on Lake Huron, all hands lost.

October 20—Passenger steamer "Western States" had an extremely difficult time making Long Point, Lake Erie, for shelter, damaged by heavy seas sweeping her; estimated $8,000.

November 28—Steamer "Ira H. Owen," foundered, Lake Erie, all hands lost.

On November 27-28, 1905, the following vessels were wrecked or damaged:

Steamer "Mataafa," went ashore off Duluth harbor; broke in two; nine of crew lost.

Steamer Lafayette driven ashore. Vessel a total loss. One life lost.

Steamer "Edenborn," driven ashore; one life lost.

The following vessels were driven ashore, all steamers: "Crescent City," "Wm. E. Corry," "R. W. England," "Geo. Spencer," "Bransford," "D. C. Whitney," "Vega," "Chas. M. Warner," "J. H. Outhwaite," "Coralia," "Western Star," "Schlessinger."

One of crew of steamer "Victory" washed overboard. First officer of steamer "Harold B. Nye" washed overboard; vessels damaged to extent of $30,000 by heavy seas.

Other vessels damaged by heavy seas were the steamers "Perry G. Walker," "Umbria," "E. C. Pope," "Yosemite" and "Mariposa." Also steamer "Isaac L. Ellwood," sunk after entering Duluth harbor.

And yet, in view of all these accidents, A. W. Goodrich, head of the Shipowners' Trust, is attacking the bill through the columns of the trust press because he pleads that it would be "a physical impossibility to build or equip steamers with lifeboats sufficient to protect all the passengers aboard."

Goodrich's protest is against Section 12 of the La Follette bill, which provides that all boats should be required to have a sufficient number of lifeboats to save all on board and two able seamen with which to man the boats.

"The effect of Section 12 on freight vessels, including the package freight steamers, other than those carrying passengers, is very much milder than generally understood," said Victor A. Olander, president of the Lake Seamen's Union. "It provides no increase in the number of the deck crew of such vessels, but simply requires that, in the first year, 40 per cent. of the deck crew, exclusive of licensed officers, shall be able seamen as defined by the bill. The percentage is to increase 5 per cent. each year until a maximum of 65 per cent. is reached.

"Deck crews of freight vessels on the Great Lakes are composed of from 4 to 10 men, exclusive of licensed officers. Thus 40 per cent. able seamen means an increase of from 2 to 4 such men on each vessel. When the maximum of 65 per cent. is reached in the fifth year the number of able seamen will be 3 to 7 for each vessel, without any increase in the total number of men. The effect will be that there will be at least two men of the rating of able seamen or higher for each lifeboat.

"As to lifeboats, freight vessels on the Great Lakes, without exception, are now required by law and the U. S. Steamboat Inspection Service to carry sufficient lifeboats to accommodate every person on board. There is no exception to this. If they leave port they must have lifeboats sufficient to carry all hands. It is only passenger vessels that are permitted to go out without lifeboats for all on board.

"Nothing in Mr. Goodrich's statement, therefore, can apply to freight vessels, either as to men or boats.

"Now as to passenger steamers. They operate over the same waters, under the same conditions, as do freight vessels. Why should there not be at least the same safeguards for human life on board? I have never heard even shipowners argue that freight vessels on the Great Lakes ought not carry lifeboats (real boats, at that, not rafts), sufficient for all, no matter how short the trip. This includes even the small sand boats that go but a short distance from harbor.

"It certainly is not right to regard passengers, men, women and children strange to the ways of the sea and ships, as only so much freight, little more than so much ore, coal or lumber. Yet in the lifeboat arrangements on the Great Lakes and also on the coasts that is exactly what is being done."

Probably the chief summer joy in Chicago is the excursion boat. On Saturdays and Sundays particularly, men, women and children flock to the boats for relief from the stifling heat of the city.

They are packed into these boats as fast as they come.

Every person the ship trust can jam on board means another piece of coin. Then they are taken out on the lake, trusting entirely on luck.

Unless these conditions are stopped, Chicago will face a crushing holocaust, a tragedy that will cause the entire world to bow its head.

And all that the owners of these boats might get bigger dividends. The Senate has already passed La Follette's Seamen's bill, and it is now up to the House of Representatives. They can make or break this most humane bill.

The House, however, hasn't as yet shown any burning desire to tackle this bill.—The Day Book, Chicago.

TO LIMIT COURT INJUNCTIONS.

(Continued from Page 1.)

ment in any case, or concerning any agreement, arrangement, or combination of persons engaged in horticulture or agriculture with the view of enhancing prices as aforesaid, or any act or acts done in pursuance thereof, unless in either case said injunction be necessary to prevent irreparable injury to property or to a property right of the party making the application, for which there is no adequate remedy at law; and such property or property right must be particularly described in the application, which must be sworn to by the applicant or by his agent or attorney.

In construing this act, the right to enter into the relation of employer and employe, to change that relation and to assume and create a new relation of employer and employe, and to perform and carry on business in such relation with any person in any place or do work and labor as an employe shall be held and construed to be a personal and not a property right. In all cases involving the violation of the contract of employment by either the employe or employer, where no irreparable damage is about to be committed upon the property or property right of either, no injunction shall be granted, but the parties shall be left to their remedy at law.

Sec. 2. That no person or persons who are employed or seeking employment or other labor shall be indicted, prosecuted, or tried in any court of the United States for entering into any arrangements, agreements, or combinations between themselves as such employes or laborers, made with a view of lessening the number of hours of labor or increasing their wages or bettering their condition, or for any act done in pursuance thereof, unless said act is in itself unlawful; nor shall any person or persons who may enter into any arrangements or agreements or combinations among themselves for the purpose of engaging in horticulture or agriculture with a view of enhancing the price of agricultural or horticultural products be indicted, prosecuted, or tried in any court of the United States on account of making or entering into such arrangements, agreements, or combinations, or any act done in pursuance thereof, unless said act is in itself unlawful.

An All-British Imperial Exhibition will be held in London in 1915. An important reason for the selection of that year for holding the exhibition is the fact that it is anticipated by that time the report of the Imperial Trade Commission will have been published, furnishing a great deal of information not now available as to the demands of trade within the British Empire. It is to be a case of one part of the Empire saying to the other, "What can you buy or sell?" and then see what trade can be done within the Empire.

FOR SAKE OF APPEARANCES.

It is not our custom to prophesy in these columns, unless we know. That is why so many of our prophecies come true.

Perhaps many of our readers will remember that this journal, in its comments on the "Titanic" disaster, predicted that the method of reform would consist in doubling or trebling the number of boats carried by passenger steamships and leaving the crews just as they were. This deduction was arrived at from a general knowledge and consideration of what are called "business methods."

And now comes Andrew Furuseth, United States Commissioner to the International Conference for the Safety of Life at Sea, and makes the following declaration before that body, now in session in London:

> The lesson taught by the "Titanic" disaster remains still unheeded. The vessel in which I crossed had doubled the number of lifeboats which it had carried previous to the "Titanic" catastrophe, but it had not increased the crew by a single man. The extra boats, therefore, were worse than useless, as there was not a large enough crew either to lower or man them. They are only carried for the sake of appearances.

Andrew is the kind of man who can take a "passiare" around a ship's deck and correctly size up and evaluate the entire outfit. Being a practical seaman, and keenly observant, he isn't the sort to be deceived by appearances. To the ordinary passenger, the mere sight of a lifeboat affords a sense of security, but Andrew's mental observations include the fittings also—the "human factor," the thing that "fails," as railroad men say, when there is a wreck on the line. He is the kind of man that knows what he sees, and knows what is missing. That a boat without sufficient skilled men to operate it isn't really a boat, but only the appearance of one.

But it isn't special knowledge on his part by any means. Every officer from the captain down on the boat on which Andrew crossed knows it, also, and so do the most intelligent of the crew. But they don't talk about these things for publication, because they have jobs to lose. When they feel they must speak of it, they whisper it to one another where they can't be overheard. And though they have talked secretly to one another on this subject for more than a generation, they know that the owners don't like such conversations.

Boats enough for everybody! Sure! And if you don't believe it, just count 'em for yourself and be convinced—by appearances. There they are, and there's nothing to do but float right off in them if anything should happen. Seeing is believing, ain't it?

The champion idiot of the sea, according to that marine folklore which is the common possession of all sailors, was that old Dutch skipper, who, when his ship was driving fast on a lee shore, bragged that he had the finest holding anchor ever forged, lying on the wharf at Rotterdam.

Boats without men to handle them are about as useful in an emergency. Andrew knows it, and blurts it out. The others know it also, and remain silent. With them it is the kind of information that is to be carefully suppressed.

Perhaps we will, as Mr. Furuseth speculates, have another "Titanic" disaster, and then, what? Oh, well, just add a few more—lifeboats—for the sake of appearances. Lots of room for them still, and the passengers wil never know the difference, anyhow, after they are drowned. And it will satisfy the public, also, as it has done before.

But increase the skilled labor force to handle those boats! Never! Such a demand is revolutionary, impossible, impractical, directly opposed to all established business principles, and only a blatant demagogue would dare suggest it. Anything rather than that—for the sake of appearances.—New York Call.

FLOATING DEATH TRAPS.

For 20 years disaster after disaster has happened to ships at sea without spurring Congress to legislate adequately for safety. Sometimes it has moved a little. The burning of the "General Slocum" forced a stiffer inspection of life preservers and the sinking of the Titanic more lifeboats. But every day, in the excursion season, tinder-like craft still are allowed to take on packed loads of human freight and sail without sufficient precautions against either fire or wreck.

At last, thanks to Andrew Furuseth's long fight, the bill has passed the Senate, really putting safety first.

But, as always, Greed has summoned its chorus of trusties to cry the La Follette measure down.

The provision at which complaint is loudest requires lifeboats sufficient to rescue all the passengers and two able seamen to man each boat.

Lake and river vessel owners are a unit in opposition to this. They say that, however fitting such a rule might be in voyages far from land, it would kill the fresh water excursion business, since it would fill the decks with boats instead of passengers and increase the pay roll beyond the possibility of profit.

We think they exaggerate. Anyhow, life is worth more than money, on fresh water no less than on salt.

The nature of much excursion traffic on our lakes and rivers has long been a crying peril and disgrace. Ships are continued in service which ages ago became mere rotten shells and which are now blind gambles against storm, rock or fire, with their herded passengers taking all the hazards.—San Francisco Daily News.

LONDON SEAMEN SUPPORT BILL.

At a largely attended meeting held in the Town Hall, Poplar, on the 24th inst., Father Hopkins presiding, the following resolution was proposed by Mr. Edmund Cathery, seconded by Mr. T. Chambers, supported by Mr Havelock Wilson, and carried unanimously: "That this meeting of sailors and firemen of the Port of London approves and supports the Seamen's Bill now before the United States Senate. We believe the bill as framed will strike a deadly blow at the crimps who have extorted blood money from seamen for many years. We further approve of the manning clauses and the language test. We therefore call on His Majesty's Government to abstain from bringing any pressure to bear in the interests of the shipowners on the United States Government to delay the passing of the bill, as we believe the legislation now sought to be enacted in America in the interests of the seamen will materially improve the condition of the seamen of all nations."—The Seaman, London.

As a tree is strengthened by pruning, so the labor movement may be improved by cutting out those elements that properly belong in some other movement.

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,

V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION

570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y.....55 Main Street
Telephone Seneca 936 R.

CLEVELAND, O.....1401 W. Ninth Street
Telephone Bell Main 1842.

MILWAUKEE, WIS.....133 Clinton Street
Telephone South 240.

ASHTABULA, O.....21 High Street
Telephone 552.

NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

DETROIT, MICH.....7 Woodbridge Street, East
Telephone 3724.

SUPERIOR, WIS.....1721 N. Third Street
Telephone, New, Broad 385.

BAY CITY, MICH.....108 Fifth Avenue

OGDENSBURG, N. Y.....70 Isabella Street

CONNEAUT, O.....922 Day Street

SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue

PORT HURON, MICH.....517 Water Street

ERIE, PA.....107 E. Third Street

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MILWAUKEE, WIS.....151 Reed Street

DETROIT, MICH.....27 Jefferson Ave, East

SUPERIOR, WIS.....1814 Fourth Street

OGDENSBURG, N. Y.....70 Isabella Street

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CHICAGO, ILL.....314 N. Clark Street

ASHTABULA, O.....74 Bridge Street

TOLEDO, O.....54 Main Street

DETROIT, MICH.....7 East Woodbridge Street

PORT HURON, MICH.....517 Water Street

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NORTH TONAWANDA, N. Y.....152 Main Street

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BAY CITY, MICH.....108 Fifth Avenue

ERIE, PA.....107 E. Third Street

SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue

UNITED STATES MARINE HOSPITALS AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS.

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS.

Ashland, Wis.	Ogdensburg, N. Y.
Ashtabula Harbor, O.	Oswego, N. Y.
Buffalo, N. Y.	Port Huron, Mich.
Duluth, Minn.	Manitowoc, Wis.
Escanaba, Mich.	Marquette, Mich.
Grand Haven, Mich.	Milwaukee, Wis.
Green Bay, Mich.	Saginaw, Mich.
Houghton, Mich.	Sandusky, O.
Ludington, Mich.	Sault St. Marie, Mich.
Manistee, Mich.	Sheboygan, Wis.
Erie, Pa.	Superior, Wis.
Menominee, Mich.	Toledo, O.

A FAMILIAR OUTCRY.

Furuseth's work is not yet done. Although Senator La Follette's bill which passed the Senate embodies what Furuseth has so long striven for, it must still get by the House.

The Shipping Lobby is more than ever busy. Meetings of shipowners have been held. Officials of steamship companies have loudly protested that "it will ruin business."

Mr. T. F. Newman, general manager of the Cleveland and Buffalo line, exclaims that "the bill, as it passed the Senate, will absolutely suppress most, if not all, of the passenger lines on the Great Lakes."

Mr. W. M. Brittain, secretary of the American Steamship Association, declares that the provision that 75 per cent. of the crew of a vessel speak the language used by its officers would mean "the killing of the Pacific trade under the American flag."

President George A. White, of the Association of Passenger Steamboat Lines, said if "this revolutionary and anarchistic bill" were to become a law it would be "the hardest blow that our merchant marine has even received."

These outcries sound strikingly like those uttered by the railroad interests some years ago when railroad regulation was before Congress.

Furuseth, too, has something to say. In a recent newspaper interview, he remarked:

"I have definite information from abroad that not only British, but continental shipowners, are going to bring all the pressure to bear that they possibly can to prevent the passage of the Seamen's Bill in its present form through the House."

"If this bill should pass, the foreign shipowner will have to pay substantially the same wage as the American shipowner and the great advantage which the foreigner has had in the wage cost of operation—which has been one of the main factors in destroying the American merchant marine—will cease.

"The low foreign wage has been made possible by contracts permitting imprisonment for desertion—a law operating like the fugitive slave law. Foreign shipowners have been able to keep their wage cost at the present level in ports of the United States because the United States Government has acted as their slave catcher. There are at the present moment two men confined in the prison at Mobile, Alabama, one from a Norwegian and one from a British vessel. They had deserted, were arrested and are detained by request of consular officers to be returned to those vessels against their will. This is typical of what is going on all the time."

Furuseth answered the charge made at a meeting of the Lake Michigan steamboat lines to the effect that the lake steamers could not comply with the provisions of the La Follette bill as passed. The steamship men contended that on the larger excursion steamers nearly 200 life boats would be necessary, requiring 400 able seamen to man them.

"The bill," said Furuseth, "goes no further either in its requirements of lifeboats than is necessary for safety. It is up to the steamship owners to use the kind of lifeboat that is most suitable, provided it is seaworthy; all that the bill provides is that the vessel shall carry enough boats to accommodate the passengers and crew. The capacity of lifeboats in use runs from 30 to 70 passengers. Any less than two able seamen to a boat is downright criminal. There is not a boat on the Lakes that would be required, under the bill that passed the Senate, to carry more than ten more men than now, provided they made the readjustments in crews which they could easily make. Many of them would not have to carry any more men than now, the only difference would be that they would have to carry skilled men and that is the real objection to this legislation."—La Follette's Weekly.

KIDNAPED BY BURNS DETECTIVES.

Edward Gleaser, the sixteen-year-old nephew of R. W. Burton, business agent of Molders' Union No. 164, San Francisco, has been kidnaped by Burns detectives in the employ of the prosecution in the Wheatland cases, and is being held in some place unknown to his relatives and to the lawyers engaged to defend the lad. Prosecuting Attorney Stanwood of Yuba County, responsible for this crime, will neither divulge his whereabouts nor give his word that young Gleaser is not now held in custody. Thus the crime of kidnaping has been added to the chain of illegalities and barbarities characterizing the prosecution of those Wheatland cases.

Young Gleaser was arrested in Santa Rosa prior to September 15, dragged from there to Cloverdale, then to Sacramento, Marysville and Yuba City respectively, after the notorious Burns agency manner, with the intention of having the prisoner's friends lose track of him. For sixty days this lad of sixteen was unlawfully confined in jail, for the Assistant District Attorney himself stated that there was no charge against Gleaser, that he was merely being held as a witness!

Attorneys Austin Lewis and R. M. Royce were employed by the boy's uncle to obtain Gleaser's release, but according to the boy's story another person had been brought to him who stated that he was a lawyer engaged by his uncle to defend him. No such person was engaged by Mr. Burton. This is another well-known Burns' trick.

On November 11 Attorney Royce filed a petition for a writ of habeas corpus, and the writ was to come up for hearing on the 15th. The prosecuting attorney wished to avoid this, and Gleaser was released from custody on the 12th. His liberty was short lived; outside the jail he was met by several men known to be Burns detectives and by them spirited away. Thus has been instituted a new method of trampling on the right of habeas corpus.

Gleaser's attorneys have issued a writ of habeas corpus to District Attorney Stanwood in the Supreme Court, which comes on for hearing November 19.

Tricky, menacing and despicable as it is, Gleaser's is but one of many instances in this Wheatland matter when the "heavy hand of the law," which descends so unerringly upon the poor man, should have descended upon District Attorney Stanwood and his assistants and agents, the Burns detectives, for every step in the defense of these workers has been blocked by the prosecution's mockery of the law. And when the officials' nerve failed or the cruelties were too gross for men with any pretense of decency in them to perpetrate, the special police of the capitalists, the Burns detectives, were called in to kidnap, to beat, to torture, to cheat and lie and jeer at their victims.

The court officials of Yuba County and the Burns Detective Agency defy the law because they believe that organized wealth will protect them in anything which will make the workers fear to organize for their own protection.

When the spokesman of the hop-pickers presented their demands, Ralph Durst struck him in the face, and when the working class goes to the defense of these persecuted fellow workers, the prosecution, by its defiance of the most fundamental legal rights, practically strikes the working class in the face. Will organized labor endure this insult, and permit these persecutions of members of its class?

Strength and help, both moral and financial, should be given to these workers by every union in California, and given at once, as the first case comes up for trial in Marysville on December 2. The witnesses for the defense are, in the nature of the case, without funds and must be cared for during the trial if they are not to starve. Send money to your respective councils or direct to David Milder, 1384 Sutter street, San Francisco, who is secretary-treasurer of the International Workers' Defense League, and agent in the Bay cities for the Wheatland Defense Committee of Sacramento. — International Workers' Defense League.

TO "SETTLE" CALIFORNIA.

"A congestion of blood in any part of the human body sets up inflammation and brings on serious consequences to the whole system, oftentimes," says the Long Beach press. "A congestion of alien peoples in large cities produces an inflammatory condition that is very bad for the body politic. California is preparing to stand sentinels at its sea-gates, to say to incoming aliens after the canal is completed: 'Do not stop in the cities; keep moving, out into the country. Seek your fortune on the land.'"

Sounds nice, doesn't it?

This is the kind of stuff that is being generally served up by the press of California.

And there are many good people who read it and believe every word.

They actually believe that efforts are being made to settle the unoccupied lands of California with those who are being seduced to the State with the opening of the Panama Canal.

Even people who would not hope to be able to buy a California farm themselves, will accept without question the proposition that a pauper immigrant can easily "take up a piece of land in California."

California needs settlers. It needs them badly. But it is not going to get many settlers through the Panama Canal.

The agitation in Europe toward California is not being made to settle the land of California, but to "settle" labor in California—settle it to a level with the cheap labor of Europe.—Ex.

In view of the increase in the sizes of the vessels to be put in service by the Hamburg-American line, it has been decided to add 10 feet to the depth of Cuxhaven harbor, which at low tide has a depth from 30 to 32 feet, and to increase the length of the landing wharf, which is at present 591 feet to 1,312 feet.

Thirty years ago England frightened American Protectionists with the name of Richard Cobden. To-day America throws English landlords into panic with the name of Henry George.—The Public.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

until December 15 to submit the schedules for 1914. The Assistant Secretary directed their submission a month in advance of the original date, in order that more time may be devoted to their consideration by both the Navy Department and the Representatives of the mechanics and other employes. The present plan is to give all those interested a hearing, and final action will not be taken on these wage rates until the employes in each class of labor have been given full opportunity to submit their views.

Printery School.

The establishment of a printery school in the public schools of Minneapolis in which boys can learn to set type, print school papers, booklets, etc., has been recommended to the Board of Education by the Superintendent of Schools in a plan designed to increase vocational training work. It has been proposed that pupils in a certain school be allowed to dress all the lumber used by the manual training department of the public schools. Whether the school board has the authority to go into commercial business is one of the questions that the City Attorney will have to decide. The School Board favors such a plan to help the pupils and furnish them an incentive in their vocational work.

Bits of History.

According to historians, the guild was a society or body of individuals associated together for carrying on commerce or some particular trade or business. There existed in Rome various fraternities of tradesmen which bore a considerable resemblance to the modern guild, or as we know it in the United States, as Boards of Trade or Chambers of Commerce, and were permitted to regulate their affairs by their own laws. It is usual, however, to trace the origin of the guilds to the middle ages. Guilds introduced the democratic element into society, and their progress became the bulwark of the citizen's liberty and the depositaries of much political power. At the close of the twelfth century merchants' guilds were general throughout the cities of Europe. The Drapers Company, of Hamburg, dates from 1153, and that of the Shoemakers of Magdeburg from 1157. With the increase of their wealth or strength the guilds either purchased or extorted from their rulers privileges which, once obtained, they were careful never to give up. By the thirteenth century they had acquired much power, and in two successive ages they counterbalanced the power of the nobles.

Temple Project Booming.

San Diego, Cal.—With the stock selling campaign just opened, and with nearly $10,000 subscribed, the directors of the Labor Temple Association are inspired with the wonderful success so far achieved. The first efforts along these lines to secure a home for organized labor were inaugurated only a short time ago, but the union men have shown a wonderful and growing interest in the project, and in the short time that efforts have been made in this direction a site has been purchased and paid for and a snug sum already raised for the purpose of actual construction work. There seems to be no question as to the success of the project. Numerous offers of assistance have been received from outside sources, and a local architect has offered to draw the plans and specifications without charge to the movement. It appears now that a Temple will be constructed and be in use in the early part of the coming year.

Municipal Markets.

That the establishment of municipal markets is bringing down the cost of living in many California towns, and yet greatly increasing the farmers' profits, is declared in the University of California Journal of Agriculture. According to the article there is agitation for the establishment of municipal markets all over the State. From Sacramento to San Diego the plan is being tried. Los Angeles already has seven city markets in operation and others planned. It is stated that the farmer has been surprised and delighted, and that it takes him little, if any, more time to sell his products in the retail market than to the wholesaler, and yet he receives a much higher price, while the consumers say that they save often as much as 50 per cent. by going to the city market, and besides, can assure themselves that what they buy is fresh. One of the valuable features of the Los Angeles market system is that all produce is carefully inspected for evidence of insect attack or fungus growth. In other words, fruit from orchards which have not been properly sprayed cannot be sold. This is a very effective method of inducing the horticulturists to take those precautions which his neighbors have a right to demand, since one unsprayed orchard may prove a source of infection to the whole surrounding region.

58 Cents a Week.

Boston.—Startling stories of girls working in this city for 58 cents a week and the existence of a padrone system even worse than that of former years has been testified to at the first hearing given in the state house by the special legislative committee, appointed to investigate the status and condition of immigrants in Massachusetts. It was asserted that girls who had just arrived from Europe, and unable to speak a word of English, are working in the shirtwaist factories for 58 cents a week. Only a few receive as much as $5, and those who do are compelled to pay $4 a week for board and room and 60 cents a week for car fare, thus leaving them 40 cents for clothes, laundry, and amusement.

Movies for Uncle Sam.

Washington.—The Bureau of Public Health has engaged in the moving-picture business. Arrangements have been made to secure a long series of motion pictures of the health department, its personnel, the work accomplished by its members, and the sanitary means employed to prevent disease throughout the United States. The object of this innovation is a course of instruction for the American public. The films will be loaned moving-picture houses throughout the United States, their display bringing home to the average American the necessity of keeping his home and person free from contagion.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

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SKAGIT RIVER FISHERMEN'S UNION.
FIR, Wash., P. O. Box 6.
COQUILLE RIVER FISHERMEN'S UNION.
PROSPER, Ore.
ALASKA FISHERMEN'S UNION (Local No. 2), KETCHIKAN.
LORING, Alaska.
ALASKA FISHERMEN'S UNION (Local No. 3).
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The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA

29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

The Garment Workers' International Union pays the president of the organization $4,160 a year.

Laundry workers at Tacoma, Wash., are endeavoring to establish a union laundry to compete with the non-union laundries.

New England District Council of Electrical Workers' Union are making plans for organizing the telephone operators in every section of the district.

The local Horseshoers' Union of Minneapolis has been successful in securing an increase of 50 cents per day and the nine-hour day. Added to this, the union label of the organization is to be generally used.

International officials of the Metal Polishers' Union, recently in Erie, asserted that it was proposed to continue the fight against the employers until success was achieved. This is the attitude being taken by all officials of the organization that are involved in the Erie fight.

The Board of Arbitration in the Detroit street railway controversy has made its award. The wage scale has been increased from 30 cents to 32 cents an hour, with proportionate increases for other employes. The demand for shorter hours also was granted. The wage increase will amount to $300,000 annually.

Taxicab drivers to the number of about 600 are on strike in Philadelphia. The local union to which the Taxicab Drivers are affiliated recently demanded that the men be paid $2.50 per day instead of 20 per cent. of their gross receipts. These demands were refused and the men went on strike.

Representatives of the Boot and Shoe Workers' Union recently met with the Executive Committee of the Manufacturers' Association at the Boot and Leather Club in Cincinnati and reached an agreement on a new price list to be paid in Cincinnati factories for the coming year. The price agreed upon means a substantial increase to the members of the union.

A controversy is on between the Operative Plasterers of Houston, Texas, and the employers over a new wage scale. The plasterers are demanding $7 a day and the employers refuse to accede to this rate at the present time. The employers have endeavored to use sharp practice in dealing with the Plasterers' Union and for this reason a settlement has been delayed.

The Building Trades Council of San Francisco has adopted a resolution calling upon the organized workers of San Francisco and of California to unite in extending every courtesy to the men and women of all nations and races who will visit the Panama-Pacific International Exposition in 1915, and promote a closer union and fraternal relation of the workers of the world.

The International Seamen's Union has been exceedingly successful in organizing the Marine Firemen and Oilers in Victoria, B. C., the charter membership reaching a remarkable number for the size of the port. Organizing work is also going on in Vancouver organizing the Firemen and when this work is completed the Seamen's Union will have all the men on the steamers of the northwest organized, and one of the strongest organizations on the Pacific Coast.

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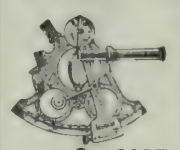
Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Agerup, K. B.	Kohlmasher, O.
Anderson, I.	Kopatz, C.
Abolin, K.	Kirsmeier, Fred
Anderson, A.	Ludicar, K.
Anderson, Fred H.	Luduigsen, Arni
Anderson, Martin	Larsen, L. A.
Andreson, J. -1800	Larsen, Axel
Bartsch, W.	McPherson, R.
Balk, M.	McCarthy, J.
Berg, N. N.	Maki, Ivar
Berglund, K. R.	McNeary, J.
Bjorkman, Chas.	Mikkelsen, K. -1620
Berger, C.	Martinsen, R.
Brandlung, G.	Mattson, Taivo
Bye, H.	Matson, F.
Burholtz, F.	Mattson, Rudolf
Borgen, K. S.	McPhillips, B.
Brower, G.	McKenzie, J.
Cain, Phillip	McGoldrick, J.
Carlson, Harold	Mehout, Joseph
Christensen, H. -1366	Monsen, S.
Christensen, Trygar	Nilsen, Martin
Daniels, Charles	Nilsen, Oscar J.
De Groot, Geo.	Nissen, Louis
Elsted, John	Nielsen, Conrad
Edvardsen, Anton	Olsen, O. P.
Erikson, Axel	Olsaik, John
Evanger, Nils	O'Laughlin, M.
Engstrom, Fred	Osterlung, Gust
Ferguson, Robert	Owens, J. H.
Fonslund, Victor	Olsen, Severin
Fjellman, Geo.	Olsen, O, -1062
Freeman, J.	Pedersen, Peder
Franzell, A.	Petersen, V.
Gibbons, J.	Petterson, Richard
Grace, P. C.	Petterson, S.
Grant, Dave	Paludan, Chas.
Guano, P.	Rasmussen, P. A.
Gehler, F.	Rydquist, C. H.
Grant, J. J.	Samuelson, R.
Hansen, N. S.	Schmidt, T.
Hubner, Herman	Schroeder, Hans
Hakenson, I.	Siebert, Gustav
Hallnes, M.	Sims, G.
Hansen, Christ	Shanahan, B.
Hernes, Lars	Skedsnu, J.
Heiam, Dan	Strasdin, A. W.
Heyem, Hans	Strand, Louis
Hillisen, Halvar	Stolsang, J.
Henriksen, Gust	Sorensen, Geo.
Holmes, Fred	Summerglyten, G.
Isaksen, Andrew	Swanson, C.
Johnson, Charles O.	Thomason, Severin
Jorgensen, Karl	Thomson, W. Reg.
Jacobsen, Torgils	Torckison, C. H. C.
Jensen, Hans	Taede, Jens
Jensen, J.	Thomson, F.
Johnson, J. E.	Warner, Jake
Klebnikoff, I. W.	Valko, Harry
Kallas.	Wieler, Tom
Kalnow, A.	Wetland, John
King, Frederick	White, C. T.
Kirwan, M. L.	Wilsgard, D.
Kjersaik, J.	Waho, M.

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Abramis, George	Larsen, Engvald
Anderson, Sam	Larsen, Martin, -1710
Anderson, Gust, -1808	Larsen, Soren
Anderson, Nils	Lerch, Paul
Anderson, Ole	Lewik, Karl
Andersen, Mike	Lemarchand, Louis
Anderson, Otto	Lendeman, Ruhtii
Anderson, Erik B.	Lundsoor, Oskar
Allexander, John	Lundmark, Heege
Albrechtsen, Page	Lundquist, Ernest
Androllo, A.	Macrae, Allexander
Bergman, Karl W.	Marchand, Louis
Brodig, Wm. G.	Mattson, Maurits
Bults, Ernest	Miller, Chas.
Buckmer, W.	McManus, John
Carlsen, Charlie	McMahon, Jack
Chase, W. P.	Meinke, Rudolf
Christensen, Albert	Meyer, W.
Colman, E.	Nelson, Anton
Conway, M. E.	Nelsen, C. J.
Collins, Frank	Nielsen, Kristian
Cunnicham, W. P.	Nielsen, Edward
Dahl, Henry	Nilsson, Osvold
Day, Aca	Narberg, John
Dennis, Charlie	Narman, Ludwig
Dorff, William	Ohlsen, Charles
Edstrom, John	Olsen, Severin
Ehenbaugh, W. J.	Olsen, Ausgar
Ekham, Frans	O'Brien, Jack
Fredrickson, H. G.	Person, Charles
Gjortz, P.	Perouse, Andre
Gordia, Piet	Petrich, Theodore
Gulliksen, Amandus	Petersen, Aage
Hall, G. A.	Peterson, Hans
Hansen, Bernard	Peterson, Heinie
Helin, Waldemar	Petterson, Einar
Henriks, Waldemar	Pedersen, Peter
Henke, Ernest	Pratt, M. L.
Hellman, Albin	Rantio, Jacob
Helenius, Oskar	Raetz, August
Hohm, E.	Rasmussen, Thor
Huntington, E. R.	Roed, Halfdan
Hoch, Gore	Sandstrom, Hugo
Hultman, A.	Sanders, Chas.
Johansen, Johan F.	Simens, O. L.
Johnsen, Chris	Schulz, Robert
Johnson, Axel	Saule, J. L.
Johnson, Jack	Swanson, John
Johnson, Ole C.	Swenson, Carl Oscar
Johnson, W.	Saukha, August
Johnson, H.	Swenson, John B.
Kalberg, Wm.	Thomas, A.
Karlson, K. E.	Tamford, B. A.
Kenny, James	Trost, Peter
Kealy, James	Wall, W. H.
Kikur, Allesander	Warren, Chas. B.
Koop, Nick	Wadren, G. F.
Kronstrand, H. T.	Westlund, Gust
Kristensen, W.	Wehl, J.
Koalvik, Oscar	Wiejurecht, Ernest
Laine, Frank	Weshart, Jno.
Larsen, John	Welsen, J.
Larsen, George Lurberg	Bunk, Bruno

Anderson, Bernhard. This man has been traced as follows: Fireman on Str. San Jose in 1899; oiler on Str. Panama in 1900.

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Eureka, Cal., Letter List.

Ahlstrom, Harry	Jacobsen, W.
Breien, Hans	Jensen, George
Clausen, Fred	Nilsen, Anton
Ehlert, August	Noel, Louis R.
Ericksen, Anton	Lutzen, Waldemar
Gudmundsen, Gudmund	Publicaties, August Robertsen, A.
Hansen, Harold	Schultz, F. J.
Hansen, Harry -1827 (Photo)	Sejversen, Paul
Hansen, Hans M.	Thorssen, Fredrik N.

Michael D. Harrington, who has been sailing on the Pacific Coast since 1910; last heard of on vessel sailing from San Francisco to Seattle; anyone knowing his whereabouts please notify Dennis J. Harrington, care of Winthrops Yacht Supply Co., Winthrops Beach, Mass.

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Aberdeen, Wash., Letter List.

Andersen, -1352	Kuhnert, Walter
Anderson, Ernest	Loining, Hermand
Anderson, -1283	Ljungberg, Herman
Andersen, F. C.	Lengtssen, Gottfried
Anderson, Axel P.	Laine, Herman
Arntzen, Werner	Lorsin, G. L.
Armstrong, Harry	Larsen, Lars
Berger, C.	Mailkoff, Pete
Behn, Alfred	Michelsen, Chas.
Brown, C.	Martin, James
Carlstrom, John	Marlinee, Walter
Christensen, Albert	Mertz, G.
Carson, Edward	Mekerman, Ernest
Calchnell, J.	Nikolin, E. Miko
Doyle, Wm.	Olsen, Nils
Eklund, Chas.	Oksanen, Juko
Finth, Richard	Peterson, Axel
Granberg, Eric	Rommel, Andrew
Graf, Otto	Richendsen, Hilmar
Glase, Gustav	Sandstrom, Hugo
Hohn, Arthur	Strom, K. -2718
Herman, Axel	Schmidt, George
Hansen, Ove	Wind, Jacob -1357
Heinig, Hans	Walder, Olsen N.
Johnson, Gus	Packages.
Jensen, Harry	Hansen, John
Kallio, Frans	MacGuire, O. F.
Kristiansen, Nils	

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INFORMATION WANTED.

Axel Peterson, F. Lundberg, J. Gustafson, M. Garcia, crew of the steamer Riverside, at the time she towed in the Oceana Vance, kindly call at the office of the Charles Nelson Co. for money due them.

Victor N. Kvenen, a native of Belgium, age 32, last heard of in Ashtabula, Ohio, April, 1909, inquired for by his brother John Kvenen, Route 2, Raleigh, Tenn.

Valetine (Walter) Zima from Lubiachowo, Kreis Schrimm, Province Posen, Germany; last address Sailors' Union Hall, Seattle. Please communicate with Imperial German Consul, Seattle, Wash.

Anyone who was on the schooner "Americana" on January 29, when Louis Buttner was injured, is respectfully requested to communicate with the injured man. Address Sailors' Union of the Pacific, San Francisco, Cal.

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INFORMATION WANTED.

William McGrail, of Baltimore, Md., who sailed on the Atlantic and Gulf Coasts as cook for a number of years, is inquired for by his brother, George McGrail, 603 Decatur street. New Orleans, La.

Johannes Puun, born in Oesel, Arensburg, Russia, supposed to be sailing on the Pacific coast, is asked for by his mother. Anyone knowing his whereabouts please notify A. Lepp, Sailors' Union, San Francisco.

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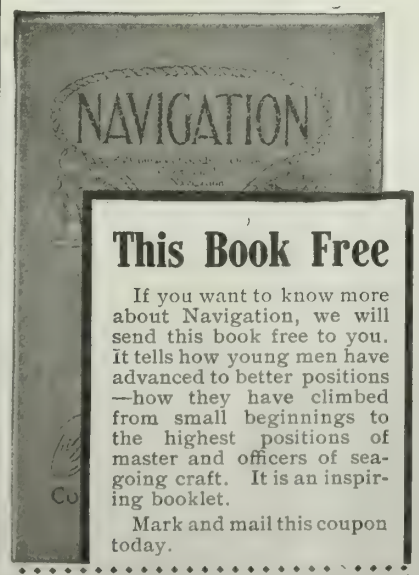
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Home News.

Senator Pomerene of Ohio has introduced a bill to appropriate $500,000 for combating hog cholera. He declared that the loss from that disease this year would aggregate $50,000,000.

McManigal, the self-confessed criminal, has to all intents and purposes been given his liberty. He has been turned loose from the jail in Los Angeles, but all officials are reticent with reference to the occurrence.

The skull of a mastodon was excavated recently from the La Brea oil fields near Los Angeles. For two months excavators have been finding various parts of the mammoth's skeleton, which the skull completed.

Representative Knowland of Alameda will be one of the principal speakers at the tenth annual convention of the National Rivers and Harbors Congress in Washington December 3d to 5th. Knowland will address the congress on "Pacific Coast Terminals and the Panama Canal."

Cotton shipments from Galveston last month were 53,284 bales, which shows a falling off from last year, due to the short and belated Texas crop. During the present month it is believed by steamship agents that the month will be well up to the usual condition of this time of the year. Conditions are now very slack at that port.

A suit has been commenced against Governor Foss of Massachusetts asking $100,000 for alleged slander by a former president of the Boston Central Labor Union. The suit, it is said, is based on a statement, signed "E. N. Foss," which appeared recently in a Boston paper, in which the plaintiff was denounced for participation in a strike of the employes in factories controlled by the Governor.

The Federal Industrial Commission is making arrangements with the various bureaus and departments of the Government that are engaged in research work whereby duplication can be avoided and mutual assistance rendered. There is a general desire on the part of the bureau and departments to render whatever service they can to the industrial commission, and with this assistance the commission will be enabled to prosecute its work with method and celerity.

During 1912, according to the statistics of the Bureau of Emigration, 41,196 emigrants were carried on 173 steamers from Palermo to the United States (against 23,875 on 138 steamers in 1911) of whom 3,445 transshipped at Naples, while 3,803 sailed for South America via Genoa, and 1,562 for Tunis. In addition, the records of this office show that 8,089 second-class passengers, 90 per cent. of whom should be listed as emigrants, sailed direct for the United States in 1912.

The New York State Commission for the Panama-Pacific International Exposition, at San Francisco, has opened bids for the New York building there. Twenty-one firms sent estimates, which ranged from $150,000 to $200,000. Some of the bidders were local firms, but most of them were San Francisco concerns. Norman E. Mack, chairman of the committee, said that the five lowest bids came from San Francisco, but that the contract would not be awarded for about ten days.

Domestic and Naval.

It is estimated that the projected new terminal and dock facilities planned by the leading ports of the world will cost considerably over $1,000,000,000.

The contract for the construction of ten 36-foot self-righting and self-bailing lifeboats, with gasoline engines, has been awarded by the United States Life Saving Service to the Electric Launch Company of Bayonne, New Jersey.

Determined to enforce the United States navigation laws relative to safety appliances, the Department of Commerce has approved a fine of $1000 against the Spanish steamer Montevideo for not carrying sufficient lifeboats. The steamer sailed from San Juan, Porto Rico, last August with 768 passengers, many of whom were children, and only twelve lifeboats. The Government would not take into consideration the three canvas boats.

Awards have been made at Washington on the contract for the new combination building to house the shipfitters' shop, the mold loft and the steel storage shed at the Bremerton Navy Yard. The contract was divided, the American Bridge Company of New York having received the award for the contract for steel work at $149,640, and the W. N. Concannon Company of San Francisco, the contract to complete the building at a cost of $88,134. The entire cost is $237,774. At the last session of Congress $120,000 was appropriated to start the building, which is to cost $250,000 when completed. This structure will cover more ground than any other building in the yard.

The first deep water vessel to pass through the Panama Canal from ocean to ocean will be one of the Panama Railroad steamers owned by the Government, which now are plying between New York and Colon, if the plan which Secretary Garrison has in contemplation finally is adopted. The Secretary's idea is to allow Colonel Goethals all the time he requires to complete the canal and experiment with it before this initial trip is made. Then with President Wilson and some of his Cabinet, the Congressional Committee having jurisdiction over the canal, and a few newspaper men aboard, the Panama liner will pass through the waterway from Cristobal on the Atlantic side to Balboa on the Pacific entrance.

The proposed lighthouse tender "Rosie," which is intended primarily for use in the shoal water ports on the coast of Oregon, where the water on the bar is not of sufficient depth to admit of the present lighthouse tenders crossing them without serious danger of accident, is to be a small vessel about 125 feet in length, 26 feet beam, and 7 feet draft loaded. The vessel is to be constructed of steel, fitted with steel water-tight bulkheads, schooner rigged, with cargo boom on foremast, steam hoisting engine and steam windlass, combined steam and hand steering gear, and lighted by electricity. The propelling machinery is to be two triple-expansion, surface-condensing, steam engines of the vertical inverted type, driving twin screws. Steam is to be supplied to main engines and auxiliaries by two water-tube boilers fitted to burn crude oil as fuel. One condenser common to both main engines.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Abel, Paul
Abolin, Chris.
Abrahams, A. M.
Aderman, Ernest
Aholainen, Edward
Ainrey, C., 791
Alhstrom, Elis
Allen, James
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Andersen, Albert
Andersen, Arnfelt
Andersen, Fred
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Andersen, K. J. -1890
Anderson, Abin, -1318
Anders, Fred
Andersen, Edward
Andersen, H. J.
Anderson, A.
Anderson, Arnold
Anderson, Carl
Anderson, David
Anderson, E. -1886
Anderson, F.
Anderson, H. -1526
Anderson, Henry
Anderson, Jim
Anderson, John -1705
Anderson, John C.
Anderson, Josef
Anderson, J. R. -1246
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Anderson, Ole -1301
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Anderson, Victor
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Andersson, E. -1781
Aner, Wm.
Applequest, Otto
Arnecke, Carl -1649
Arvidsson, Hjalmar
Asplund, Karl O.
Ayers, W. D.
Ayhward, James
Azapose, D.

Baardsen, Hans
Backman, Axel
Backman, Paul
Bahr, F.
Baird, Robert B.
Ballod, Pete
Ballot, John
Barr, Gustav
Bartels, O.
Barton, W. F.
Bay, George -1715
Beansang, Eugine
Begg, John
Behrens, Henri
Behrens, Herman
Bekker, George
Bellos, Jack -2036
Bendsen, Harry
Benson, A.
Benson, John T.
Bentsen, Lars
Berg, Julius
Bergman, Car. W.
Bergstrom, Axel
Bergstrom, Paul
Bernard, Sandalis
Berner, Axel H.
Bernhard, Oscar
Bernstsen, Julius
Bierstet -1736
Binditsen, Kaspper
Bjorkman, Chas.
Blank, Georg
Blindheim, O. C.
Blodsing, August
Bloomfield, S.
Blom, Gustaf
Boe, Karl C.
Boie, W.
Borgm, Hans
Bourns, Thos.
Boyes, C.
Bradie, Frank
Brander, Frank
Braun, William
Broberg, Charley
Brooke, Oswald A.
Brown, Frank
Brownell, W.
Buaas, Thomas
Buck Arthur
Bung, Richard
Burde, Fritz
Burmeister, John
Burmer, Fred
Butler, Richard

Cain, P.
Callon, Jose
Campbel, Geo.
Campbel, Wm. H.
Cannon, Ed.
Carlsen, Harry
Carlson, Gustag
Carlson, Julius
Carlson, O. S.
Carroll, A. R.
Carisson, R. T.
Carson, Charlie
Ceelan, John
Charles.
Christensen, Albert
Christensen, Alfred
Christesen, Cristens
Christensen, Erling
Christiansen, Peder
Christensen, Otto
Christian, Brund
Clauhser, Fred
Clausen, I.
Colburn, Geo.
Conolly, Obirt
Connor, Wm.
Crosiglia, Jas.
Cunningham, C.

Dahlgren, Niels
Dahlman, J. A.
Davis, J. A.
De Bruin, B.
Dehler, Alfred
Dellas, James
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Dickens, D. W.
Dieson, John
Dillon, Patrick
Dorles, H.
Donnelly, John
Donovan, John
Dowie, John
Doyle, William
Dracar, E.
Drake, Albert
Duckman, Ed.
Duis, I.
Dunbar, L. L.
Dunn, Walter

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Eggers, John
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Elholm, Peter
Ellisen, E. A.
Erickson, Eric
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Evanger, Nils
Evans, Stanley C.
Evensen, Ludvig
Evensen, Luis
Evertsen, Olaf

Fabrowski, T.
Fahnke, Otto
Fallbom, John A.
Farrell, H. D.
Faulkner, Joe
Ficher, W.
Figne, Sigurd
Fillix, Hans
Fjellman, Jonas
Flock, Ringvald
Foerg, Wm.
Forde, Samuel C.
Form, Frank
Forsgren, Karl
Fraudsen, L. M.
Fredrichs, C.
Fredrickson, Geo.
French, Jack
Fretzen, B. H.
Furlong, Peter
Fuss, Henry

Garbers, Gustav
Garbrick, Luis
Garrinen, V.
Gasch, Willy
Gent, A. C.
Gross, Gustav
Glen, James
Godes, H. D
Gjosund, Peter
Graff, Ed.
Gramkarv, G.
Green, Colin
Granberg, Fred
Grinberg, T.
Groat, A. H.
Grolin, Conrad
Groth, John
Gronbeck, T. K.
Guander, Chr.
Guckmann, Ewald
Gudmundsen, B.
Guldbrandsen, Jack
Gulbransen, Bjorn
Gundersen, Charles
Gundersen, P.
Gunn F. D.
Gunvaldsen, J.
Gustarsen, Iver
Gustavsen, Olaf

Haaversen, Nils
Hakkassars, A. W.
Hakonson, E.
Hallberg, Herman
Halmstrom, Harry
Hall, W. I.
Handloss, P.
Hannus, A.
Hannus, Alex
Hannus, M.
Hansen, Charles
Hansen, C. T.
Hansen, E.
Hansen, Frank
Hansen, Hans
Hansen, Harry
Hansen, Henry
Hansen, H. P.
Hansen, Johan
Hansen, John
Hansen, Oluf
Hansen, O. R
Hansen, Tarleif
Hansen, Walter
Hansen, W. H. C.
Harlow, John
Hartman, F.
Hatwyk, Ivar.
Hauschild, Fernand
Hedberg, Alfred
Heldt, Charles F.
Helin, Paul
Helgesen, Einar
Hellpap, A.
Helt, I.
Hendry, John
Henke, E.
Henry, James
Hinze, Jack
Hjorth, John
Hofgard, Hans
Hogan, A.
Holt, Karl C.
Hoppner. Albert
Horse, Frank
Hunt, Crist
Hunz, Chas.
Hvid, Ejner
Hwang, James
Iversen, Tom

Jackson, Harry
Jacobsen, Martin
Jacobsen O. F.
Jade, Hans
Jamsa, James
Jensen, Fredrik
Jansen, Hans
Janson, Halvor
Jensen, Ole
Jensen, Oscar
Jensen, J. K.
Jensen, M. P.
Jepsen, S. W.
Jens, Otto
Jenssen, Einar
Jersch, William
Jeshke, Hans
Jespersen, Martin
Johannesen, Einar
Johansen, Arthur
Johansen, Chas.
Johanson, Christ -1191
Johansen, F.
Johanson, A. F.
Johansen, Harold V.
Johansen, H. B.
Johansen, Oscar
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Joranson, Frank
Johannessen, Anton
Johansson, Johan
Johansen, J. -2021
Johnson, Antony
Johnson, Gus
Johnson, John -2283
Johnson, Berdines
Johnson, C. E.
Johnson, Ch.
Johnson, E. H.
Johnson. Eric
Johnson, Steve
Johnson, -420
Johnson, Werner
Jones, D. H.
Jorgensen, -2236
Jorgensen, Peter A.
Julison, C.

Kaare, A.
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Kaiser, Fred
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Kallas, Alek -221
Kalninjik, Eduard
Karger, Fritz
Karlsen, Gustav
Karlsson, Edvar
Kaup, W.
Keinonen, Valter
Kelly, Thomas
Kilgore, George
Kine, Conrad
Klausen, C.
Kluge, Frank
Knipling, F.
Knudsen, L.
Knudsen, Ragval
Koak, Hermann
Kolbe, Albin
Koislyan, A. N.
Kossmarek, Johan
Krane, Anton
Kristiansen, Hans
Kristiansen, Peder
Kroon, T.
Krulisch, Frans
Kulin, John
Kyvik, Karl

Lahmeyer, Herman
Lalacserich, R.
Lancaster, J.
Langenberg, H.
Lanne, Rudolph
Larka, Edvard
Larsen, Asmus
Larsen, Erik J.
Larsen, Gus
Larsen, John
Larson, N. E.
Larsson, Axel
Laurenoon, Hugh
Laydon, D.
LeGoffie, William
Lekschass, M.
Lindahn, Alfred
Lindeman, Ernst
Lindrob, Otto
Lister, W.
Littlestorm
Loining, Herman
Lorin, Kristian
Losin. Christian
Lovera, Paul
Lundberg, Harry
Lunderwold. F.
Lude, Thorvald
Lundberg, Thorstin
Lundquist, Vorald
Macdonald, George D.
Mackenzie, Malcolm
Madsen, C.
Magnusson, E. W.
Mark, Chas.
Markman, H.
Markwardt. Carl
Martin, Dan
Martin, H.
Martin, Jack
Martinsen, Ingvald
Mason, George
Matson, Morris
Matson, Wiktor
Mattson, Chas.
Mattson, -1818
Maus, J. A.
Mayes, J. B.
Mayers, Edgart J.
McCarthy, P.
McCormack, J. J.
McKal, J. W.
McKenzie, William
McMahon, J. T.
Megland, Richard
Mehrtens, H.
Melander, G. L.
Melder, Albert
Mertens, H.
Metge, Gus
Meyer, Erwien
Miller, Fred
Minor, C. F.
Moen, Robert
Mollyhus, Ingvar
Monk, Chas.
Monson, Charles
Morris, Oscar R.
Morris, Reuben
Muiphneek, W.
Muller, Albert R.
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Murray, C. P.
Mushaar, Hans

Nagel, Alf
Nanjack, Gustav
Narlstrom, B.
Nar, Niles
Naystrom. Victor
Nearns, J.
Neergaard, Anton C.
Nelson, Hans H.
Nelson, Lewis
Nelson, Mick
Nesbitt, J.
Never, Aug.
Nielsen, Ed.
Nick, Peter
Nielsen, N. J.
Nielsen, N. P.
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Nyberg, Berger, -1146
Nylund, Carl
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Oliver, John
Olsen, Charles A.
Olsen, Erik -922
Olsen, Harry
Olsen, J.
Olsen, O.
Olsen, O. -1047
Olsen, O. -1283
Olsen, Olair S.
Olsen, Olle
Olsen, Oscar F.
Olsen, Oscar Wil-
Olsen, Oswald
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Olsson, Carl G
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Owens, John -1158
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Paludan, C.
Parsons, Herman
Patterson, P. A.
Pearson, J. -427
Pearson, J. T.
Pearson, J. S.
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Perrin, H.
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Peters, J.
Petersen, Aksel
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Petersen, Fred
Petersen, Kristian
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Petersson, John G.
Peterson, S. B.
Petterson, Arthur
Petterson, Johan
Petersson, Oscar -1065
Pettersson, C. H.
Petz, Gottfried
Plattner, A.
Porin, A. L.
Prescott, Richard
Prinz, Carl
Quigley, R. O.

Raash, Otto
Radebreckt, Alfred
Rader, A.
Randrop, John
Rastad, Erling
Rath, H.
Reckmann, H.
Redmond, Th.
Reinhold. Ernest
Rellas, Jack "Renvalt"
Rezne, John
Riis, A.
Rivera, John
Robertson, R.
Rohan, Billy
Rosenblad, Axel
Rudt, Walter
Rundquist, O.
Rusberg, H.
Russell, Jim
Rydlins, Ralf

Saarstad, H. E.
Sahlman, Chas.
Salvesen, Sverdrup
Salzer, Julius
Sammis, C. J.
Samuelsen, Leonard
Sandberg, J.
Sato, Santos
Schellenberg, H.
Scher, G.
Schmehl, Jas
Schmidt, George
Schneider, H.
Schrej, G. W.
Schroder, Ernst
Schroder, Gus
Schroder, Hans,
Schultz, Albert -2661
Schultz, O. L. A.
Schuster, Jakob
Scott, Ed
Seablom, Albert
Seeland, Sigfrid
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Shultman. Jacob
Shults, Max
Sievers, Harry
Sikman, Andrei
Sjogren, John
Skedsmo, A.
Smith, Earnest
Smith, F. O.
Smith, Johan
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Soder, J.
Sorens, Hans -2273
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Sorensen, James
Sorensen, Mikal
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Sparch, Tom
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Sping, James
Stange, A. -2063
Stangeland, P. A.
Stapf, Andrews
Stelle, John
Stenberg, Alfred
Stevensen, August
Strand, Conrad
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Strandquist, Louis
Strom, Olaf
Stuart, James G.
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Sundberg, H. N.
Sundquist, Ernst
Svane, Albert
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Svensson, G. H. -1295
Swan, W. S.
Swarthey, Norman
Swenson, B.
Swanson, Listen

Taivola, Gust
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Tammon, Chr.
Taylor, U.
Tenneson, E.
Thomel, Martin
Thieltsen, Karl
Thomasen, Benjamin
Thomasen, Thomas
Thompson, Theo.
Thorkilsen, Jonas
Thorne, Richard
Thorsell, Chas.
Thorsen, Aksel
Thorsen, Jens
Tietjen, B. H.
Torgerson, C.
Trede, Hans
Treiberg, P.
Treucrek
Tuhyanscki, Carl
Tuppit, C.
Turner, Fred
Tvede, James
Twaig, F.
Uhl, Theodore
Uhlig, Carl
Ursin, J.

Valentinsen, G.
Valtti, Jalmar
Valure, Harry
Van Der Molen, Derk
Verney, A.
Vittemajor, W. U.
Vogt, Chas.
Volkanen, Veda
Vold, O. P.

Walch, Michael
Wallen, Hjalmar
Wallgren, Mikho
Walters, Henry
Wathsted, Albert
Watti, Jalmar
Weigaard, Jens
Welch, L.
Wells, George
West, Wakon A.
Weitgren, I. M.
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Whinner, W.
Whiteworth
Wickman, P.
Willart, Fred
Williamson, W. A.
Williams, Seth
Williams, Thomas
Williams, Trevor D.
Willmann, William
Wills, Max
Wilson, J.
Wilson, John E.
Wittenborn, Hans
Weitgren, I. M.
Wold, Statius
Woldkouse, John
Wold, Olaf
Wrigi, F.

Ziehr, Ernest
Zoe, Frank
Zoe, Francis
Zoerb, Walter

PACKAGES.

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Anderson, Anders
Baardsen, Tillef
Balda. A.
Bergstrom, A.
Buas, Tomas
Christoffersen, Olaf
Ellefsen, Otto
Gasman, Geo. A.
Hansen, Karl
Hanson, Marins
Hendriksen, H. -1333
Iversen, Reidar
Johnson, George N.
Johanson, Nils A.
Johnson, W.
Jorgensen, Oluv
Korsberg, Wolmar
Laydon, D.
Lindroth, Erik
Madson, Olaf
Nelson, Hasmund
Olsen, -1244
Prieberg, P.
Raasch, O.
Rasmussen, E.
Rutter, T.
Summers, James
Torkildsen, Jonas
Trondsen, J. M.
Wakely, R. E.
Walters, Albert B.
Welsen, Julius
Willander, -876

ALASKA FISHERMEN.

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Adamson, Hjalmar
Andersen, C.
Anderson, Wm.
Bensen, John
Burman, Andrew
Berg, Andrew
Carlson, Arthur
Cefalia, Vinzenco
Eriksen, Johan
Ericksen, E. John
Fry, Fritz
Frost, Hans
Husby, Lars
Johansen, Johan
Johanson, E. O.
Johansen, Amiel
Johansen, A. C.
Johnson, Martin
Johanson, Hilma
Larsen, Julius
Larson, H. A.
Lizs, Otto
Mathisen, Emil
Nilson, O.
Roelfs, J.
Swanson, John
Widlund, O. E.
Walrath, G. O.

Seattle, Wash.

Abolin, Adam
Borgen, K. Sigurdsen
Dahl, Ben.
Fister, Johannes
Finnigan, I. H.
Hagen, Gunder
Jensen, Gustav
Johansen, Ingvald
Johnson, Axel
Nelson, Nels Wilhelm
Larsen, Fred
Magnuson, P. A.
Osterlund, Albert
Olsson, Sigfrid
Peterson, Andrew K.
Phister, Albert
Polhome, Mr.
Ridderstaff, Ernest
Rye, F. M. J.
Selback, Chris.
Slinning, Rasmus O.
Spellman, Tom.
Starks, John
Stein, George G.
Stixrud, Jack
Stromsness Oscar

Pt. Townsend Letter List.

Andersen, E. T.
Alango, John
Hermansen, L.
Johansen, John
Johnson, Ole
Moore, George
Mertz, George E.
Nachtigali, H.
Rosbeck, Gustaf
Shold, Chas. A.
Varner, C.
Wilson, Gus

Tacoma Letter List.

Buckland, Wm.
Christensen, Albert
Conley, J. H.
Ellison, Harry H.
Foss, Alfred
Flinkenberg, Alno
Freeling, Chas.
Hansel, C. M.
Hansen, Johannes
Jorgensen, ePter A.
Knappe, Adolph
Loren, A. L.
Marin, Joe D.
Mynchmeyer, Harry
Nielsen, C. W.
Nissl, Clemmens
Olsen, Martin
Olsen, O.
Petterson, J. M.
Plesner, Levi J.
Seblom, John
Simonsen, Sivgard
Strand, Chas.
Thoresen, Axel L.
Wessman, John

INFORMATION WANTED.

Any one knowing the address of Thos. Symington, age 59, last heard from in Seattle, Wash., 1908, will please communicate with John Sym-Chicago, Ill.

Any one knowing the whereabouts of John Burke No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

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INFORMATION WANTED.

Anyone knowing the relatives of Chas. Green, who was drowned at Nome, Alaska, October 5, 1913, kindly notify Coast Seamen's Journal.

John West, who was on the steamer Horatius in June, 1912, is inquired for by P. Ivers, River Darling, via Wenthworth, Australia. Please notify Sup't., No. 1 State street, New York.



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INFORMATION WANTED.

Arthur Griffith, alias Simmons, a British subject aged 28 years, 5 feet 6 inches in height, fair complexion, stout build, blue eyes, top false teeth, clean shaven, who is believed to sail on a coasting vessel between San Francisco and Portland, is inquired for by H. B. M. Consul-General. Anyone knowing his whereabouts please notify the British Consulate-General, San Francisco.

John Hansen, who was lookoutman on the S.S. "Argyll" some months ago, is wanted by the Union Oil Co. Anyone knowing his whereabouts please notify the manager Marine Department, Mr. Walter G. Tubby,

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INFORMATION WANTED.

A. J. Nielson, who was injured on the "Minnie E. Kelton" at the time of her loss, please communicate with H. W. Hutton, 527 Pacific Building, San Francisco, Cal.

Ten dollars reward will be paid by H. M. Hinchman, Room 509 Welch Building, No. 244 California street, for information concerning the present whereabouts of Olaf Pedersen, lookout, and Charles Johansen, quartermaster, who were members of the crew of the steamer Norwood in October, 1908.

George Albert Vaughan aged 47 of Handsworth, Birmingham, England. Was in New York city in 1902; worked as steward on New York and South American boats. Important Address, Rev. R. C. Cookson, 96 Monroe street, Brooklyn, N. Y.

News from Abroad.

London educational authorities have decided to place motion picture machines in a number of public schools.

Dr. Diesel, the inventor, who was mysteriously drowned from a steamer while crossing from Antwerp to London, left his family entirely without means.

Some remarkable flights have been made in Russia recently by an aeroplane capable of carrying its crew, ten passengers, enough fuel for twenty hours and 1760 pounds additional weight.

Because the tonnage over the famous Forth bridge in Scotland was 60 per cent. heavier last year than in the year when it was opened, much of the structure will be rebuilt.

An aerial cableway seventy-five miles long, the greatest in the world, will be built in Northern India to provide transportation for a region where the soil conditions make a railroad impracticable.

The Marconi Wireless Telegraph Company has been granted without monopoly a license by the Brizilian Government to establish wireless stations to receive and transmit oversea messages.

In connection with the International Conference on Safety at Sea it is noted that the London Firemen and Sailors' Union has adopted a resolution binding its members not to sign on any ocean-going steamer after May 1, 1914, unless such steamer carries wireless.

The President of the Republic of Panama has signed a degree prohibiting in the future the naturalization of Chinese in Panama. The census taken in 1911 showed 2313 Chinese on the Isthmus, 463 of whom were native born or naturalized. About fifty have become naturalized within the last two years.

The Bolivian Government has secured an important commercial concession from Chile in the shape of a suspension of all storage charges at the port of Antofagasta for goods in transit to and from Bolivia. It is estimated that the value of this concession is more than £100,000 monthly.

Sir John Jackson, Ltd., have been successful in their tender for a further extension of the harbor works of Rio de Janeiro, the Brazilian Minister of Public Works having accepted the design and price submitted by the firm. It is stated that the estimated cost is about $7,500,000.

Cable dispatches from Stockholm say that all Sweden is terribly excited over the rumors that link Princess Marie's name with two Russian officers accused of buying Swedish military secrets. The Princess, who is first cousin of the Czar of Russia, is reported to have fled to her father's home in Paris.

Suffragists attacked Premier Asquith recently as he was motoring to Stirling. Militants surrounded his automobile in the village of Plean and jumped on the steps. One of the women dumped red pepper into the car and another wielded a dog whip, but failed to hit the Premier. The women were dispersed by detectives. Asquith, who escaped unhurt, refused to have the suffragettes arrested.

With the Wits.

Spineless.—"Yes," said Mrs. Twickembury, "you seldom see Mr. Twickembury without a cigar in his mouth. He's a most invertebrate smoker."—The Christian Register (Boston).

In Spite of It.—Briggs—Bilkins writes best sellers, doesn't he?

Griggs—Yes, but he's all right. He's first-rate sort. When you get to know him you don't mind what he writes.—Life.

Trained.—Brown—You seem more satisfied with your wife's cooking than formerly. Has she learned with time?

Smith—No, I have.—Woman's Home Companion.

The Hard Part.—"I understand the text, all right," remarked Aunt Ann Peebles, after the sermon was over; "but the preacher's explanation of it puzzled me a good deal."—Chicago Tribune.

An Editor's Savings.—An editor who started about twenty years ago with only fifty-five cents is now worth $100,000. His accumulation of wealth is owing to his frugality, good habits, strict attention to business, and the fact that an uncle died and left him $99,999.—Editor and Publisher.

Will be Tame.—"Do you think your wife will be happy when she gets the vote?"

"I'm afraid she won't," replied Mr. Meekton. "Merely going to the polls and casting a ballot will seem pretty tame compared to organizing these great suffrage demonstrations."—Washington Star.

In London.—The door-bell rings. The mistress of the house answers it. A small child, the child of a near neighbor, is discovered on the doorstep.

The Mistress—What is it, Cissy?

The Child—Please, ma'am, mother wants to know if you'll be so kind as to lend her your recipe f'r makin' bombs. The last one she made only smelled bad and wouldn't bust!—Cleveland Plain Dealer.

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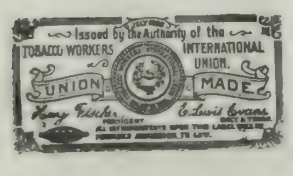
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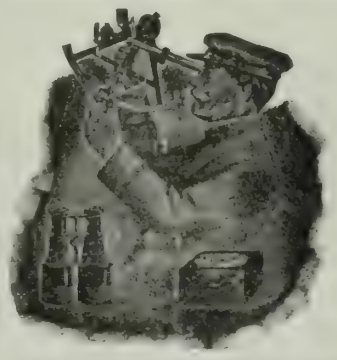


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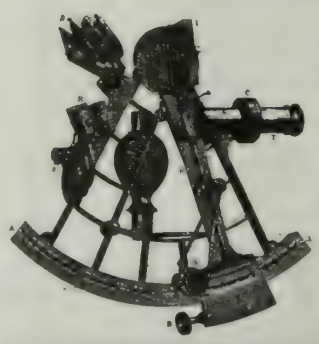
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Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XXVII, No. 12. SAN FRANCISCO, WEDNESDAY, DECEMBER 3, 1913. Whole No. 2254.

OUR MERCHANT MARINE.

"The Shame of the American Congress" is the title of a cartoon in the San Francisco Examiner of recent date. Two pictures show the state of American shipping in 1860 and in 1910. "Look at this picture" (1860), and we find the American clipper leading the nations of the world, with a tonnage of 5,300,000; "then at this" (1910), and we find the American steamship trailing along with 800,000 tons.

This comparison omits one rather important detail, namely, that the figures for 1860 include the total tonnage of the merchant marine, while the figures for 1910 include only the tonnage engaged in the foreign trade.

Presumably the "Shame of the American Congress" consists in some implication of responsibility for the decline of the American merchant marine, as shown by the Examiner's parallel pictures. The cartoon is "republished by request" from the New York American of June 23, 1910. The American Congresses of subsequent date may take whatever comfort they can from the reflection that their "shame" is inherited rather than acquired.

Turning from the Examiner's pictures to the official records, the case assumes an entirely different complexion. The most authoritative publication on maritime affairs is the Annual Report of the Commissioner of Navigation. The figures given in the latest Report (1912) show that in 1860 America and England possessed an almost equal amount of merchant shipping (about 5,000,000 tons), the former being slightly in the lead.

The figures for 1910 give England 19,012,294 tons; America, 5,058,678 tons. Germany and France are accredited with 4,333,186 and 1,882,280 tons, respectively.

Thus the United States, so far from being in the rear, is distinctly at the head of the procession, with the second largest merchant marine in the world.

Comparison on a One-Sixth Basis.

The wide difference between the official estimates for 1910 and the figures presented by the Examiner's cartoonist can be explained in but one way. The figures accompanying the cartoon represent the amount of American shipping engaged in the foreign trade. This small proportion (one-sixth of the whole) of our merchant marine has been used as a basis of comparison with the total tonnage of England (including all her possessions), Germany and France.

The tonnage figures for 1912 give England 19,874,360; America. 5,258,487; Germany, 4,628,983; France, 2,052,518.

These figures, taken from Lloyd's Register (1912-13), include only seagoing vessels of over 100 tons. The figures of all vessels (barges, tugs, etc.), increase the total tonnage of the American merchant marine to 7,714,183 at the present time.

During the twenty years (1892-1911) the tonnage of vessels constructed in the United States greatly exceeded that of any other nation, Great Britain alone excepted.

Only one other nation (Germany) has built more tonnage than the United States in any one year during this period.

Accompanying the Examiner's pictorial representation of shipping conditions in 1860 appears the legend:

Then

"Between 1806 and 1860 ninety-two per cent. of our foreign trade carried in American ships; only eight per cent. in foreign ships."

The contrast between these conditions and those of 1910 is shown thus:

Now

"Less than six per cent. of our foreign trade now carried under the American flag; more than ninety-four per cent. in foreign ships."

New Method of "Striking the Average."

By way of further enlightenment we are informed that 1860 was a period "when our tariff laws favored American ships"; whereas 1910 was a period "when our tax laws favor foreign ships."

Reference to the Government statistics shows that the proportion of the value of our foreign commerce carried in American ships reached 92 per cent. in only three years during the fifty-five year period, 1806-1860. In the latter year the proportion was 67 per cent. The average for the whole period was 81 per cent.

The Examiner's cartoonist has taken the maximum existing during three years and presented those figures as the average for fifty-five years.

Moreover, the Examiner's figures are based upon the value of our foreign commerce, leaving out of the calculation all estimates of tonnage. The latter, besides being at least an equally reliable basis of comparison, presents the subject in a light more favorable to the American ship.

The most important point in this connection is not a matter of correcting percentages but of determining the causes leading to the change in conditions during the period in question—that is, between 1806-1860 and 1861-1910.

During the former period, as the official figures show, American vessels carried on the average 75 per cent. of the tonnage of our foreign commerce. During the latter period the proportion at one time (1880-82) dropped to 19 per cent. This change in conditions, we are informed, is due to a change in the laws, hence the "Shame of the American Congress." Let us for a moment consider the facts.

Some Historical Facts

The latter part of the eighteenth and the early part of the nineteenth century marks the period of the Napoleonic wars. The shipping of European nations was, of course, subject to constant risk of capture.

As a result of the neutral position occupied by the United States, much of the commerce of foreign nations was enrusted to American ships. During a good part of this period the larger proportion of the trade carried on in American ships was in the nature of foreign commerce. Our ships sailed unmolested from one foreign port to another. Further, the larger part of the commerce from American ports consisted of foreign products reshipped in American vessels. By the exigencies of war a large part of the commerce of the world was diverted from foreign to American ships.

It hardly need be said that throughout this period America enjoyed a great advantage over other nations in the matter of shipbuilding. Wood was then the sole material of construction. The forests of New England supplied an abundance of the best timber suitable for hulls and spars. The American shipbuilder excelled in the construction of fast clipper ships, which were in constant demand for the transportation of precious and perishable cargoes.

The American ship was manned by the best seamen in the world, whose exploits were the marvel of the times. Many ships were built in American yards for foreign owners.

These natural advantages served to maintain the lead of the American ship in the foreign trade down to 1864. It is estimated that during the fifteen years (1847-1861) fully 63 per cent. of American tonnage was engaged in the foreign trade, carrying cargoes between foreign ports.

In 1864, for the first time in our history, the balance was against the American ship. In that year the proportions of tonnage of American and foreign vessels entered and cleared in the foreign trade of the United States were 46 and 54 per cent., respectively.

A Revolution That Went Backward

The decline of American shipping in the foreign trade has continued constantly. In 1910 the proportions were: American, 22 per cent.; foreign, 78 per cent. The latest figures (1912) show a slight improvement upon the tendency of the previous forty-seven years. American shipping in the foreign trade is now accredited with 25 per cent.; foreign shipping, 75 per cent.

The causes of this decline are as clearly traceable to natural law as are the causes of our supremacy in the earlier period.

In the latter 'Forties it became apparent that a great and lasting change had taken place in the character of the world's shipping. The substitution of iron for wood as the material of construction, and of steam for sail as the motive power of ships, had operated to transfer the advantage in shipbuilding from the United States to Great Britain. The construction of wooden ships in American yards still continued, but orders for vessels on foreign account ceased. The passenger and cargo traffic was rapidly transferred to the new and more expeditious class of vessel.

Despite this tendency, the predominance of American shipping in the foreign trade was maintained for many years. As already stated, it was not until 1864 that the balance was transferred from the American to the foreign vessel. The American ship held her own with fair success during the period of transition from wood to iron and from sail to steam. Now occurred an event of such mighty import as to seal the fate of the American foreign-going ship for generations to come.

Effects of the Civil War.

The Civil War created a condition the opposite of that which existed at the beginning of the century. Then American shipping had the advantage of immunity from seizure by European warships. Now, with the outbreak of war in the United States, American shipping was placed in danger of capture by privateers. As is well known, a very large amount of our shipping was thus destroyed. Insurance rates were increased to a prohibitive figure. In five

years (1862-1866) more than 775,000 tons of American shipping was transferred to foreign flags—"sold to aliens," as the transaction is officially described.

In the same period the total American merchant marine suffered a net loss of over 800,000 tons. In one year (1866) the percentage of loss was 15.42. In seven years (1860-1866) the percentage of American tonnage in the foreign trade fell from 71 to 44. The loss of tonnage thus suffered was not made good until forty years later.

In 1900 the tonnage of American ships in the foreign trade equaled that of 1860. Relatively to the proportion of foreign ship tonnage, however, the American ship has never regained the position occupied at the beginning of the Civil War.

The tonnage of American shipping in the foreign trade has been constantly increasing since 1889. The fact that the proportion of that tonnage has not kept pace with the increase in our foreign commerce signifies merely that our shipping has not increased to an extent equal to the increase in all other industries combined.

Operation of Natural Laws.

To sum up: The United States to-day possesses the second largest merchant marine in the world. The original supremacy of our merchant marine was due to our advantages in respect to the character of shipping and neutrality as between the foreign nations then at war. The decline of our shipping in the foreign trade began with the revolution in the character of shipping and was consummated by the losses due to the Civil War.

Since the close of the War the development of our shipping has, for obvious reasons, been mainly in the coastwise trade. Much of this trade is coastwise only in the technical sense, as, for instance, the trade between Atlantic and Pacific ports. Over 3,000,000 tons of shipping (in the total of 5,000,000 tons) consists of vessels each measuring from 2,500 up to 20,000 tons. These vessels, for all the purposes of sea-going craft, are equal to the vessels of the same class under any other flag.

The various laws enacted by Congress during the period covered by this brief review have doubtless had their effects in promoting or discouraging the shipping industry. This is a question that might well constitute the theme of a separate article.

In the presence of the great natural laws whose operation we have noted, it seems ridiculous to suggest that the history of the American merchant marine has been determined by any act of Congress, or by all the acts of Congress combined. The chief misfortune of the American merchant marine lies in the character of the methods pursued by some of its friends.—Walter Macarthur, in S. F. Star.

BOOSTERS AND BOOSTING.

The newest profession is that of the "booster." He is usually a very affable gentleman who goes from town to town urging business men to let him run a city boosting campaign. Having secured a contract he organizes a boosting committee, advertises liberally in the papers urging the people of the city to buy home-made products; has some kind of public exhibition arranged where a display of products made in the town is made, induces as many as he can to come and look at them, does considerable in the way of noise and shouting, and then goes on to the next city for a similar contract. In a little while things quiet down and the boosting campaign is forgotten until the next "booster" comes around.

What good is there in all this? About as much as in a man lifting himself by his bootstraps. Then why do so many business men encourage such folly? Some do so merely because others do, and they do not want to appear as though they lacked interest in their home city. But most of them do so because they are desperately in need of additional business, have never given much thought to fundamental principles, and like many persons suffering from stubborn ailments, will listen to a fraudulent quack in preference to undergoing rational treatment.

Of course if the boosting campaign could succeed in one city it could in all. The result would be that instead of the people of each town buying the things most satisfactory to them in places where they could do the best, they would only get for their money what their own town afforded. Local business men might get customers they did not get before, but they would be sure to lose trade also. In the end there would be no increase in business, while purchasers would have less to show for their money.

If boosting should succeed in benefiting business in any particular town, and no other place followed suit, the final result would still be little help to most of the inhabitants. The exceptional conditions would make the privilege of living in the town exceptionally valuable. That would mean higher land values and higher rents. While it is not a valid argument against anything good in itself, that it will benefit none under existing conditions but landowners, it is a valid argument against spending of money or effort to secure it by those who don't own any of the land. When the city booster comes around, business men who are wise, will refer him to the landlords. If boosting will help a city at all, these are the ones who will reap the benefits and ought to pay all expenses.

SEA POWER-PLANTS.

No practical man who looks at the breakers crashing on a sea-beach can have failed to lament the wasting of so many millions of horse-power in all parts of the world. And yet no effort to recover and use any part of this power has been permanently successful on a commercial scale. The ocean as a source of engineering profit has been a failure. Tidal power-plants, wave-motors, plans for recovering the gold which sea-water undoubtedly contains—all have been unsuccessful. A recent scheme to utilize differences of temperature in the ocean depths is also believed by experts to be difficult of realization. A correspondent of Engineering News undertakes to furnish one of the reasons for at least some of the failures. This gentleman, Benjamin Brooks, of Kansas City, Mo., writes as follows:

"Having seen the great majority of these wave-motor schemes end in a pile of wreckage, I realize the almost impossibility of maintaining any floating structure exactly over a given point on the surface of the ocean, or connecting it to anything else in a mechanical way. Many of us well know the difficulty of keeping a dredger exactly where she belongs, even in comparatively smooth water, with steel-shod post-anchors and wire-cable guys. Consider, then, the difficulty of keeping a floating power-plant exactly centered over a 12-foot flume, 1,800 feet long, during a South Pacific hurricane! And, if we succeeded in this, how long would it take her to ram herself to pieces on the upper end of it? . . .

"There are some sources of power which, though enormous in extent, never have paid for the difficulty of maintaining the necessary plant to use them. Gasoline-engines have supplanted the windmills. Countless wave-motors have gone to pieces before any dividends were forthcoming, and left steam-engines operating on the beach; so . . . a careful look at the difficulties beforehand will hasten the achievement, and possibly block the unscrupulous promoters who would use it to operate on the gullible."

MUNICIPAL OWNERSHIP GAINS.

Each year more of the cities of California are operating public utilities. They have learned the lesson taught by the prosecution of the bribegivers in San Francisco. The chief result of the good work of Rudolph Spreckels and Francis J. Heney in those cases has been to make it plain that the source of municipal corruption is privilege. The control of public utilities by private persons is the canker that is rotting American municipal life.

Over sixty-two cities in California have municipal water works. Many are generating electricity. Some purchase electricity wholesale, and supply consumers from the water plants at a great saving. Santa Clara operates its gas, electric and water systems under municipal management.

More than half of the cities are discussing municipal water. San Francisco voted for Hetch-Hetchy bonds of $45,000,000 in 1909 for water and power, and Los Angeles is to issue more bonds to complete her great water and electric power system. The water and electric companies are being assisted by a corrupt press in both cities in their endeavors to prevent the building of these utilities.

Reedley decided unanimously to take over and enlarge its water system. Newport Beach voted 138 in favor to 5 against water bonds. Oxnard has commenced to operate its water plant. Glendora sold $25,000 water bonds voted last August. Montague voted 8 to 1 for water bonds. Red Bluff is to vote on water supply.

Burlingame has just commenced to operate its water works. Tulare has taken over and will extend its water system; total cost, $100,000. Fullerton will vote on extensions, and Sanger will hold a water election. In South Pasadena a campaign is on for water bonds. Davis is to take over its water works. San Diego has voted for $1,000,000 bonds to develop and improve its water supply. In Colusa the company offers to sell the water system to the town.

Avalon, on Catalina Island, will acquire all of its utilities—water, electric light, sewer and salt water system. Berkeley clubs urge municipal gas, electric light, water and street railways. Fullerton will build a municipal gas system.

The Water District law has enabled Richmond and the adjoining territory to secure a permanent water supply. In Alameda County, Washington Township and Oakland and its surrounding cities are considering similar action.

The good example of San Francisco operating its Geary Street Municipal Railway for nearly a year, and with signal success, has caused the cities on the other side of the Bay, in Alameda and Contra Costa counties, where the Oakland Traction Company is operating, to take steps under the District law to acquire the property of that company, as well as the Key Route Ferry system. In Los Angeles, corrupt influences have been endeavoring for more than two years to prevent the building of a municipal electric railway to its harbor.

The strength of organized labor lies in its weakness. That which it lacks in power of compulsion it gains by appeal to rational human ambition and intelligent perception of right and wrong. Right enjoined by force becomes wrong, and therefore fails.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Our Immigration Problem.

Like Niagara, the flood of immigration to the United States continues unabated. Most remarkable is the fact that the Southern Italians continue to pour into this country in an ever-increasing volume. During the month of September there landed at American ports 31,804 Southern Italians. Closely following came the Hebrew, with 18,141. A close third was Polish, with 14,319. Then comes Croatians and Slovenians, 6,011; Germans, 8,102; English, 5,679; Northern Italians, 4,586; Irish, 4,524; Scandinavians, 4,384; Russians, 3,963; Ruthenians, 3,578, the balance being scattered between twenty-seven different nationalities, with a small number not designated as to nationality. The total immigration for the month of September was 136,247. The increase over the previous month, August, was 10,067 immigrants. Classified according to occupations, the September immigration list included: Farm laborers, 30,345; laborers, 24,421; servants, 17,103. Among those declaring themselves as tradesmen were 3,647 tailors, 1,748 carpenters and joiners, 1,636 seamstresses, 1,266 dressmakers, nearly all of the known trades being represented in the remaining number included in this classification. The distribution of these immigrants forms another interesting chapter in the immigration story. Those admitted during September were destined as follows: New York, 40,535; Pennsylvania, 22,646; Illinois, 12,132; Massachusetts, 9,949; Ohio, 7,768; New Jersey, 6,531; Michigan, 5,265; Connecticut, 3,983; while the balance were distributed to the various other States. There were debarred during the month under consideration 2,337, the greater number being excluded because of the likelihood of their becoming public charges. For the months of July, August, and September there have been admitted to the ports of the United States 400,671 alien immigrants. During September there departed 19,241 emigrant aliens, and for the three months, July, August, and September, 68,917 emigrant aliens departed. If the ratio of immigration continues during the balance of the fiscal year the same as the three months just noted, July, August, and September, the total immigration for the year will aggregate 1,602,684, or the largest immigration ever recorded in the history of this country. The greatest number of immigrants admitted in any fiscal year heretofore was in 1907, when 1,285,349 were admitted to this country. From the above statistical information it becomes apparent that Congressional action will have to be taken soon if the submerging of American citizenship is to be avoided. The constant stream of foreigners, most of whom are exploited by the large corporations, cannot rise above their squalor, long hours, and meager wages, with an ever-increasing number of aliens being crowded into the labor market. The immigration bill passed by Congress at the last session and vetoed by President Taft would have afforded some relief. But there is an invisible influence at work constantly to thwart any efforts to reduce this foreign human cataract. It is with little difficulty we trace at least a part of this influence—but the crux of the whole situation is that employers of labor are desirous of always having a crowded labor market to draw from, that workmen will be compelled to compete with one another for jobs. The present situation must be corrected by the passage by Congress of an effective immigration bill.

Practical Fraternity.

The recent consolidation of newspapers in Denver created a situation which the local Typographical Union met in an effective manner. These consolidations had the effect of abolishing the positions of approximately fifty men. In the emergency the local Typographical Union passed a five-day law, whereby all union printers holding situations are to work but five days in any one week, thus giving an opportunity for those who have lost their positions through the consolidations and the dullness in the book and job branch, to secure at least a little work. In addition to this the union has authorized its executive officers to furnish each member who desires to leave the city a sum not to exceed $50, thus giving those who desire to look for work in other cities an opportunity to do so. This provision, however, applies only to those whose cards were deposited with the union prior to the date on which this offer was made. This action on the part of the union printers is merely indicative of the fraternity and good will which exists in the organized labor movement.

A Travesty.

Letters are being sent out from New York by a so-called labor agency, the substance of which state: "Foreign laborers are now available in this city for less wages than you can secure men for in your State. Are you in need of any? If so, we can offer for immediate shipment any number of them of any desired nationality." These letters are being distributed all over the country, and show the manner in which large numbers of immigrants are peddled throughout the country for the purpose of reducing wages.

Worthy of Emulation.

The Cedar Rapids Tribune is authority for the statement that the Evening Gazette in that city is conducted by men who are eminently just and fair. Some years ago a policy was inaugurated by this paper which gave to the older employes in the composing room an increase over the wage scale of the union. Under this system all men in the composing room, with but one exception, have been drawing from $52 to $400 per year more than the minimum wage mutually agreed to by the Typographical Union and the management. Last January the Printers' Union, after a series of conferences with the employing printers, entered into an agreement which

(Continued on Page 11.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeland Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts Maritimes de France, 33 rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S, Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federacion Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

Business Manager Grimes of the Fishermen's Protective Union, a Socialist, was elected to the Newfoundland House of Assembly.

As a protest against the trial on criminal charges of certain factory hands in St. Petersburg, whose sole offense was that they struck for more pay, 65,000 workmen throughout northern Russia walked out.

Arturo Caroti, an Italian Socialist who worked for the party in this country for many years, returned to his native country and at the last election was elected to the Italian National Chamber of Deputies as member from Florence.

How the firm Krupp, with their net annual profit of one and one-half millions, pay their employes, is vividly shown in a report received from Westerland. The trade unions have definitely ascertained that the workers in the Krupp works have debts for bread amounting to £4,000. The fathers of families earn 60-80 marks per month.

The St. Petersburg Metal Workers Trade Union had the intention of conferring with the directors of the Schukert works in St. Petersburg for the purpose of clearing up differences and avoiding a strike. The factory management stated, however, that although they had no conscientious objection to this manner of settling the matter in dispute, they could not avail themselves of same, as the convention of the United Employers in St. Petersburg forbade direct negotiations with the workers' organizations.

Russia is facing a wave of labor unrest unparalleled in the history of the labor movement in that country. In Moscow alone the loss through strikes last year, as compiled by a number of leading manufacturers, aggregated 1,320,000 rubles. The last half year the number of strikers has increased 30,000, and there are no signs of abatement. Efforts are also being made by workers in some of the leading cities to form organizations similar to the unions in America. At present such organizations are illegal. Two members in the last duma have indorsed the movement.

Employers in England are profoundly worried by the strike movements of the day. They are worried by labor leaders of the type of Jim Larkin, who speak of raising "the fiery cross" and plunging all of England in a general strike. According to dispatches, the employers of the United Kingdom are now raising a fund of $250,000,000 with which to shield themselves from these strike waves. The employers of the United Kingdom no doubt are brainy men. But brainy men, too, may often have their sight obscured. Apparently the rift between the heads of British industry and the men who labor is too wide to permit the employers even a remote glimpse at the lives and into the homes of the working classes. "Jail is heaven compared to the horrors of the Dublin slums," Jim Larkin asserted in a speech the other day. What is true of the slums of Dublin is true of the slums of London and other cities. Conditions which make slum life worse than jail are social dynamite. They cause the explosions which are called general strikes.

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INFORMATION WANTED.

Kasper Olsen, a native of Fredrikstad, Norway, age about 25, is inquired for. Address Christ Hansen, Port Ludlow, Wash.

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UNION LABEL OF THE
United Hatters of N. A.

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JOHN A. MOFFITT, President, Orange, N. J.
MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

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INFORMATION WANTED.

This is to certify that on the 27th day of February, 1911, one Mathias Lagman, then nineteen years of age, was a seaman on board the S. S. "Paloma," Cuban flag; that when said vessel was lying at anchor in the Port of Cabarian, P. R., at about 8 o'clock in the evening, Lagman, who had been working with other men at painting, was walking between decks in the dark, when he fell through hatch No. 4, which had been left uncovered. He was picked up in the hold and it was found that he was paralyzed from the waist down. This young man was subsequently taken to Russia, where his mother, who is very poor, is taking care of him.

It is believed that the owners were negligent in failing to have the hatch covered, and in failing to have or furnish proper lighting for the 'tween decks at the point where Lagman fell. If these facts can be proven, some relief might be obtained for this unfortunate boy.

The following are the men who signed on the articles with Lagman, and who had been working with said Lagman:

C. Jones, C. J. Johnson, F. Johan, M. Lanhard, E. Randal, W. Paulson.

Any seaman who will locate these men or send their addresses to the Legal Aid Society, No. 1 Broadway, New York City, will be doing a great favor to said sailor, and to S. B. Axtell, attorney-in-charge.

For similar reasons we desire to communicate with the following men who were members of the crew of the "Lyman M. Law" in October, 1911, when Edward S. Tennberg was severely injured on the trip between Boston and Norfolk:

Adolph Dittmer, John Olson, Harold Herman, Charles Newberg, James J. Kelly.

INFORMATION WANTED.

Adolf Theining, a native of Vannersborg, Sweden, is inquired for by his mother. Address, Coast Seamen's Journal.

Walter Jorgesen Clang, born in Aaland Yetta, Ostro Yetta, is inquired for by his uncle, John Clang. Address Coast Seamen's Journal.

George Alfred Hall, last heard of on the Sch. "Sehome" in June, 1913, will please communicate with his brother, Walter Hall. Address 790 18th street, Oakland, Cal.

Rudolph Kurella, born January 5th, 1868, at Grabowo, Germany, is inquired for by the German Consul-General at San Francisco, Cal.

Oscar Osolin, John Lind, M. Elone, John Anderson, Thomas Pukki, Alex. Tuominen, Chas. Grouberg, who were on board the steamer "Fifild" April 7, 1913, please communicate with the Coast Seamen's Journal.

Anyone knowing the whereabouts of John Owens, age about 24, last heard of in Sydney on the barque Misbeck, November, 1912, please communicate with Coast Seamen's Journal.

Lasker Munter, of Spokane, Washington, born 1884, left home in 1903, is inquired for by his father, Adolph Munter, Spokane, Washington.

San Pedro Letter List.

Alver, Con	Lemke, Richard
Anderson, David	Lewet, Frenchie
Andree, E. A. -1410	Linderman, Gust
Ahlgren, Alfred	Lister, W.
Anderson, Karl -1762	Loining, Herman
Andersen, M. -1874	Larsen, Peter
Anderson, A. -1045	Lindholm, Charles
Anderson, Gust	Lindgren, Gust
Anderson, W. -1630	Lovera, Paul
Anderson, Ernst	Larsson, Axel
Anderson, Henmind	Lindberg, Gust
Anderson, Patrick	Lassman, Oskar
Anderson, Soren	Lundquist, A.
Alexandersen, Paul	Martinson, E.
Ahlstrom, Anders	Manners, C.
Anderson, Ed. -1739	Marden, Gus.
Anderson, George, -1812	Monterra, J. (Reg. Letter)
Anderson, Mr.	Mayer, W.
Berndt, Hugo	Makinen, Oskar
Behrsin, Jacob	Maatta, John
Benson, Helge	Miller, John
Berhus, Emil	Mayers, P. M.
Buchtman, F.	Mikkelsen, Harald
Bengtsson, C. -1924	Nikander, Dan
Brandell, Harry	Nelsen, Michael
Ceelan, John	Nass, Thorvald
Cristensen, H. -1366	Nelsen, Julius
Carlsson, Aksel -1220	Nelson, Hans
Carlson, Gust W.	Olsen, W.
Carlson, Gustif	Olsen, Sckutar
Collins, E. F.	Olsen, Marius
Dean, J.	Olsen, Olav
Dougal, A.	Ogilvie, W. A.
Engstrom, Charley	Osterberg, C.
Erdt, Anton	Pedersen, A. -1564
Ekholm, F.	Petersen, Aage
Eriksson, C. -333	Peterson, Tom
Farrell, Henry	Pedersen, Peder
Flebe, Fritz	Phillips, K.
Falbom, Richard	Pekman, Ernest
Franke, Karl (Reg. Letter)	Persson, H. W.
Glasse, Gust	Pedersen, Lars R.
Hammer Johan C. -2853	Petterson, C. -1287
Hovi, Andrew	Preusse, Fred
Hengst, Otto	Rantman, Robert
Hederstrom, Torvid	Rudowitz, H.
Holmstrom, Fritz	Rignell, J. V.
Hansen, Nils -989	Stephan, M.
Hannus, Alex	Schonke, Frank
Hausman, Mr.	Sievers, G. F.
Hass, James	Schmidt, L. -2492
Hansen, Herald	Schultz, Albert
Hansen, Johannes	Swanson, Hugo G.
Helenius, Oskar	Sjoblom, A.
Hintza, Yrjo	Seirewaag, Halvor
Iversen, Ivar	Sparkes, A.
Jensen, Jens B.	Sandstrom, O. H. -1810
Johnson, George	Thomel, Egon
Jorgensen, Jorgen	Thompson, Harry
Johnson, Gunnar	Thogersen, Peder
Johansson, Fritz W.	Tollefsen, Ragnald
Jonasson, O. M.	Thorsen, Joe
Jansson, Leonard	Torgersen, Anton
Jensen, Jens	Thomsen, Th.
Jorgensen, Fred	Waywood, August
Johnson, Leonard	Webber, Fred. -1176
Johansson, A. -1874	Wikstrom, William
Kalnin, Ed.	Waaland, Lewis
Kallberg, Arvid	Wilson, A.
Kardinal, O.	Warkala, J.
Karsten, Hugo	Zorning, Arthur
Kinnar, K.	Zunk, Bruno
Kashluhn, Frank	**Packages and Photos.**
Lindholm, Erik A.	Anderson, Axel P.
Lauritson, George	Kalnin, Ed.
Leino, G. F.	Larsen, James Chr.
Lewis, George	Nordman, John
Lindeberg, Ernest	Olsen, Nick
	Stammer Johan C.

Honolulu, H. T.

Austin, Frank	Lenmel, Ch.
Anderson, Fred	Lentown, Ernest
Anders, Anderson	Karlson, Oskar
Anderson, C. M.	Kjarsgaard, Hans
Andowitz, H.	Murphy, Daniel
Anderson, E. K.	Melthven, E. R.
Anderson, C. E.	Machado, Henry
Anderson, Axel	Moyer, Edwin S.
Cleber, Hugo	Nulsen, C. A.
Clancy, James	Hilton, Nilo
Carlson, C.	Nordling, C.
Carlson, Axel.	Olander, Karl
Christensen, Anton	Olson, J. H.
Elmiers, Alex.	Olson, Ernest
Ehbert, August	Perrien, Sam
Edgerton, J.	Peterson, Dinas E.
Haven, F.	Sorenson, Ed.
Hansoln, Pet.	Slimla, A. W.
Heykes, Aloysius	Sjoblom, Gustaf
Hanson, Max.	Salverson, Swerdrup
Hastad, Siguid	Saarela, P.
Hanson, Jorg	Shotis, A.
Henderson, Harry B.	Slattery, W.
Hanson, Chris.	Sundson, O. F.
Irwin, Robert	Sverest, Herman
Ivars, Carl	Smith, Sam J.
Ireks, Willie	Viloot, J.
Jensen, Hams	Werner, Paul
Lundberg, I.	Wonderroach, H. J. F.
Langer, Robt.	

INFORMATION WANTED.

Fred (Albin) Swanson, a native of Malmo, Sweden, aged about 25, is inquired for. Address, Coast Seamen's Journal.

Nils Johnson, who was wrecked in the American bark Oasis, Sept. 2, 1887, is inquired for by W. F. Hohenschild, Berkeley, Cal.

Albert Christensen, native of Byrum Laso, last heard of in San Francisco in 1910, is inquired for by his brother. Address, H. C. Christensen, Scandinavian Sailors' Home, San Francisco.

Albert Smith, a native of Cork, Ireland, who left the American ship John C. Meyer, on Feb. 20, 1911, is very anxiously inquired for by his wife. Please notify British Consul General at San Francisco.

Pacific Coast Marine.

Reports from Seattle state that the American steamer "Leelanaw" may be put in the trans-pacific service owing to the immense amount of freight offered in this direction.

To become a barge, the ship "W. F. Babcock" has been sold by C. R. Bishop, of San Francisco, to New York purchasers, to whom she will be delivered upon completion of her present voyage from Vancouver to South Africa. She was built at Bath in 1882.

No opposition has developed to the action of the Portland port commission in passing an emergency ordinance ordering the issuance of $900,000 in public dock bonds. The money will be used in continuing the construction of Portland's system of municipal docks.

Practically all cargo space on every trans-Pacific berth liner leaving Victoria, Puget Sound ports and the Columbia River has been booked up to March 1. Several extra boats have been chartered to help the regular carriers. Flour and wheat are furnishing the bulk of the shipments.

Another famous windjammer, the American barque "Nuuanu" (ex "Highland Glen"), in the sugar trade between Hawaii and Philadelphia, now at Seattle, has been purchased by the General Petroleum Co. of California from J. Barneson. She will be converted into an oil-tank barge.

The purchasers of the steamer "Curacao," wrecked at Warm Chuck, Alaska, several months ago, have succeeded in salving about 300 tons of general merchandise off the vessel, but have suspended operations until next June, when an effort will be made to take 900 tons of coal out of the vessel's hold.

The Luckenbach freighter "Pleiades" resumed her interrupted voyage to Balboa last week, leaving for the Isthmus with a full cargo of general merchandise. While bound out four weeks ago the "Pleiades" was in collision with the steam schooner "Thomas L. Wand," receiving damage which necessitated her being laid up for costly repairs.

The marine department of the San Francisco Chamber of Commerce has received a report that the United States naval collier "Ajax" was driven ashore on the island of Guam during a typhoon prior to November 17th. No details of the storm were given. The "Ajax's" engines were disabled, and the advices stated that the collier would be towed to Olongapo for repairs.

Suit was recently brought in Seattle against the Northwestern Fisheries Co., owners of the barque "Guy C. Goss," and J. T. Kitutake, an employment agent, by John Middleton and Neil McMenern, who allege they were forced aboard the barque at the point of a revolver and forced to work on the vessel up to Alaska and back. They have filed separate suits, Middleton asking $7,500 and McMenern $5,000.

The port of Portland district, in its first quarterly report for the new 1913-1914 shipping season, shows off-shore cargoes totaling 31,944,053 feet more than during the months of July, August, September and October, for 1912, while 10,381,592 feet more have been floated for domestic ports than during the corresponding quarter of last season. These figures are based on the port year, which starts July first.

The Union Iron Works of San Francisco has purchased the steam-schooner "Iaqua" and will convert her into a salvage steamer, further increasing the wrecking facilities at San Francisco. The work of fitting the "Iaqua" out as a wrecking steamer will be done at the United Engineering Works in Oakland. The only salvage steamer for seagoing purposes heretofore on San Francisco Bay was the "Greenwood" of the Whitelaw Wrecking Co.

It is announced by the Royal Mail Steam Packet Co., which concern for the past few months has been operating a service of steamers to the North Pacific Coast via the Suez Canal and the Orient, that the British steamer "Beachy" will be dispatched next month from this Coast direct to Liverpool via Magellan Straits. The closing dates for cargo by the "Beachy" are: From Tacoma, Dec. 5; Seattle, Dec. 7; Vancouver, Dec. 10, and, provided sufficient freight is offering, the steamer will touch at Victoria.

Advices to the marine department of the San Francisco Chamber of Commerce from London report that the cost of the principal marine casualties during October is estimated at well over half a million sterling. This is admitted to be the heaviest total this year. October was noteworthy for the withdrawal of the underwriting agreement respecting insurance on hulls. Rates are being well maintained, however, and while losses caused by total wrecks and average claims continue heavy, underwriters may be expected to stand firm.

The American freighter "Damara," which has been released by W. R. Grace & Co. to her owners, the Luckenbachs, is to be converted into an oil burner. The work will be done at the Union Iron Works. When the conversion is completed the "Damara" will load a full cargo of salmon for New York. It is unlikely that the "Damara" will be seen here again until the Panama Canal opens. She goes to the Atlantic by way of Magellan, and it is understood that the Luckenbachs will utilize the huge ship in their coasting trade until the big ditch is ready for the commerce of the world.

Dodwell & Co., of San Francisco, have closed negotiations for the charter of the British steamer "Messina," 2757 net tons, to load general cargo on this coast for the Orient. For some time past the regular liners have been unable to handle the freight offerings from the Pacific for ports in the Far East and a number of chartered vessels have been pressed into service. Dodwell & Co. recently loaded the British steamer "Rupert City" with wheat and general freight for the Orient, and a number of Japanese freighters have been fixed by other companies for voyages with wheat and flour.

The Charles Nelson & Company's new steam-schooner, the "Wilmington," has the distinction of being the largest wooden vessel in the Pacific Coast lumber trade. She is 210 feet in length, 42 feet beam, 15.4 feet depth of hold. She has capacity for about 1,100,000 feet of lumber. The vessel is an oil burner and has her engines aft with the boilers above, providing additional cargo space. On the trip up the Coast she made 13 knots, but her owners will be satisfied if she will develop nine knots when loaded. The "Wilmington" is under the command of Capt. John Ramselius and carries a crew of twenty-five men. She was built at North Bend, Oregon.

A renewal of the charter with the American-Hawaiian Steamship Company for the services of the passenger and freight steamer "Honolulan" has been effected, and the vessel is to be retained in the San Francisco-Honolulu traffic by the Matson Navigation Company until the last of July, 1914, at least. The new steamer schedules soon to go into effect by the Matson Company will include not only the recently completed "Matsonia" and the now launched "Manoa," but also the "Honolulan," which for the past several years has been operated by the Matson interests as a passenger and freight carrier in the island trade. The charter under which the "Honolulan" operated was to have expired with the latter part of this month.

While the Pacific Coast Company's steamer "President" was bucking into a heavy southerly sea 130 miles north of Cape Blanco on the evening of the 26th ult., Frank Leatham, of San Francisco, a steerage passenger, was washed overboard from the forecastle-head by a heavy comber. The vessel was immediately stopped. Lifeboat No. 1, in charge of fourth mate J. Shane, O. Jurascheck quartermaster, and manned by four seamen, was lowered into the water. No sooner had she gotten clear of the davit falls, however, than a tremendous sea dashed her against the ship's side and smashed her into bits. Three of her crew succeeded in getting hold of lines thrown to them, and were rescued, but fourth mate J. Shane, quartermaster O. Jurasheck and seaman H. Hansen, all of San Francisco, were drowned. Shane, Jurasheck and Hansen were members of the Sailors' Union of the Pacific.

On a 15,000-mile maiden voyage, calling for not a single stop, the new liner "Matsonia," which will be placed in the San Francisco-Honolulu service of the Matson Navigation Company, left New York on the 25th ult. It is customary for vessels coming from the east coast via Magellan to make at least two stops for fuel en route, but the "Matsonia" will be able to steam direct, having on board sufficient fuel for the long voyage, which will take about forty-four days. In the steamer's fuel tanks when she left New York were 27,000 barrels of oil. The "Matsonia" is bringing out a cargo of general merchandise loaded at Philadelphia and New York. On board the new liner, as guests of the Matson Company, are Colonel Sam Parker of Honolulu and several others. No regular passengers are being carried. The "Matsonia" comes out in command of Captain Peter Johnson, formerly master of the "Wilhelmina," whose staff includes Chief Officer W. H. Myers, Chief Engineer C. C. Kinsman and Chief Steward Joseph Farrell. In the wake of the "Matsonia" will soon come out on her maiden voyage the new Matson liner "Manoa," which is now receiving the finishing touches at Newport News. Like the "Matsonia," the "Manoa" will be a noteworthy addition to the Matson fleet plying between the Golden Gate and Hawaiian ports.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone, Kearny 394; (Advt.)

International Seamen's Union of America.

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.

THOS. A. HANSON,
570 West Lake St., Chicago, Ill.

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(Continued on Page 11.)

Coast Seamen's Journal

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I. M. HOLT.....Manager

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NOTICE TO CORRESPONDENTS.
Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, DECEMBER 3, 1913.

ANOTHER "FAKE" MUTINY.

During the past week the daily press of San Francisco printed some hair-raising tales about "a mutiny on the high seas." The "mutiny" was alleged to have taken place on the British steamer Santa Rosalie, and there can be no doubt that the average reader, after perusing the tale of horror, arrived at the conclusion that after all most of those who earn their livelihood upon the waters are a bad lot, generally speaking. Not a single one of the "great" dailies, with all the facilities for news gathering at their disposal, made an effort to ascertain the facts in the case. It seems that whenever seamen refuse to unconditionally accept every outrageous term or proposition at the hands of the vessel's master, the city front reporters immediately scent a mutiny and proceed to write stories calculated to spread terror into the mind of the unwary landlubber.

In order that the record may be kept clear the JOURNAL has secured affidavits from the "mutineers" and the facts of the "mutiny" as based upon said affidavits, which are published elsewhere in this issue, appear to be as follows:

The steamer was shorthanded in the fireroom and the firemen very properly refused to take her to sea in that condition. With the aid of the engineers the master then attempted and did leave San Francisco harbor in the hope of being able to force the firemen to turn to when at sea and perform not only their own already heavy task but also the additional labor imposed upon them by reason of being shorthanded. The master could easily have secured any number of firemen at San Francisco. There was no possible excuse for him to go to sea shorthanded, and there was no good reason for such action, except the obvious reason that a shorthanded crew means a shorter payroll. And this unreasonable greed of the master furnishes the basis for the entire mutiny fabrication.

When the vessel had crossed the bar the master again demanded that the men turn to, and upon their refusal to do so, the vessel was anchored off the lightship and a call was sent for aid. Some of the firemen then declared their willingness to work the vessel back into port. Their offer was accepted and the steamer returned to port, where a United States Revenue Cutter sent a detail of men on board, who took the firemen and oilers in charge and later turned them over to the Police Department.

On the following day the men were taken before a Police Judge on the charge of "disturbing the peace" and the complaint was promptly dismissed. While the men were in jail the master had no difficulty in obtaining another crew and the vessel departed. The British Consul had graciously taken care of that part of the men's clothing which the kind-hearted master had sent ashore, but no settlement of wages had been made, and the men were thrown on their own resources without a cent in their pockets and without a place to eat or sleep. At this point the Sailors' Union of the Pacific came to the aid of these unfortunate victims of greed and rendered temporary assistance. Later the Consul was interviewed, and when the case had been presented to him in its true colors he finally agreed to render whatever assistance he could—which was very, very little indeed.

This in brief is the true story of the latest "mutiny on the high seas," and if there is anything creditable in the peculiar performances of the master of the "Santa Rosalie," or if there is anything praiseworthy in the actions of the British Consul in permitting the former to treat his crew in the manner described, we should like to be told about it.

It is to be hoped that proper steps will be taken by the National Sailors' and Firemen's Union of Great Britain and Ireland to bring retribution upon the heads of those responsible for this disgraceful treatment of British seamen, and if the punishment fits the crime, a recurrence of this kind of "mutiny" will very likely be prevented.

The United States Inspectors of Hulls and Boilers at San Francisco are at present investigating the deplorable tragedy which took place on the steamer "President" during the past week when three members of the crew sacrificed their lives in an unsuccessful attempt to save the life of a steerage passenger who had been washed overboard during a gale off Cape Blanco. Some criticism has been indulged in by a number of passengers about the manner and method in which those in command on the "President" directed the launching of the boats and about the maneuvering of the steamer after the accident. The JOURNAL does not desire to join the critics until all the facts have been gathered by competent investigators. One thing is certain: there was no yellow streak in the three brave men who sacrificed their lives in the performance of their duty, nor was there a sign of fear in the other men who manned the two boats that were launched during that dark night in that terrific sea. It is possible that errors of judgment were made, but the words coward and cowardice have not even been whispered in connection with this unfortunate affair. The men who manned the two boats gladly risked their lives in an attempt to rescue an unknown steerage passenger. They would resent being called heroes—but they are nevertheless heroes as worthy as any soldier or general loaded down with medals for bravery under fire.

OUR PACIFIC COAST "FRIENDS."

Many reasonable concessions will be gladly made in favor of the American seamen, but when it is proposed to abrogate numerous foreign treaties, dictate to those who now have the honor of carrying our passengers and manufacturers to foreign countries as to how they should manage their crews, whom they are paying out of their earnings, give our American sailor a right to desert, to tie up his vessel at any port he chooses, and, in short, do most everything to skin the shipowner, who has his investment at the mercy of the sailor, then it is high time to cry stop. . . .

However, we must arouse ourselves. On the verge of a brighter outlook for our Merchant Marine, we cannot allow this bill to come along and practically annihilate our every chance. . . .

The commerce and ships this bill would destroy will involve millions and we hope our inland Senators are not so shortsighted as to think that their welfare does not depend somewhat on the products exported from this country. . . .

If the bill in question passes it is hard to tell the outcome, sanctioning, as it does, mutiny and giving the sailor every power over the owner of the vessel in which he sails and is allowed by law to desert whenever it suits his fancy. . . .

On October 18 we sent the following telegram to Senators Burton, Brandegee and Jones:

"To keep from absolutely killing all American shipping, we, as the representatives of the Pacific Coast shipowners, earnestly beg that you do all in your power to remedy the drastic measures in the vicious Seamen's bill aimed at our shipping, which, if passed, will make it impossible to have any ships under the American flag.

"PACIFIC MARINE REVIEW."

We reprint the above excerpts from an editorial in the November Pacific Marine Review to show you the attitude of mind of the Pacific Coast shipowners toward the Seamen's bill. Honest, now, doesn't it sound a good deal like hysteria? Well, as Artemus Ward once observed, "editorials don't give a durn who writes 'em nowadays."

"Many reasonable concessions will be gladly made in favor of the American seamen." Which, interpreted, means that the shipowners will gladly do anything for the seaman, except get off his back. For example, they will, no doubt, gladly allow him an extra ounce of butter and quart of water per diem. They can well afford that, seeing what their earnings are. They may even, though less gladly, consent to make a few improvements in the seaman's quarters on board ship. To be sure, that would cost more money than increasing the allowance of butter and water, but the shipowners were never known to be backward when it came to making Poor Jack comfortable! No, indeedy, mates.

But when it comes to allowing the seaman to become a free man like his fellow workers on shore, ah, that's a horse of another color, as Ralph Waldo Emerson so beautifully puts it. The thirteenth amendment to the Constitution don't apply to seamen, anyhow. Hasn't the Supreme Court so affirmed? And who so bold as to challenge the wisdom of that august body? Anyway, the seaman would probably go to the demnition bowwows were he granted personal freedom. He is "naturally improvident," you know. Worst of all, he might insist on wages and living conditions comformable to those obtaining among shore-workers of the same grade. And who is to say him nay? He'll have the right to quit work—to "desert"—if his demands are not granted. Ah, the awfulness of that possibility is enough to make a poor shipowner groan. Small wonder that the esteemed Pacific Marine Review has got all het up over that pesky Seamen's bill. It sure goes to the root of things, while lopping off some of the branches is all the shipowners will stand for.

Yes, it is a dark lookout, indeed, for the

shipowners. For ages they have enjoyed special privileges over and above those enjoyed by any other class of employers. And now it is proposed to take away from them some—not all—of those privileges. It is even proposed to deprive them of their ancient right to have seamen who want to "desert" imprisoned and put in irons! 'Tis simply awful, mates. Well, God's will be done.

THE A. F. OF L. CONVENTION.

For the first time in many years Andrew Furuseth was absent from the annual convention of the American Federation of Labor. Comrades Gill, Carney, Norkgauer and Hylen represented the International Seamen's Union of America in this year's session, and all matters pertaining to seamen were given the best of attention. Acting upon a resolution introduced by the Seamen's delegation, the following cablegram was sent to the International Conference on Safety to Life at Sea, then in session in London, England:

Seattle, Nov. 18, 1913.

JOSHUA W. ALEXANDER,
Care American Ambassador,
London, England.

American Federation of Labor convention extends greetings to conference. Urges fullest improvement in ship construction and improvement. Insists that adequate number and individual skill of deck department are imperative to safety of life at sea.

FRANK MORRISON,
Secretary.

The annual report of the Executive Council dealt at length with the efforts to secure the passage of the Seamen's bill. In reviewing the progress of the bill in the present Congress, the Executive Council reported as follows:

During the present Congress, Senator La Follette of Wisconsin introduced the original Seamen's bill, which passed the House August 3, 1912, and is now known as S. 4. Representative Alexander of Missouri introduced H. R. 4616, which is identical with S. 4.

Senators Nelson of Minnesota introduced S. 136 and Burton of Ohio introduced S. 2221, both of which were very unsatisfactory to the seamen. All the Senate bills were referred to the Senate Committee on Commerce and every reasonable effort was made to get that committee to report the La Follette bill, S. 4. On October 2 the committee reported the Nelson bill, S. 136, instead of the La Follette bill, S. 4, but when Senator Fletcher reported it to the Senate for consideration he expressly declared that each member of the committee felt free to offer or support any amendment to the bill. It was further suggested that the bill lie over until after the "National Conference on Safety of Life at Sea," which is called to meet in London, England, on November 12, 1913. Senator La Follette made strenuous objections to the latter suggestion, consequently the bill went on the calendar without any such condition.

On October 7, upon motion of Senator La Follette, the bill was made the unfinished business of the Senate, and on October 9, upon Senator La Follette's request, a unanimous consent agreement was adopted by the Senate so that the bill could be disposed of on October 23. On that date, we are glad to report, the La Follette bill, S. 4, was substituted for the Nelson bill, S. 136, and passed by the Senate with only one dissenting vote. Senator Burton of Ohio maintained his opposition to the measure up to the last.

While the bill was in committee of the whole Senate, Senator Burton offered an amendment concerning boat and fire drills that was already incorporated in the La Follette bill; his amendment was evidently intended to hamper and confuse the measure. This was considered a test vote. Upon a roll-call, the Burton amendment was defeated by 36 "nays" to 12 "ayes." Senator Bacon of Georgia then offered an amendment relative to treaty rights. The Senate did not consider that amendment deserving of incorporation in the bill and defeated it by a vote of 33 "nays" to 15 "ayes."

Senator Burton then offered a most damaging exception clause which read: "Except those navigating rivers, lakes, bays, and harbors exclusively." To the great credit of the United States Senate, this was almost unanimously rejected. Senator Page of Vermont offered a reasonable exception so that the smaller inland lakes would not be included in the bill. That amendment was agreed to. The bill was then reported to the Senate as amended, and in spite of Senator Burton's persistent opposition, the bill passed without a further division and with only one negative vote—that of Senator Burton.

The bill will now go to the House of Representatives and it is our firm conviction that the House will pass it without amendment at an early date.

In connection with legislation in the interest of the traveling public and for the safety and betterment of the conditions of the seamen, it is interesting to note that an international conference is to be held in London, England, beginning November 12. Representatives of the principal maritime countries of the world have selected their representative delegates. Among the American delegation appointed by President Wilson is the name of our fellow-worker and associate, Andrew Furuseth, President of the Seamen's International Union. In itself the appointment is creditable to the President, to our country, as well as to Mr. Furuseth.

It may be interesting, and we have no hesitancy in accepting as our own estimate of the man the tribute paid Andrew Furuseth by Senator La Follette during the debate on the Seamen's bill in the United States Senate on October 21, 1913. Senator La Follette said:

"Mr. President, of course I am a landlubber, and have to take my tutelage from those men who have been at sea. I never shall be able to express my very great obligation to Andrew Furuseth, who for the last four years has called upon me almost every Sunday morning to talk with me about this legislation. Andrew Furuseth is a sailor. He is a Norwegian Americanized, one of the most intelligent men it has ever been my good fortune to meet. For nineteen years he has been sitting up there in that corner of the gallery waiting to be made free. Whatever I happen to know about this subject I have acquired from talking with him."

In reporting to the convention upon the foregoing, the Committee on Executive Council's Report congratulated all concerned in the measure on the prospect of success for the adoption of a law intended not only to secure the rights of human beings to seamen under the American flag, but which will go so far toward safeguarding human life and property from the dangers that confront "them that go down to sea in ships."

A general synopsis of the convention's work will be published in next week's issue of the JOURNAL.

Of what use to the workers is labor-saving machinery that does not save the worker from the pangs of hunger? When the sewing machine was invented it was universally heralded as the liberator of the woman who inspired Thomas Hood to write his "Song of the Shirt." Yet to-day, two generations later, the seamstress is still working the same long hours for the same starvation pittance. So let not Science and Invention lay the flattering unction to their hearts that they have helped to make easier the workers' lot. They have not. If anything, they have helped the masters to get a firmer grip on their industrial slaves. Were it not for the blessed trade-union movement we would now be groping around in an industrial dark age comparable to nothing that has gone before. Still, there are some well-meaning folks who would have us sidetrack the trade-union movement and experiment with theories which have been tried and found wanting.

As a result of several conferences held at the recent American Federation of Labor convention between the delegates from the International Longshoremen's Association and the International Seamen's Union of America, it seems certain that in the future harmony and effective co-operation will be the order of the day between the two crafts in question. No possible good can come from constant bickering between two classes of workers so closely brought together in the very nature of their occupations. On the other hand, untold progress can be made by both crafts by adopting a frank and friendly spirit toward each other.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Dec. 1, 1913.
Regular weekly meeting came to order at 7 p. m., E. Ellison presiding. Secretary reported shipping slack, with lots of men ashore. A partial shipwreck benefit was awarded to the crew of the steamer "Nome City." Voting for officers for the ensuing term was proceeded with and will be continued at Headquarters and Branches during the month of December.

JOHN H. TENNISON, Secretary pro tem.
84 Embarcadero. Phone Kearny 2228

Victoria, B. C., Nov. 24, 1913.
Shipping medium, with few men ashore.

ARCHIE KING, Agent.
Old Court Rooms, Bastion Square.

Vancouver, B. C., Nov. 24, 1913.
Shipping dull.

W. S. BURNS, Agent.
N. E. corner of Hastings and Main streets. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Nov. 24, 1913.
Shipping dull; prospects poor, with lots of men ashore.

H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, Nov. 24, 1913.
Shipping and prospects poor.

P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Nov. 24, 1913.
Shipping dull; prospects uncertain.

JACK ROSEN, Agent.
P. O. Box 6. Tel. Main 557.

Portland Agency, Nov. 24, 1913.
No meeting; no quorum. Shipping dull.

G. A. SVENSON, Agent.
P. O. Box 2100. 51 Union Ave. Tel. East 4912.

Eureka Agency, Nov. 24, 1913.
No meeting; no quorum. Shipping poor.

JOHN ANDERSEN, Agent.
227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, Nov. 24, 1913.
Shipping dull.

HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Nov. 17, 1913.
Shipping and prospects poor.

JACK EDWARDSEN, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Nov. 28, 1913.
Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping quiet; plenty of members ashore. Balloting on officers for the ensuing term and delegates to the International Seamen's Union Convention was proceeded with.

EUGENE STEIDLE, Secretary.
Phone Kearny 5955.

Seattle Agency, Nov. 20, 1913.
Shipping slack; plenty of men ashore. Balloted on officers for the ensuing term and delegates to the International Convention.

LEONARD NORKGAUER, Agent.
Grand Trunk Dock, Rooms 203-205. P. O. Box 214. Phone Main 2233.

San Pedro Agency, Nov. 21, 1913.
Shipping dull; many men ashore. Balloted on officers for the ensuing term and delegates to the International Convention.

HARRY POTHOFF, Agent.
P. O. Box 54.

DIED.

Carl Gronman, No. 115, a native of Finland, age 47, died at Nome, Alaska, Oct. 3, 1913.

Emil Ericksen, No. 650, a native of Norway, age 29, died at Portland, Ore., Nov. 28, 1913.

The following members were drowned from the steamer "President," at sea, on Nov. 27, 1913:

Halfdan Marenius Hansen, No. 2173, a native of Norway, age 43.

Oswald Juraschek, No. 2167, a native of Germany, age 27.

John Shane, No. 1788, a native of England, age 29.

RECENT COURT DECISION.

The schooner "Pendleton" on a voyage from Baltimore to Wilmington, North Carolina, with a cargo of acid phosphate in bulk, having encountered thick weather and heavy seas after passing Hatteras, on reaching a point to the westward of Frying Pan Shoals, anchored to await clearer weather. The master believed he was within 20 miles of Cape Fear light, but was not sure of his position. Water had entered through hawse-pipe holes and wet some of the cargo, but was mostly pumped out. Two days later, the weather still being foggy, the steamship "Italia" from Galveston, proceeding by way of Norfolk to European ports, came in sight, and on signal from the schooner the first officer went on board and was asked by the master of the schooner what he would charge to tow the schooner to a good anchorage near Wilmington. He would fix no price; but the steamship took the schooner in tow, and after some six hours left her anchored not far from Cape Fear light. The sea was then comparatively calm. The "Italia" was some 75 miles or more off her course, and, although neither vessel knew her exact location, the "Italia" claimed to have towed the schooner from 36 to 38 miles. Held that, while the service might be considered one of salvage, it was of low order, no risk being involved and the schooner being in no imminent or real danger, and that, in view of the fact that the schooner was libeled without notice of the claim to her owner, the sum of $900, which he had offered on receiving notice of the suit, was a sufficient award, it not appearing that the "Italia" went out of her true course in performing the towage. "The Brina P. Pendleton," 200 Fed. Rep. (U. S.), 848.—Mariner's Advocate.

THE AUTOMATIC LIGHTHOUSE.

The lighthouse-keeper, about whom has gathered so much interest and romance, is to be driven from his post and replaced by an automatic device which lights the lamp and extinguishes it without the aid of human hands. The inventor is a distinguished Swedish physician named Gustaf Dalen, and he has received the Nobel Prize. It seems tragic that one who has worked to give light to the world should now be in darkness. Since perfecting his great invention, Dalen has become blind. Both the lighting and extinguishing power, says Harper's Weekly, are operated by the action of the sun. The light may be from one hundred to several thousand candlepower, and will work for months without any attention. Acetylene plays an important part in this invention. Had it not been for the discovery of two French chemists, the Dalen light would not have been possible. Raw acetylene is dangerous to handle, and not easily controlled. The new process renders it comparatively harmless in working, and without risk in transportation. The acetylene is stored in large welded steel cylinders, such as are used for compressed oxygen and other gases. Dalen first invented a flashing apparatus, whereby the light, instead of burning steadily through the twenty-four hours, was given a characteristic similar to that of an occulting apparatus in which a revolving shutter periodically eclipses the light every fraction of a second, the mechanism being driven by a supply of gas from a reservoir. Then he perfected what is called the "sun valve." With the lowering of the sun in the west, gradually the beacon light burns out, shining steadily through the dark hours, and waning with the breaking of the dawn. During the day it is entirely extinguished. This wizard-like performance is due to a blackened bar constructed of a material peculiarly sensitive to light. This rod presses against a lever which closes a valve through which the gas passes into the flashing apparatus. Light causes this sensitive bar to expand longitudinally, and, as the day breaks, it gradually shuts off the supply of gas. The waning sun, causing the bar to shrink, gradually opens the valve and liberates the gas, so that it can again pass on to the flasher. It will be readily seen that this light adapts itself perfectly to different seasons, and it has been proved that not one foot of gas is wasted.—Mariner's Advocate.

5000 NEW WORDS EACH YEAR.

Language grows by the birth of words. Thinking men wear out a working vocabulary, and find it necessary to produce new ones. A living language spoken by a strong and progressive people must grow. New ideas, new emotions, new inventions, new discoveries, demand new words, says the Western Christian Advocate. The English language produces 5000 new words every year. At least this may be said to be the average. The latter part of the nineteenth century was especially prolific. A "Complete English Dictionary," published in 1616, contained 5080 words; Johnson's dictionary, published in 1755, contained only 50,000 words. The first edition of Webster's dictionary, published in 1830, contained 160,000 words. The great Standard dictionary, published in 1874, contained 318,000 words. Now another is in preparation, to be published this fall. It will contain 450,000 words. This is a marvelous growth and bespeaks for the people who use it a progress never before enjoyed in the history of the world.

However, another fact is to be taken into account. The English language leads all others. More people speak it, as the following figures will show: English is spoken by 160,000,000; German is spoken by 130,000,000; Russian is spoken by 100,000,000; French is spoken by 70,000,000; Spanish is spoken by 50,000,000; Italian is spoken by 50,000,000; Portuguese is spoken by 25,000,000.

The trade-union is the modern school in which the members have the opportunity of developing their natural abilities; of dispelling erroneous conceptions about vital economic interests; of absorbing useful knowledge imparted by general discussion; of learning to weigh in the balance arguments based on reason, and speeches which appeal to passions and emotions. The trade-unions are the cradle of a purer democracy, as opposed to an oligarchy of wealth and special privilege.—Cigar Makers' Journal.

Demand the union label upon all purchases!

FOLLOWING THE STORM.

Perhaps no one will ever know how many lives (not to mention property, which is usually insured) were sacrificed during the terrific storm on the Great Lakes last week because of a lack of skilled seamen. We do know this: sea and lake disasters are frequent in weather far less perilous for the one reason that steamship companies send vessels on their journeys insufficiently manned to meet emergencies. This being so, what possible chance for the salvation of boats and crews when a violent blow comes like that which has brought mourning throughout the Lakes region?

Following the reports of the disasters on the Great Lakes came a letter from Henry Knaus, secretary of the Chicago Local Union No. 21 of the United Garment Workers of America, enclosing the following:

Whereas, the relations of seamen and vessel-owners under the jurisdiction of the United States still retain the forms of past ages under which the lives and liberties of sailors are absolutely left to the unrestrained individual caprice of the ship's master; and

Whereas, The greed for gain, habitually disregarding the common welfare has sent vessels upon the seas insufficiently equipped and manned, entailing great loss of life; and

Whereas, The seamen's bill now pending in the House of Representatives,—Senate Bill No. 136, also known as the La Follette Bill, disenthralls the seamen of the United States by abolishing antiquated practices and at the same time restrains the hand of greed in operating vessels by compelling every vessel, in the interest of greater safety to the traveling public, to carry an efficiently trained, and a numerically sufficient crew of competent seamen; and

Whereas, It is current rumor that the vessel-owners' association, together with such of their friends among men of large business affairs as they can muster, are urging the members of the House of Representatives to defeat said bill, alleging the time-honored falsehoods that the requirements of said bill are an unnecessary imposition on "business," and also that its provisions which tend to lift seamen out of the bonds of slavery are impediments to "business efficiency"; and

Whereas, These false arguments set the social pyramid upon its apex by assuming as they do, that people were created in order that business may fatten and thrive upon them; and

Whereas, Any business can only be legitimate as a properly subordinated incident to the general wellbeing of the people; and

Whereas, The false arguments by which this seamen's bill is opposed, have heretofore prevailed in legislative councils, state and national, until our land to-day is a seething caldron of industrial turmoil, bordering on civil war;

Now, therefore, Be it resolved by Local Union No. 21, United Garment Workers of America, in regular meeting assembled that each and every member of this local be and hereby is requested to canvass his neighbors, his casual acquaintances and his friends in behalf of this bill; and that they and whoever they may be able to persuade to their belief, request the members in Congress from the City of Chicago, to work and vote for its passage;

Resolved, That a copy of these resolutions be given to the Chicago Day Book and Chicago Daily Press, to La Follette's, and to the Garment Worker and that a copy be sent to each of the Members of Congress from the city of Chicago and to the Seamen's Union.

The American Federation of Labor, in convention assembled at Seattle, places the Seamen's bill among the most important measures on its program.

As the Storm Fury subsides, the voice of Labor is heard, conveying sympathy and encouragement to the toilers of the sea. Work must be made safe. Travel must be made safe. Business that profits from ocean and lake traffic must, like other business, be compelled to show a decent regard for humanity.—La Follette's Weekly.

For fair products of all kinds consult the JOURNAL'S ad columns.

RADIO-TELEGRAPHY AT SEA.

The fact that the burning steamer "Volturno" was able to summon to its aid by radio messages no less than eleven steamers gave additional proof of the priceless value of this means of communication in the saving of life at sea. Not that any such further proof was necessary; for Marconi's great invention had already established its position as one of the most merciful aids to the saving of human life in all the history of invention.

It was inevitable that radio-telegraphy should hold a prominent part in the discussions of the International Conference on Safety at Sea, which is to be held in London on November 12 of this year; and we note that Secretary of Commerce Redfield's committee on this subject has sent in a recommendation to the conference, which appears to cover the subject comprehensively.

The committee proposes that efficient apparatus for radio communication be required on all ships in foreign trade which carry fifty persons or more (passengers or crew, or both combined), navigating the ocean between ports more than 200 nautical miles distant from one another; and that apparatus, to be deemed efficient, must transmit mssages with sufficient power to be received by day over sea, at a distance of at least 100 nautical miles, by a ship equipped with apparatus equal to that of the transmitting ship. It is further recommended that an auxiliary power supply should be provided, independent of the vessel's main electric power plant, which will enable the sending set for at least four hours to send messages over a distance of at least 100 nautical miles by day.

There is an echo of the "Titanic" disaster in the recommendation that two first grade operators should be required on all such ships maintaining a constant service, also on all such ships carrying 100 or more passengers; that one first grade and another first or second grade operator should be required on all other such passenger ships; and that one operator (first or second grade) and one cargo operator or watcher should be required on all other such cargo boats.—Scientific American.

A remarkable record is held by Donald McCave, a greaser on the White Star liner "Oceanic," and a member of the National Sailors and Firemen's Union of Great Britain and Ireland, who has just completed traveling 2,400,000 miles across the Atlantic Ocean. McClave, who has sailed under the White Star flag ever since he went to sea, has made 389 voyages to America and back during his long service in the stokehold and engineroom; the old "Adriatic," the "Germanic," and the old "Britannic" being among the first vessels on which he served. For 20 years McCave sailed in the "Teutonic" from Liverpool and Southampton. During that time he only missed one voyage, making 250 trips in all. When the "Teutonic" left Southampton for Liverpool, he joined the "Oceanic," in which vessel he has sailed ever since.

Don't knock the union unless you can show something better that will improve your immediate conditions.

FROM OUR EXCHANGES.

Civilization, as we know it, is generally assumed to be an improvement over barbarism and savagery. But, in its integral nature, it is really a compromise and a bargain. In his savage state man had little beyond the severest necessities, and frequently he did not have them, but, on the other hand, he had a great deal of freedom and leisure. Civilized man, in order to obtain various luxuries and greater security of life, has subjected himself to a laborious discipline which no savage could survive. He pays an adequate price for all he gets.

Civilization is always bordered with a fringe of frank barbarism. We reach barbarism as soon as we come to a stage where men are denied the ordinary necessities of life or the means of procuring them, and a fluctuating percentage of the world's population is always living in this state. Some of them die. Some of them are driven to commit crime. Others slip quietly back into the state of mind of the savage, and having little desire but little. Their needs are reduced to the primitive ones of food and shelter, and the lash of discipline which makes men willing to submit to exhausting toil, no longer cuts them. Their kind may be found on the Thames Embankment in London, on East street in San Francisco, as Robert Hansford tells us, and in every other large modern city. They are nomads, who, denied the right to be useful, no longer have the capability. Civilization has overreached itself; that is all.—S. F. Bulletin.

Under present conditions when someone invents a machine which enables one man to do the work formerly requiring three, two men lose their jobs, and the benefits all go to the owner of the machine. Under right conditions the benefits would go to all society. Every new labor-saving machine invented would increase production and instead of throwing men out of employment would tend to shorten the hours of labor. Let all the people own all the machines and then all the people would get all the benefits.—Appeal to Reason.

A bill abolishing slavery has been passed by the Philippine Assembly. But a bill abolishing involuntary servitude of sailors still hangs fire in the United States House of Representatives. No doubt the Congressmen opposed to the latter measure consider the Filipinos unfit for self-government.—The Public.

The topographic maps made by the United States Geological Survey show by means of contour lines, of which there are thousands on some maps, the altitude above sea level of every portion of the areas represented. In addition to portraying all physical characteristics, as well as the works of man, these maps constitute a wonderfully detailed atlas of altitudes, showing the height of every hill and slope. As the portion of the United States already mapped is more than 40 per cent. of the total area and includes also the most important regions these maps constitute in fact a comprehensive dictionary of altitudes.

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships. Fraternally yours,

LAKE SEAMEN'S UNION,
V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION
570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y.....55 Main Street
Telephone Seneca 936 R.
CLEVELAND, O.....1401 W. Ninth Street
Telephone Bell Main 1842.
MILWAUKEE, WIS.....133 Clinton Street
Telephone South 240.
ASHTABULA, O.....21 High Street
Telephone 552.
NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.
DETROIT, MICH.....7 Woodbridge Street, East
Telephone 3724.
SUPERIOR, WIS.....1721 N. Third Street
Telephone, New, Broad 385.
BAY CITY, MICH.....108 Fifth Avenue
OGDENSBURG, N. Y.....70 Isabella Street
CONNEAUT, O.....922 Day Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue
PORT HURON, MICH.....517 Water Street
ERIE, PA.....107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

HEADQUARTERS.
71 Main Street, Buffalo, N. Y.
Telephone Seneca 48.

BRANCHES:

CLEVELAND, O.....1185 W. Eleventh Street
CHICAGO, ILL.....445 LaSalle Avenue
MILWAUKEE, WIS.....151 Reed Street
DETROIT, MICH.....27 Jefferson Ave, East
SUPERIOR, WIS.....1814 Fourth Street
OGDENSBURG, N. Y.....70 Isabella Street
BAY CITY, MICH.....108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.

HEADQUARTERS.
BUFFALO, N. Y., 55 Main St. Tel. Seneca 2295

BRANCHES.

CLEVELAND, O.....1401 W. Ninth Street
MILWAUKEE, WIS.....151 Reed Street
CHICAGO, ILL.....314 N. Clark Street
ASHTABULA, O.....74 Bridge Street
TOLEDO, O.....54 Main Street
DETROIT, MICH.....7 East Woodbridge Street
PORT HURON, MICH.....517 Water Street
CONNEAUT, O.....922 Day Street
OGDENSBURG, N. Y.....70 Isabella Street
NORTH TONAWANDA, N. Y.....152 Main Street
SUPERIOR, WIS.....1721 N. Third Street
BAY CITY, MICH.....108 Fifth Avenue
ERIE, PA.....107 E. Third Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue

UNITED STATES MARINE HOSPITALS AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS.

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS.

Ashland, Wis.	Ogdensburg, N. Y.
Ashtabula Harbor, O.	Oswego, N. Y.
Buffalo, N. Y.	Port Huron, Mich.
Duluth, Minn.	Manitowoc, Wis.
Escanaba, Mich.	Marquette, Mich.
Grand Haven, Mich.	Milwaukee, Wis.
Green Bay, Mich.	Saginaw, Mich.
Houghton, Mich.	Sandusky, O.
Ludington, Mich.	Sault St. Marie, Mich.
Manistee, Mich.	Sheboygan, Wis.
Erie, Pa.	Superior, Wis.
Menominee, Mich.	Toledo, O.

MAKE SEA TRAVEL SAFER.

The Seamen's bill, which has been passed by the Senate and which now faces fierce opposition from shipowners in the House, is not a measure solely for the protection of seamen. Its aim is and its effect would be to safeguard life at sea not only for seamen, but for the vastly larger number of passengers.

The burning of the Volturno proved the need of such a law. The Kroonland was among the vessels which went to the rescue and among her passengers was Mrs. Florence Kelly, secretary of the National Consumers' League. She tells a graphic story of the Kroonland's work in saving eighty-eight persons from the Volturno, but she makes this impressive statement:

"The Kroonland, carrying only twenty-six seamen, eked out the crews for two lifeboats with stokers and stewards. All her other lifeboats were useless for this rescue work for want of seamen!"

If a steamship cannot carry enough able seamen to man all her boats, her owners can insure that her stewards, stokers and firemen shall be able to handle an oar and shall have some drill in rescue work. The Seamen's bill requires enough lifeboats to carry all on board a ship and enough able seamen to provide two for each boat. The other oars can be taken by other members of the crew or by passengers, for many men can row. But men are hired for the engine-room and cabin without regard to their ability to row and no boat drill is provided in many cases. When disaster comes, lifeboats are too few and some of those few are useless for lack of men to row them.—Portland Oregonian.

"FAKE" MUTINY EXPOSED.

The affidavits which follow are self explanatory and should be read in connection with the editorial comment upon the same subject:

FIREMEN'S AFFIDAVIT.

State of California,
City and County of San Francisco.—ss.

Thomas Norton, Patrick McGrath, William Williams, William Henry Morgan, John Scott, Daniel Bowen, and John Morgan being first duly sworn depose and say as follows:

We each shipped as firemen on the British steamer "Santa Rosalie," at Swansea Wales, on the 4th day of June, 1913, excepting only Patrick McGrath, who shipped at Savannah, Georgia, on July 17, 1913, all at the wages of five pounds ten shillings sterling per month, and we each signed shipping articles for a return to Europe, the vessel with each of us on board came around to the Pacific Ocean, and finally at Prince Rupert's Island, in British Columbia, one of the firemen on the vessel deserted, at the captain's request and upon his promise to ship another man in San Francisco, we worked the vessel one man short from Prince Rupert's Island to San Francisco.

We finally arrived in San Francisco where the vessel took on a cargo of general merchandise, and the day before she was ready to sail, we asked the captain to ship another man, which he did, after that and about the time the vessel left the wharf another man having deserted we told the captain of that fact and asked him to ship another man he said he would not do so, and we told him we would not go to sea one man short, the vessel went into the stream and laid there about fourteen hours, when we were ordered to get up steam to proceed to sea, we refused to do that and by the efforts of the engineers steam was got up and the vessel proceeded to sea, when outside we were again ordered to go to work in the fireroom several times but refused as we were one man short, the vessel was bound to Europe via way ports, the master anchored the vessel outside the port of San Francisco about a couple of ships length away from the Light Ship. We laid there that night and the next morning Patrick McGrath, Charles Williams and John Scott, turned to and steam was got up and the vessel steamed back into San Francisco, at which place a Revenue Cutter put four men on board, and three policemen came on board. The Captain and Chief Engineer pointed us out to the policemen and they arrested us and took us on shore and put us in the Police Station there. The next morning we were brought before a Police Judge on the charge of disturbing the peace; there was no complaint on file against us, the vessel had gone to sea and we were immediately discharged. We are informed that the police had no right to arrest us, that we were not guilty of disturbing the peace, and that we had never committed any offense against the law of any country, at the time of the arrest neither Charles Williams, an oiler on the ship, or Charles Reay had refused to work. Williams was on watch, as was Patrick McGrath, and as they were arrested, that is as all were arrested, no one had had any opportunity to get his clothes. McGrath was arrested and taken on shore without any coat, and his clothes, as were William Williams's clothes, were left on board of the steamer or taken on shore by some one and lost. The clothes of some of affiants were taken to the office of the British Consul in San Francisco, but some portions of the clothes of each were generally missing. Each of the affiants were entirely without money; the Sailors' Union of the Pacific provided us with enough to live on for three days, then the British Consul sent us to the Commodore Hotel where we now are.

The night before the vessel went to sea, the captain told us all to get our clothes ready that he was going to pay us all off in the morning. Instead of doing so he or the Chief Engineer ordered us to fire up and go to sea. We each have money that we earned on the vessel owing us in amounts ranging from $60.00 up to $100.00 each. The ship is a hard ship to handle in the fire-room, and it is all that a full crew could do to fire her; we signed for nine men in the fire-room, and were ready at all times to go to sea with the number of crew that we signed for. Her fire-room is very hot and on the voyage she left San Francisco to make, she had to pass through the Tropics twice, and also go to Santa Rosalie, on the Gulf of California, a very hot place, and we felt certain that we could not make the voyage short-handed as it meant additional work for each man in the fire-room, and we felt certain we could not do the work, the captain could have easily obtained another man in San Francisco. We are now destitute in San Francisco; the Consul says he will try and obtain a position for us on some other British vessel; there is none in port now, and there is no certainty when there will be one. Three of our number are married, one of them having two children and the other two having one each, their said wives and families being in Swansea, Wales.

And further affiants sayeth not.

Subscribed and sworn to before me this 29th day of November, 1913.

(Seal) L. H. ANDERSON,
Notary Public in and for the City and County of San Francisco, State of California.

THOMAS NORTON,
PATRICK McGRATH,
WILLIAM WILLIAMS,
WILLIAM HENRY MORGAN,
JOHN SCOTT,
DANIEL BOWEN,
JOHN MORGAN.

OILERS' AFFIDAVIT.

State of California,
City and County of San Francisco.—ss.

Charles Reay and Charles Williams, being first duly sworn depose and say as follows:

We each shipped as oilers on the British steamer "Santa Rosalie" at Swansea, Wales, on the 4th day of June, 1913, at the wages of six pounds sterling per month each, for a voyage to the Pacific Coast of North America, via way ports and back again, the vessel finally arriving at San Francisco, on her homeward voyage, took on a cargo at that place and when ready for sea the firemen refused to work unless another man was hired to take the place of one that had deserted. The captain refused to do that and the firemen refused to work unless he did; with that we had nothing to do, we never refused to work as we had nothing to do with the firemen's complaint, and neither took sides with them or against them. The engineers got up steam and the vessel steamed out of San Francisco, the firemen still refusing to work, the vessel anchored off the Light Ship, and the next morning steamed back into port again. We both stood our regular watches, had no complaint and made none, but when the vessel got into port three policemen came on board and on the orders of the captain of the steamer we were each arrested and taken on shore and locked up in the police station.

The next morning we were taken before a Police Judge, on a charge of disturbing the peace, and discharged. The steamer had then gone to sea. We found our clothes, with some few articles missing, at the office of the British Consul. When discharged from the police court neither of us had a cent, nor have we now. The British Consul after some days sent us to the Commodore Hotel, where we now are, entirely destitute. Affiant Charles Reay has a wife and two children in Swansea, Wales, and Charles Williams has a wife and one child there. They were drawing half pay, that is half of each of affiants' wages, but we suppose that has been stopped and they are now destitute. We each have about the sum of fourteen pounds sterling owing us for wages earned on the said steamer, and no present means of collecting the same or getting back to Swansea, Wales, where our homes are, and further affiants sayeth not.

CHARLES REAY,
CHARLES WILLIAMS.

Subscribed and sworn to before me this 29th day of November, 1913.

(Seal) L. H. ANDERSON,
Notary Public in and for the City and County of San Francisco, State of California.

HORSES, WOMEN AND CHILDREN

Last Decoration Day, in addition to the customary parades of Civil War veterans, there were, in many cities, parades of work-horses in which many of the horses wore blue, red and yellow ribbons, badges given by local humane societies in recognition of the care and merciful treatment given the horses by their owners. Such parades typified the emancipation of the defenseless horse from the overloading, the lashing, the cursing and rough treatment prevalent not many years ago. The propaganda against cruelty to horses has been so effective that now not only are most drivers humane in their treatment of these faithful servants, but a genuine pride is taken by owners in keeping their horses sleek-coated, with neatly combed manes and tails, superbly harnessed to handsome trucks and, above all, adequately nourished.

Formerly drivers said that they must work their horses to the limit of every ounce of horse-power or that competitors would distance them by doing so. But experience has demonstrated that a mercifully treated horse is an economic advantage, because, though more work may be obtained for a brief space from a hard-driven horse, his earlier death ends surely in business loss. There is now a growing tendency among those who own and use work-horses to discourage cruelty.

Employers of women and children in factory and sweatshop are just beginning to see the same light. "Enterprisers" have explained that they must drive thin-blooded, hollow-eyed, consumptive women to death, and employ children not much more than weaned, because of the fierce and utterly merciless competition between manufacturers; but the idea is gradually gaining ground that such doings are an economic mistake and altogether too expensive to indulge in. The propaganda against these things, which is carried on by such enlightening and discriminating agencies as the American Consumer's League, is doing much to force the public to realize that "the poverty of Lazarus makes itself felt in the house of Dives"—through infection-ridden garments conveyed from the sweatshop, along the bargain counter, to the family of the purchaser. Humanitarians are seeking and obtaining legislation in behalf of the human weakling. Is it too much to hope, asks The Journal of the American Medical Association, that the overworked woman and child will cease to exist at least as soon as the overworked and overdriven horse?

The most powerful labor organization is that which in addition to the ability to "put up a fight" has the brains to put up a good argument in justification or prevention of the last resort.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

is to run for five years, beginning January 1, 1914. Under the terms of this contract the wages of all men employed in every branch of the craft were to be increased $1 per week during the first year of the agreement. The management of the Gazette decided to discount the future, and notified the employes that, instead of waiting until January 1, 1914, for their increase, the employes were to be immediately granted the increased scale. It is acts of this kind on the part of employers that make for good fellowship and is a practical and efficient manner in which to bring about full co-operation between the employer and his employes.

Non-union Men Strike.

There have been many instances during the past year of non-union men exercising their prerogatives by refusing to continue at work for a scale which they did not believe to be fair. In one of the cigar factories in Davenport, Iowa, conditions became so bad and wages so inadequate that the non-union employes endeavored to secure an increase in wages, and, failing, went on strike. These cigarmakers were getting $6 per thousand, but became dissatisfied with this small stipend and asked their employers to increase the rate to $7.50 in order that they might meet the ever-increasing living expenses. The employers refused to accede to the request, and every cigarmaker walked out of the factory. This will undoubtedly serve as a lesson to the strikers involved in this controversy that the only means they have of protecting their best interests is membership in the Cigarmakers' International Union.

New Job for Women.

Considerable curiosity was aroused when six women began the work of helping men unload cargoes at one of the local wharves in Milwaukee. These women were employed by a local commission firm to do longshoremen's work. The employer asserted that "it cost too much to hire men for the kind of work these women do," declaring that the women worked eight hours a day for $1.25. The employer further asserted that if men were used to do the work the women now performed they would demand at least $2.50 or $3 per day.

Stands for Square Deal.

The papermakers of Little Falls, Minn., have been on strike since last May. One of those heavily interested in the paper industry is B. F. Nelson, a millionaire lumberman and paper manufacturer of Minneapolis. The company turned the management of the mill over to a strike-breaking agency, which imported into Little Falls a number of strong-arm men. Nelson wanted these thugs appointed police officers. They were not citizens of the State and the Mayor refused to appoint them. Nelson demanded that he appoint them, but the Mayor still refused. A number of citizens were appointed, however, as peace officers, but they were not of the type of men brought in by the strike-breaking agency. Being unable to move the Mayor, Nelson demanded that the Governor of the State remove the Mayor. In this he was also unsuccessful, for the Governor refused to comply with the demand, and Mayor Johnson of Little Falls is still on the job.

Factories in South.

Washington, Nov. 15.—With an output valued at more than $650,000,000, the cotton mill industry ranks third among the industries in the number of persons employed and seventh in the value of goods produced. This statement is in accordance with the report just compiled by the Census Bureau. A striking fact of the report is the discovery that the increase in manufacturing was much greater in the Southern States than in the North. Another illuminating feature of the report, and which, to a great degree, explains the greater increase of manufacturing in the South, is the fact that in Alabama, South and North Carolina nearly 19 per cent. of all employes in the mills were children under sixteen years of age.

Steel Trust Threat.

The threat which has been covertly made that the Steel Trust will close some of its plants for the purpose of discipling the United States Government seems to have some substance to it. While officials of the Steel Trust have denied the statement, there is a growing feeling that the trust is preparing for just such a program. Rumors are afloat that the big steel mill at Gary, Ind., employing 8,000 men, will close. As a matter of fact, the big plate mill at Gary has already closed, and reports are to the effect that all other departments of the Gary plant are working only three or four days a week. The men who have been at Gary since the plant was first built say that no reason has been given out by the officials for closing down the different departments.

A bill has been introduced in Congress appropriating $400,000 for doubling the capacity of the Government torpedo factory at Newport. This plant can turn out 100 torpedoes per annum, while the E. W. Bliss Co. of Brooklyn has a capacity of 200. This gives a bare 300 a year for the United States, which is considered inadequate in time of war. The total number of torpedoes of all types in the U. S. Navy was 967 last July, of which 268 were being converted and overhauled, while many others were fit only for target practice and experimental uses, leaving less thaan 700 torpedoes which might reasonably be termed modern and first class. The 700 torpedoes in service are not even adequate to fire two shots from each of the 463 tubes with which the various vessels of the U. S. Navy are equipped. The Navy Department has endeavored to purchase torpedoes abroad, but found that the Whitehead Co. had its full output contracted ahead for three years. Five hundred torpedoes are now on order from the Bliss Co.

An English company has acquired land on the coast of Iceland near Reykjavik for the purpose of constructing a new port, which will take the name of Port Reykjavik. It will be situated to the south of the Icelandic capital on the Skerjafjord.

Demand the union label upon all purchases!

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

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PROSPER, Ore.

ALASKA FISHERMEN'S UNION (Local No. 2), KETCHIKAN.
LORING, Alaska.

ALASKA FISHERMEN'S UNION (Local No. 3).
PETERSBURG, Alaska.

ALASKA FISHERMEN'S UNION.

Headquarters:
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The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA

29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

Bix Six Typographical Union of New York City has a membership of nearly eight thousand.

The Reading Railway Company has posted notice that the working force at all its shops will be reduced from 5 to 10 per cent.

The St. Paul, Minn., building trades unions have launched an agitation campaign for a 44-hour week for all building trades workmen.

Thousands of steel workers are being laid off owing to a depression in the steel industry. This is reported by the Iron Trades Review.

The packing house teamsters of Chicago, L. A. No. 710, have signed up their wage scale for the next two years, obtaining a substantial increase.

Indianapolis policemen who refused to act as strikebreakers are now being persecuted by Big Business. They are to be tried for insubordination and may be dismissed.

Railroad workers would receive an increase of $100,000,000 in wages if the United States Government owned and operated the railroads, according to Clifford Thorne, chairman of the Iowa Railroad Commission.

The largest single order of groceries ever known in Chicago was made by the Western Federation of Miners recently. This union ordered $60,000 worth of groceries for the striking miners of Calumet, Mich.

The Ecuadorian Panama Hat Company, a scab concern of New York City, retains one-fifth of the wages of its workers. The same is paid back without interest to the men if they please the masters in every respect.

P. J. Doyle, formerly an Indianapolis newspaper man, has accepted the position of associate editor of the "Carpenter," the official organ of the United Brotherhood of Carpenters and Joiners of America. The "Carpenter" is published in Indianapolis.

The union scale of wages for painters and decorators in some of the American cities is as follows: Chicago, 65 cents per hour; St. Louis, 60 cents; Salt Lake City, 61½ cents, and Cincinnati, Pittsburg, New York City, and Boston, 50 cents. Butte, Mont., where the craft has a 100 per cent. organization, has a rate the highest in America, namely, 81¼ cents per hour.

Establishment of a Social Service Commission to have charge of the work of extending church aid to labor, and the adoption of an annuity plan for preachers has been agreed to by the National Council of Congregational churches. The Social Service Commission will be composed of nine members. The church plans to carry on an aggressive campaign to aid in righting industrial wrongs. The Secretary of the Commission will be Henry A. Atkinson of Chicago.

A special Assize Court to hear the cases of 127 miners who were arrested following the August riots at Nanaimo was opened last week at New Westminster, Vancouver (B. C.), before Justice Morrison. It is believed that the court will be in session until January 1st hearing the cases. The most prominent defendant to be tried is John Place, Socialist member of the Provincial Legislature, whose seat will be rendered vacant if a conviction should be entered against him.

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Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Agerup, K. B.	Kohlmasher, O.
Anderson, I.	Kopatz, C.
Abolin, K.	Kirsmeier, Fred
Anderson, A.	Ludicar, K.
Anderson, Fred H.	Luduigsen, Arni
Anderson, Martin	Larsen, L. A.
Andreson, J. -1800	Larsen, Axel
Bartsch, W.	McPherson, R.
Balk, M.	McCarthy, J.
Berg, N. N.	Maki, Ivar
Berglund, K. R.	McNeary, J.
Bjorkman, Chas.	Mikkelsen, K. -1620
Berger, C.	Martinsen, R.
Brandlung, G.	Mattson, Taivo
Bye, H.	Matson, F.
Burholtz, F.	Mattson, Rudolf
Borgen, K. S.	McPhillips, B.
Brower, G.	McKenzie, J.
Cain, Phillip	McGoldrick, J.
Carlson, Harold	Mehout, Joseph
Christensen, H. -1366	Monsen, S.
Christensen, Trygar	Nilsen, Martin
Daniels, Charles	Nilsen, Oscar J.
De Groot, Geo.	Nissen, Louis
Elsted, John	Nielsen, Conrad
Edvardsen, Anton	Olsen, O. P.
Erikson, Axel	Olsaik, John
Evanger, Nils	O'Laughlin, M.
Engstrom, Fred	Osterlung, Gust
Ferguson, Robert	Owens, J. H.
Fonslund, Victor	Olsen, Severin
Fjellman, Geo.	Olsen, O, -1062
Freeman, J.	Pedersen, Peder
Franzell, A.	Petersen, V.
Gibbons, J.	Petterson, Richard
Grace, P. C.	Petterson, S.
Grant, Dave	Paludan, Chas.
Guano, P.	Rasmussen, P. A.
Gehler, F.	Rydquist, C. H.
Grant, J. J.	Samuelson, R.
Hansen, N. S.	Schmidt, T.
Hubner, Herman	Schroeder, Hans
Hakenson, I.	Siebert, Gustav
Hallnes, M.	Sims, G.
Hansen, Christ	Shanahan, B.
Hernes, Lars	Skedsnu, J.
Heiam, Dan	Strasdin, A. W.
Heyem, Hans	Strand, Louis
Hillisen, Halvar	Stolsang, J.
Henriksen, Gust	Sorensen, Geo.
Holmes, Fred	Summerglyten, G.
Isaksen, Andrew	Swanson, C.
Johnson, Charles O.	Thomason, Severin
Jorgensen, Karl	Thomson, W. Reg.
Jacobsen, Torgils	Torckison, C. H. C.
Jensen, Hans	Taede, Jens
Jensen, J.	Thomson, F.
Johnson, J. E.	Warner, Jake
Klebnikoff, I. W.	Valko, Harry
Kallas.	Wieler, Tom
Kalnow, A.	Wetland, John
King, Frederick	White, C. T.
Kirwan, M. L.	Wilsgard, D.
Kjersalk, J.	Waho, M.

Portland, Or., Letter List.

Abramis, George	Larsen, Engvald
Anderson, Sam	Larsen, Martin, -1710
Anderson, Gust, -1808	Larsen, Soren
Anderson, Nils	Lerch, Paul
Anderson, Ole	Lewik, Karl
Andersen, Mike	Lemarchand, Louis
Anderson, Otto	Lendeman, Ruhtii
Anderson, Erik B.	Lundsoor, Oskar
Allexander, John	Lundmark, Heege
Albrechtsen, Page	Lundquist, Ernest
Androllo, A.	Macrae, Allexander
Bergman, Karl W.	Marchand, Louis
Brodig, Wm. G.	Mattson, Maurits
Bults, Ernest	Miller, Chas.
Buckmer, W.	McManus, John
Carlsen, Charlie	McMahon, Jack
Chase, W. P.	Meinke, Rudolf
Christensen, Albert	Meyer, W.
Colman, E.	Nelson, Anton
Conway, M. E.	Nelsen, C. J.
Collins, Frank	Nielsen, Kristian
Cunnicham, W. P.	Nielsen, Edward
Dahl, Henry	Nilsson, Osvold
Day, Aca	Narberg, John
Dennis, Charlie	Narman, Ludwig
Dorff, William	Ohlsen, Charles
Edstrom, John	Olsen, Severin
Ehenbaugh, W. J.	Olsen, Ausgar
Ekham, Frans	O'Brien, Jack
Fredrickson, H. G.	Person, Charles
Gjortz, P.	Perouse, Andre
Gordia, Piet	Petrich, Theodore
Gulliksen, Amandus	Petersen, Aage
Hall, G. A.	Peterson, Hans
Hansen, Bernard	Peterson, Heinie
Helin, Waldemar	Petterson, Einar
Henriks, Waldemar	Pedersen, Peter
Henke, Ernest	Pratt, M. L.
Hellman, Albin	Rantio, Jacob
Helenius, Oskar	Raetz, August
Hohm, E.	Rasmussen, Thor
Huntington, E. R.	Roed, Halfdan
Hoch, Gore	Sandstrom, Hugo
Hultman, A.	Sanders, Chas.
Johansen, Johan F.	Simens, O. L.
Johnsen, Chris	Schulz, Robert
Johnson, Axel	Saule, J. L.
Johnson, Jack	Swanson, John
Johnson, Ole C.	Swenson, Carl Oscar
Johnson, W.	Saukha, August
Johnson, H.	Swenson, John B.
Kalberg, Wm.	Thomas, A.
Karlson, K. E.	Tamford, B. A.
Kenny, James	Trost, Peter
Kealy, James	Wall, W. H.
Kikur, Allesander	Warren, Chas. B.
Koop, Nick	Wadren, G. F.
Kronstrand, H. T.	Westlund, Gust
Kristensen, W.	Wehl, J.
Koalvik, Oscar	Wiejurecht, Ernest
Laine, Frank	Weshart, Jno.
Larsen, John	Welsen, J.
Larsen, George	Bunk, Bruno
Lurberg	

Anderson, Bernhard. This man has been traced as follows: Fireman on Str. San Jose in 1899; oiler on Str. Panama in 1900.

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Eureka, Cal., Letter List.

Ahlstrom, Harry	Jacobsen, W.
Breien, Hans	Jensen, George
Clausen, Fred	Nilsen, Anton
Ehlert, August	Noel, Louis R.
Ericksen, Anton	Lutzen, Waldemar
Gudmundsen, Gudmund	Publicaties, August Robertsen, A.
Hansen, Harold	Schultz, F. J.
Hansen, Harry -1827 (Photo)	Sejversen, Paul
Hansen, Hans M.	Thorssen, Fredrik N.

Michael D. Harrington, who has been sailing on the Pacific Coast since 1910; last heard of on vessel sailing from San Francisco to Seattle; anyone knowing his whereabouts please notify Dennis J. Harrington, care of Winthrops Yacht Supply Co., Winthrops Beach, Mass.

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Aberdeen, Wash., Letter List.

Andersen, -1352	Kuhnert, Walter
Anderson, Ernest	Loining, Hermand
Anderson, -1283	Ljungberg, Herman
Andersen, F. C.	Lengtssen, Gottfried
Anderson, Axel P.	Laine, Herman
Arntzen, Werner	Lorsin, G. L.
Armstrong, Harry	Larsen, Lars
Berger, C.	Mallkoff, Pete
Behn, Alfred	Michelsen, Chas.
Brown, C.	Martin, James
Carlstrom, John	Marlinee, Walter
Christensen, Albert	Mertz, G.
Carson, Edward	Mekerman, Ernest
Calchnell, J.	Nikolin, E. Miko
Doyle, Wm.	Olsen, Nils
Eklund, Chas.	Oksanen, Juko
Finth, Richard	Peterson, Axel
Granberg, Eric	Rommel, Andrew
Graf, Otto	Richendsen, Hilmar
Glase, Gustav	Sandstrom, Hugo
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Kristiansen, Nils	

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Axel Peterson, F. Lundberg, J. Gustafson, M. Garcia, crew of the steamer Riverside, at the time she towed in the Oceana Vance, kindly call at the office of the Charles Nelson Co. for money due them.

Victor N. Kvenen, a native of Belgium, age 32, last heard of in Ashtabula, Ohio, April, 1909, inquired for by his brother John Kvenen, Route 2, Raleigh, Tenn.

Valetine (Walter) Zima from Lubiachowo, Kreis Schrimm, Province Posen, Germany; last address Sailors' Union Hall, Seattle. Please communicate with Imperial German Consul, Seattle, Wash.

Anyone who was on the schooner "Americana" on January 29, when Louis Buttner was injured, is respectfully requested to communicate with the injured man. Address Sailors' Union of the Pacific, San Francisco, Cal.

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INFORMATION WANTED.

William McGrail, of Baltimore, Md., who sailed on the Atlantic and Gulf Coasts as cook for a number of years, is inquired for by his brother, George McGrail, 603 Decatur street. New Orleans, La.

Johannes Puun, born in Oesel, Arensburg, Russia, supposed to be sailing on the Pacific coast, is asked for by his mother. Anyone knowing his whereabouts please notify A. Lepp, Sailors' Union, San Francisco.

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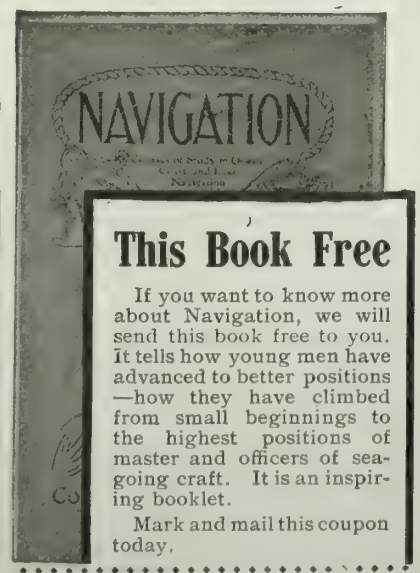
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Home News.

Representative Curry has introduced a bill in the House to transfer the old United States ship "Independence," now at Mare Island, to the city of Vallejo, Cal.

Investigation of ship construction to make ocean passenger traffic safe, particularly from fire at sea, has been proposed in a resolution by Senator Weeks. It provides for a Presidential commission of three.

Carrying with it a rider providing for a literary test for immigrants, a resolution urging the extension of the Chinese Exclusion Act to all Orientals was adopted by the American Federation of Labor annual convention in Seattle.

Postmaster Thomas Fox of Sacramento, Cal., has received instructions from Washington to prepare rooms in the Federal building for the accommodation of the Interstate Commerce Commission, which will hold sessions in Sacramento from December 8 to 13.

A Country Life Commission of California, to aid in the marketing of farm products, the securing of better roads and other advantages to rural residents, has been appointed by Governor Hiram W. Johnson. The commissioners are seven in number and will serve without pay.

Secretary of Commerce Redfield has issued a notice to all concerned ordering that, on account of the scarcity of foxes and land otters in the Afognak reservation, Alaska, caused largely by the recent volcanic activities in that region, the pursuit, capture or killing of foxes in the reservation shall be unlawful until November 16, 1918, and of land otters in the reservation shall be unlawful until November 16, 1915.

The total cost of the fusion campaign that resulted in the election of John Purroy Mitchel as Mayor of New York City was $129,519, according to the report of Charles L. Bernheimer, treasurer of the citizens' municipal committee. Among the large contributors to the fund were Andrew Carnegie, $7500; Jacob H. Schiff, $6000, and Cleveland H. Dodge, George W. Perkins and John D. Rockefeller, $5000 each. The committee collected a total of $131,787, leaving a balance in the treasury of $2268.

In order to provide suitable entertainment for foreign military officers who will visit the Panama-Pacific International Exposition, the War Department will include in its estimates for 1915 an appropriation of $25,000, according to statements of officials to-day. The department desires to be equipped to extend courtesies to foreign officers who visit the exposition, similar to the entertainments received by American Army officers when they visit Europe.

Postmaster-General Burleson has recommended to the Interstate Commerce Commission that the maximum weight of parcel post packages be increased from twenty to fifty pounds for first and second zones. Before the weight limit could be increased it would be necessary for the Commission to pass affirmatively upon Burleson's recommendation. The proposed change will not affect existing parcel post rates. The lower rates will continue to apply only to packages transported within the first and second zones.

Domestic and Naval.

The first plates of the keel of the battleship Pennsylvania, which, when completed two years hence, will be the largest and most powerful fighting machine in the world, have been laid at the Newport News Ship Building and Dry Dock Company.

The British six-masted barkentine "Everett G. Griggs," which is equipped with wireless, was chartered by this means to carry a cargo of coal from Newcastle, N. S. W., to Callao, while the vessel was yet sixty-five miles from Sydney.

The sale of the four-masted schooner "Orlando V. Wootten," of Seaford, Del., is reported as being made by her present owners, to Gilmartin & Trundy, of New York. The vessel is now in New York and was purchased a short time ago by Captain Eskridge and others. She has made two trips with Captain Eskridge, who is largely interested in the vessel.

The American Shipbuilding Company has closed a contract to build a 9,000-ton ship for delivery May 1, 1914. The vessel will be constructed at Lorain and will cost the purchaser about $325,000. The ship will be 524 feet length, 54 beam and 30 feet deep. She will be equipped with triple expansion engines with cylinders 23, 38 and 63 inches in diameter and a stroke of 63 inches. Two Scotch boilers 14 feet 6 inches by 11 feet 6 inches with a pressure of 170 pounds will be installed. The Isherwood system will be employed. According to the announcement made by President J. C. Wallace of the shipbuilding company, the order was given by Pittsburg interests.

The bill proposed by the Russian Minister of Justice for regulating the conduct of ships' officers in giving assistance to vessels in distress, provides that the master of a ship who omits to lend assistance to another ship when it is in distress, so long as no danger to his own vessel is involved, is to be liable to imprisonment for from two to sixteen months, and the withdrawal of his certificate for from one to five years. The same punishment is provided for a master who fails to give assistance in the case of collision. Should a master omit to give his ship's name, nationality and port to a colliding vessel, he can be imprisoned for a period up to three months. Members of the crew who refuse to give the necessary assistance when ordered will also render themselves liable to imprisonment.

The new side-wheel steamer "Seeandbee," which will be placed in service between Cleveland and Buffalo, will be the largest and most luxurious passenger steamer on the Great Lakes and the largest side-wheeler in the world. The length on deck will be 500 feet, and the breadth on deck will be 96½ feet. The main propelling engines, which are of 12,000 horse-power, will drive feathering paddle wheels 32 feet in diameter. These wheels, turning at only 30 revolutions per minute, will drive the vessel at a speed of 22 miles an hour. The reason why side-wheel propulsion is adopted for such a large ship is that this system affords the maximum comfort for the passengers, the vibration being negligible. The "Seeandbee" has stateroom accommodations for 1,500 passengers and will have a Government permit to carry about 6,000.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

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Bernstsen, Julius

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Campbel, Wm. H.
Cannon, Ed.
Carlsen, Edwardt
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Carlson, Julius
Carlson, O. S.
Carlson, Thure
Carlsson, Axel
Carroll, A. R.
Carlsson, R. T.
Carson, Charlie
Ceelan, John
Charles.

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Dahlman, J. A.
Danielson, David
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Denver, George
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Fallbom, John A.
Farrell, H. D.
Ficher, W.
Flood, Rangvald
Foerg, Wm.
Folvik, Lewis
Forde, Samuel C.
Form, Frank

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Gent, A. C.
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Haaversen, Nils
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Hansen, W. H. C.
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Blodsing, August
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Brander, Frank
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Broberg, Charley
Brooke, Oswald A.
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Bung, Richard
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Sundquist, W. W.
Svanson, Walter
Svenson, G. H.
Swaith, Archie
Swan, W. S.
Swarthey, Norman
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Tietjen, B. H.
Tillman, A. E.
Torgerson, C.
Torstenson, Folke
Trede, Hans
Treiberg, P.
Treucrek
Tuhyanscki, Carl
Tuppit, C.
Turner, Fred
Twaig, F.
Unsaar, I.
Upit, W.
Ursin, J.
Vittemajor, W. U.
Vogt, Chas.
Volkanen, Veda
Vold, O. P.
Whiteworth
Williamson, W. A.
Williams, Seth
Williams, Thomas
Williams, Trevor D.
Willmann, William
Wills, Max
Wilson, J.
Winje, Hilmar
Winter, Gotthard
Wittenborn, Hans
Wittig, C. R. L.
Wold, Statius
Wold, Olaf
Wrigl, F.
Zoe, Francis
Zoe, Frank
Zoerb, Walter

PACKAGES.

Apply to Secretary of Sailors' Union of the Pacific.

Anderson, A.
Anderson, Anders
Baardsen, Tillef
Balda, A.
Buas, Tomas
Christoffersen, Olaf
Ellefsen, Otto
Gasman, Geo. A.
Hansen, Chr. M.
Hansen, Karl
Hanson, Marins
Hendriksen, H. -1333
Iversen, Reidar
Johnson, George N.
Johanson, Nils A.
Johnson, W.
Jorgensen, Oluv
Kearns, N.
Korsberg, Wolmar
Laydon, D.
Lindroth, Erik
Madson, Olaf
Nelson, Hasmund
Olsen, -1244
Prieberg, P.
Raasch, O.
Rasmussen, E.
Rutter, T.
Summers, James
Torkildsen, Jonas
Trondsen, J. M.
Van Pratwijk, Johannes
Wakely, R. E.
Walters, Albert B.
Weishaar, Hans
Willander, -876

ALASKA FISHERMEN.

San Francisco.

Adamson, Hjalmar
Andersen, C.
Anderson, Wm.
Bensen, John
Burman, Andrew
Berg, Andrew
Carlson, Arthur
Cefalia, Vinzenco
Eriksen, Johan
Ericksen, E. John
Fry, Fritz
Frost, Hans
Husby, Lars
Johansen, Johan
Johanson, E. O.
Johansen, Amiel
Johansen, A. C.
Johnson, Martin
Johanson, Hilma
Larsen, Julius
Larson, H. A.
Lizs, Otto
Mathisen, Emil
Nilson, O.
Roelfs, J.
Swanson, John
Widlund, O. E.
Walrath, G. O.

Seattle, Wash.

Abolin, Adam
Borgen, K. Sigurdsen
Dahl, Ben.
Fister, Johannes
Finnigan, I. H.
Hagen, Gunder
Jensen, Gustav
Johansen, Ingvald
Johnson, Axel
Nelson, Nels Wilhelm
Larsen, Fred
Magnuson, P. A.
Osterlund, Albert
Olsson, Sigfrid
Peterson, Andrew K.
Phister, Albert
Polhome, Mr.
Ridderstaff, Ernest
Rye, F. M. J.
Selback, Chris.
Slinning, Rasmus O
Spellman, Tom.
Starks, John
Stein, George G.
Stixrud, Jack
Stromsness Oscar

Pt. Townsend Letter List.

Andersen, E. T.
Alango, John
Hermansen, L.
Johansen, John
Johnson, Ole
Moore, George
Mertz, George E.
Nachtigall, H.
Rosbeck, Gustaf
Shold, Chas. A.
Varner, C.
Wilson, Gus

Tacoma Letter List.

Buckland, Wm.
Christensen, Albert
Conley, J. H.
Ellison, Harry H.
Foss, Alfred
Flinkenberg, Alno
Freeling, Chas.
Hansel, C. M.
Hansen, Johannes
Jorgensen, ePter A.
Knappe, Adolph
Loren, A. L.
Marin, Joe D.
Mynchmeyer, Harry
Nielsen, C. W.
Nissi, Clemmens
Olsen, Martin
Olsen, O.
Petterson, J. M.
Plesner, Levi J.
Seblom, John
Simonsen, Sivgard
Strand, Chas.
Thoresen, Axel L.
Wessman, John

INFORMATION WANTED.

Fritz Rohnstock, a fireman on the Coast steamers, is inquired for by his relatives.

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Assets	$55,644,983.27
Capital actually paid up in Cash	1,000,000.00
Reserve & Contingent Funds	1,757,148.57
Employees' Pension Fund..	158,261.32
Number of Depositors.....	62,134

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INFORMATION WANTED.

Anyone knowing the relatives of Chas. Green, who was drowned at Nome, Alaska, October 5, 1913, kindly notify Coast Seamen's Journal.

John West, who was on the steamer Horatius in June, 1912, is inquired for by P. Ivers, River Darling, via Wenthworth, Australia. Please notify Sup't., No. 1 State street, New York.



Capt Chas. J. Swanson

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SEPT. 1880
Issued by Authority of the Cigar Makers' International Union of America.
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This Certifies, That the Cigars contained in this box have been made by a First-Class Workman, a MEMBER OF THE CIGAR MAKERS' INTERNATIONAL UNION of America, an organization devoted to the advancement of the MORAL, MATERIAL and INTELLECTUAL WELFARE OF THE CRAFT. Therefore we recommend these Cigars to all smokers throughout the world.
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Motor Express and Baggage Room
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Bet. East and Steuart Sts.

INFORMATION WANTED.

Arthur Griffith, alias Simmons, a British subject aged 28 years, 5 feet 6 inches in height, fair complexion, stout build, blue eyes, top false teeth, clean shaven, who is believed to sail on a coasting vessel between San Francisco and Portland, is inquired for by H. B. M. Consul-General. Anyone knowing his whereabouts please notify the British Consulate-General, San Francisco.

John Hansen, who was lookoutman on the S.S. "Argyll" some months ago, is wanted by the Union Oil Co. Anyone knowing his whereabouts please notify the manager Marine Department, Mr. Walter G. Tubby,

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Phone Douglas 1660

INFORMATION WANTED.

A. J. Nielson, who was injured on the "Minnie E. Kelton" at the time of her loss, please communicate with H. W. Hutton, 527 Pacific Building, San Francisco, Cal.

Ten dollars reward will be paid by H. M. Hinchman, Room 509 Welch Building, No. 244 California street, for information concerning the present whereabouts of Olaf Pedersen, lookout, and Charles Johansen, quartermaster, who were members of the crew of the steamer Norwood in October, 1908.

George Albert Vaughan, aged 47, of Handsworth, Birmingham, England. Was in New York city in 1902; worked as steward on New York and South American boats. Important Address, Rev. R. C. Cookson, 96 Monroe street, Brooklyn, N. Y.

News from Abroad.

Adjustable pontoons, intended to make any small boat unsinkable, have been patented in England by an Australian.

The foreign office in Tokio has denied a report that the Mikado wants the Anglo-Japanese treaty annulled.

The Government of Ecuador will equip two war vessels with wireless telegraphy and establish four shore stations.

Electrically illuminated signs to be carried on the roofs to show whether taxicabs are vacant or occupied have been patented in England.

A postal air service between Paris and Pauillac, in connection with the Central and South American mail-boats, has been inaugurated.

The new North Sea harbor at Emden, which it is claimed contains the largest sealocks in the world, has been formally opened.

Fourteen schools have been established by the Russian Ministry of Agriculture for the training of instructors in the peasant industries.

The electric furnace is being used in Sweden to refine chromium from ores brought from South Africa and New Caledonia by a secret process.

Amsterdam is considering the conversion of 140,000 tons of combustible street refuse that is gathered every year into fuel briquets for boilers.

A petition for the introduction of woman suffrage in Germany was among those presented to the imperial Parliament when it met recently after a recess of nearly five months.

In a recent engagement between a Spanish column and Moors, the Spanish lost thirty-two killed and wounded, but succeeded in occupying a strategic position. The Moors' casualties were large.

A Rome telegram states that experiments have been made there under the directions of the Italian Ministry of Marine with a new type of steam turbine, which is said to be an advance on any turbine hitherto tried.

A leading British medical journal defends the American habit of eating rapidly, but adds a proviso that the quicker the lunch the lighter it should be. It is not the pace so much as the indigestible bulk that does the damage.

The Municipal Council of Breslau (Prussia), has appropriated 25,000,000 marks ($6,250,000) and will establish a municipal department to lend this money on first mortgages. Of late building operations have fallen off because of the difficulty in borrowing money on real estate.

Raphael's famous painting known as the "Niccolini," or "Panshanger House Madonna," painted in 1508, has been purchased by the Duveens from Lady Desborough. The masterpiece is going to America, it is stated authoritatively, but the Duveens deny they bought it for any particular purchaser.

The British Government is taking up the question of the construction of a tunnel across the English channel, and Premier Asquith has invited the Admiralty, the War Office and the Board of Trade to examine into the question and prepare full reports for submission to the committee on imperial defense, which will decide as to its practicability.

With the Wits.

The Foolishness of Wisdom.—A sage is a man who will sit up all night and worry over things that a fool never even heard of.—Cincinnati Enquirer.

Recognized.—Clergyman — Do you remember me, my dear?

"I don't 'member name, but you're the gen'leman mother makes me stay awake an' listen to in church."—Life.

A Thoughtless Spouse.—Mrs. Newlywed—I wonder why we are growing tired of each other.

Newlywed—I haven't an idea.

Mrs. N.—Yes; maybe that is the reason.—Boston Transcript.

Tillie's Philosophy.—Tillie Clinger says she may be mistaken, but she estimates that spending two months' salary for a two weeks' vacation is about like buying thirty dollars' worth of gingersnaps.—Dallas News.

How Alienists Diagnose.—"So," said the man from Mars, who was making a sightseeing trip on this planet, "that is what they call an alienist."

"Yes," replied the Bureau of Information man. "He can inform you whether you are insane or not."

"How does he tell?"

"By the amount of discretion and discernment you show in discussing the value of his distinguished services."—Washington Star.

A Boy with a Future.—"Ma," exclaimed young Teddy, bursting into the house, "Mrs. Johnson said she would give me a penny if I told her what you said about her."

"I never heard of such a thing!" said his mother indignantly. "You're a very good boy not to have told! I wouldn't have her think I even mentioned her. Here's an apple, sonny, for being such a wise little lad."

"I should think I am, ma! When she showed me the penny I told her that what you said was something awful and worth sixpence at least!"—Answers.

Taylor's Nautical Academy

Established 1888



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The class of teachers of Navigation in the past have been those having simply a knowledge of Navigation, and Navigation only. Conditions have changed, and the American seamen demand a man as a teacher with higher attainments than one who has only the limited ability of a seaman. The Principal of this School, keeping this always in view, studied several years the Maritime Law, and is now, in addition to being a thorough teacher of Navigation and its kindred subjects, a regularly admitted Member of the Bar.

There is no standard of education required of a pupil entering the School, for no matter how ignorant the seaman may be, ever in the rudiments of common education, Captain Henry Taylor will teach and raise him from the depths of ignorance to the height of the average well-informed man, and in a comparatively short interval of time.



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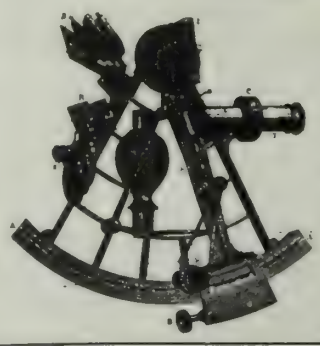
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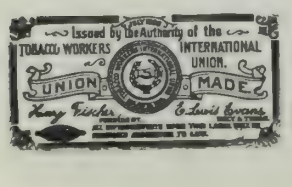
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If you want first-class goods at the lowest market price, give us a call. Do not make a mistake—Look for the Name and Number.

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UNION MADE

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OVERALLS & PANTS

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ARGONAUT SHIRTS

COAST SEAMEN'S JOURNAL

FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XXVII, No. 13. SAN FRANCISCO, WEDNESDAY, DECEMBER 10, 1913. Whole No. 2255.

DELEGATE'S REPORT ON A. F. OF L.

To the Officers and Delegates to the San Francisco Labor Council:

As your delegate to the Western Labor Immigration Conference and to the Thirty-third Annual Convention of the A. F. of L. I herewith take pleasure in submitting my report.

The Western Labor Immigration Conference.

The Western Labor Immigration Conference met in the Labor Temple, at Seattle, on Friday and Saturday, November 7 and 8, 1913. There were present approximately 150 delegates from all the Western States. Most of the delegates, however, came from the State of Washington.

The first day of the conference was exclusively taken up with addresses by prominent delegates and others. At the close of the first day's session a number of committees were appointed all of which were expected to be ready to report on the following morning.

There was a disposition on the part of many delegates to make the Conference a permanent affair with stated meetings to be held thereafter. This plan was opposed by your delegate because I felt that the A. F. of L. was the proper and logical body to look after the immigration problem that confronts the workers of America. I was among those who advocated that a definite plan be outlined by the conference and then submitted to the A. F. of L. Convention for approval and action. This procedure was finally agreed to and the program submitted to the A. F. of L. convention and the action of that body will be found in my report upon the proceedings of the latter convention under the sub-heading "The Immigration Problem."

The Immigration Conference urged upon all Western State and Provincial Federations, as well as to the City Central Bodies and Local Unions to co-operate with the American Federation of Labor in carrying out the plans adopted.

The Conference also recommended to the State and Provincial bodies of the Pacific slope, to adopt a more thorough system of co-operation upon all the problems relating to immigration, legislative and otherwise, to the end that our present standard of living be maintained and improved.

The Conference further recommended to the Western State and Provincial Federations of Labor, to make still greater efforts for the enactment of laws similar to those recently passed by the California Legislature which have for their purpose the prevention of the many evils incident to the anticipated influx of ignorant pauper immigration. The delegates were also urged that upon returning to their respective homes and constituencies to begin an earnest campaign of education upon the question of speculative values in land with a view of forcing back to the possession of the masses by taxation or other means the lands now held for speculative purposes to the end that the tillers of the soil may have an opportunity to secure land other than logged off or arid land, and thus place in the hands of the people the means to sustain life from the source which nature has provided not for the few but for all mankind.

In conclusion all workers were urged to acquaint themselves with our present immigration laws in order that we may be able to inaugurate an intelligent and effective campaign for their enforcement, and the enactment of such amendments that may be necessary for the protection of the immigrants as well as the resident citizens.

The A. F. of L. Convention.

The Thirty-third Annual Convention of the American Federation of Labor began business in the city of Seattle on Monday, November 10th, at 10 a. m. The usual speeches of welcome were made. In this instance, however, both the Governor of the State and the Mayor of the City made exceptionally brilliant addresses. Mayor Cotterill of Seattle delivered what is generally conceded to be an unsurpassed oration. Mayor Cotterill's policy and attitude upon diverse questions has been in the public eye on various occasions, but even though we may differ with him upon some issues all will applaud the sentiments contained in the following epigramatic sentence:

"We are taught, and rightly so, that we should love and honor the flag of our country. But let me tell you this: the best way in which to show our love and respect for the dear old flag is to try to improve conditions, and make brighter the lives of the great mass of humanity that seek protection under our flag."

The committee on credentials reported favorably upon 327 delegates, representing 83 national and international unions, 20 State branches, 8 central bodies, 20 local trade and federal labor unions and 8 fraternal delegates.

For the first time in history all reports of officers had been combined in one joint document, and instead of following the former procedure of reading the various reports and occupying more than a day in so doing, only a synopsis of the joint report was read to the Convention. The complete report was, of course, available for the inspection of the delegates.

In accordance with the recommendation of the Executive Council several new committees were appointed in addition to the usual standing committees of previous years. Following are the names of the new committees: Committee of Ways and Means, Committee on Finance, Committee on Shorter Workday, Committee on Proposed Amendments to State Constitutions, Committee on American Federation of Labor Office Building, Committee on International Relations and Committee on Department.

On the second day G. W. Perkins, the delegate to the International Secretariat from the American Federation of Labor, submitted his report. Brother Perkins's report was read in full and proved to be one of the most comprehensive and yet concise treatises upon labor conditions and things affecting Labor in Europe that has ever been issued. The report will be available for all persons interested, as the Convention ordered it printed in pamphlet form for general distribution.

The report of the two delegates from the American Federation of Labor to the recent British Trade Union Congress developed a difference of opinion upon the merit of political activities of the workers of Great Britain. Delegate Kemper maintained that the members of the Labor Party and the Socialist Party in Great Britain work hand in hand for the common good without strife, discord or friction and in perfect harmony one with the other. Delegate Baine believed that there are a great many members of the British Labor Party who are politicians and not trade-unionists. Delegate Baine also thought that too much of the time of the leaders of the movement in Great Britain is given to political questions and he believed that briefly stated this was the difference in opinion between himself and Delegate Kemper.

William B. Wilson, Secretary of the Department of Labor and for many years a delegate to the Convention of the A. F. of L., was a guest of honor for the first few days' sessions of the Convention. His address to the Convention was like a heart-to-heart talk with fellow unionists. He told of some of the things the Department of Labor had done since he had become its executive officer, and among interesting items of information furnished the following advance statement regarding the investigation conducted by the Department into the copper strike in Michigan together with some new definitions of property and property rights, as follows:

"The litle bit of confidence that I am going to give you is an advanced statement of one of the items in that situation—that the largest corporation engaged in the production of copper in Michigan district was organized in 1870 under the laws of Michigan; that the face value of its capital stock is $2,500,000. The shares are $25 each. They were purchased at $12 each, so that the actual investment is $1,250,000.

"From that time until one year ago, the last fiscal report that we had, a period of forty-two years, that corporation declared in dividends $121,000,000, and made reinvestments out of its earnings of $75,000,000.

"Nearly $200,000,000 of actual net profits in a period of forty-two years on an investment of $1,250,000 and they not only protest against meeting committees of their workmen, but refuse to accept the good offices of the Department of Labor in negotiating the difficulty.

"They say their property is their own; they have the right to do with it as they please. Maybe they have; but those who take that position have a false conception of the titles of property.

"If any individual or corporation takes the ground that the property is his own, that he has the right to do with it as he pleases, and fails to take into consideration the fact that the title has only been conveyed to him as a trustee for the welfare of society, then he is creating a condition that will cause society to modify or change these titles to property, as it has a perfect right to do whenever in its judgment it deems it for the welfare of society to do it.

"There can be no meditation, there can be no conciliation between employers and employes, that does not presuppose collective bargaining, and there can not be collective bargaining that does not presuppose trade-unionism."

The fraternal delegates from Great Britain delivered lengthy and interesting addresses. One of the things upon which the brothers from across the sea laid particular stress was the fact that they were establishing daily papers

owned and controlled by the workers. They also stated that their determination was to nationalize the mines of Great Britain and they did not care whether that was Socialism or anything else—it had been made an issue and would remain such until its accomplishment.

The fraternal delegate from the Trades and Labor Congress of Canada was a trade-unionist who frankly admitted that he generally spoke French, which is one of the two official language of Canada. Notwithstanding his shortcomings in the English language the delegate from Canada read a splendid treatise upon the conditions of labor in the country bordering the United States on the north.

A. F. of L. Political Policy.

A lengthy discussion upon the political policy of the Federation took place when the Committee on Resolutions brought in a substitute for two propositions which aimed to create a new political party. The report of the committee, which was adopted by a vote of 193 in the affirmative to 15 in the negative is as follows:

"While our political developments are encouragingly progressive and should be continued and further developed in the future, the time has not arrived when, with due regard to the economic movement still young and hopeful in organization, a distinct labor political party should be formed.

"We are confident that, when our present political activities have suitably matured, a new political party will be the logical result, a party in which will be amalgamated the reform and humanitarian forces, which will represent and stand for the protection and supremacy of human rights, giving legislative expression to the sound economic and political position that the producers of wealth are entitled to their full share of the value thereof, and as opposed to a party in which may be found the forces representing and holding supreme the so-called rights of property, and whose legislative goal would be the guaranty of continuation of the system which puts the dollar above humanity.

"We are hopeful that in such a development there will be continued and greater activity to organize the unorganized into their respective or new unions, and that in their federated relationship general political activity will be given constant and ever-increasing attention, so that with the more complete organization of labor in the economic field there will be safer and greater opportunities for the creation and formation of a political labor party, or a party pledged to the conservation of human rights, whatever the party's name might be.

"For the present we recommend continuation and development of labor's non-partisan political position, namely, that the program and policy declared by the American Federation of Labor, as authorized by its conventions, through the Executive Council and the organized workers throughout the country, be reaffirmed, and we urge that this program and policy be pursued in subsequent campaigns.

"To our fellow workers and fellow citizens all over North America we also urge that organized labor's slogan should live in its deeds—stand faithfully by our friends and oppose our enemies, and that members of trade unions be nominated and elected to municipal, county, state, federal and dominion offices."

Exhibit at Panama-Pacific Exposition.

This convention again instructed the Executive Council to plan for an exhibit at the Panama Exposition and to secure such assistance as is necessary for the purpose of making this exhibit fully worthy of the cause which it represents. The national and international unions will also be called upon to co-operate with the Executive Council to the end that every craft may be properly represented and the exhibit made complete. President Gompers has since selected the site for the exhibit and there can be no doubt that the A. F. of L. will be properly, adequately and creditably represented at our Exposition in 1915.

Migratory Labor.

The Executive Council reported at length upon the problem of organizing the so-called migratory workers. As a basis for immediate work the following plan was submitted:

"The American Federation of Labor should be supplied with information by State federations, city central bodies, local unions and organizers of those sections which have to deal with the problems of intermittent or seasonal work. The places where seasonal industries are carried on must, of course, be the centers for the campaign to organize these workers. After the seasonal employment of one locality is exhausted these roving workers move on to other seasonal occupations in sections sometimes far distant. If these highways of migration between industries can be clearly established and defined, we shall be able to mobilize our organizing forces in the centers of seasonal work and along these highways. Preparation of literature dealing with the interests of these workers is not a difficult matter, but the question of distribution now involves greater difficulties.

"It is suggested that the convention authorize the preparation of a general statement incorporating therein a request for the State federations of labor and the city central bodies, local unions, and organizers to report to the American Federation of Labor the portions of the States or communities where seasonal industries are carried on and the exact periods that migratory labor is employed in these seasonal industries and the general routes taken by the migratory workers from one seasonal industry to another."

The recommendations of the Executive Council were concurred in. The following resolution introduced by your delegates upon the same subject was also approved:

"Whereas, One of the most difficult, but perhaps the most important, of all the problems which confront the American Federation of Labor, is the organizing of the vast number of those workers generally referred to as migratory, unskilled or common laborers! and

"Whereas, History has taught us that it is impossible for the skilled crafts to make material progress and secure benefits and advantages of a permanent character, unless the general forward move is shared in by the great army of unskilled, who have not yet learned the value of intelligent organization; therefore, be it

"Resolved, By the American Federation of Labor, in Thirty-third Annual Convention assembled, that the Executive Council is hereby directed to continue, and if possible, enlarge upon, the campaign of education and organization among the workers referred to, and particularly endeavor to show them the utter folly of the arguments advanced by certain self-styled revolutionists, whose principal object seems to be the creation of hostility between the organized skilled and the unorganized unskilled; and, be it further

"Resolved, That we hereby declare it to be the duty of every national and international union, every State federation of labor and central labor council to use all means at its disposal in spreading the gospel of unionism among the unskilled and unorganized workers."

In connection with the subject of migratory labor Delegate Schulberg introduced a resolution providing for a system of nation-wide publicity upon the progress of the ensuing trials of the indicted Wheatland hop pickers. In reporting upon Delegate Schulberg's resolution the committee submitted the following substitute, which was adopted:

"Resolved, That this, the Thirty-third Annual Convention of the American Federation of Labor, protests against the use of the third-degree methods by detectives and other agents of the employers; and,

"Resolved, That the Convention goes on record to the end that the Executive Council of the American Federation of Labor publish the status of trials affecting organized labor for the information of State federations, local councils, internationals, as well as the public press that is in sympathy with the aims and objects of labor, so that innocent men shall not be convicted and imprisoned for attempting to enforce their constitutional rights."

In close relation to the subject of "Migratory Workers" was the address of Jeff Davis, president of the Itinerant Workers' Union who made a plea for the wandering "out-of-works" and drew a sharp distinction between a hobo and a tramp. He declared that "a hobo is a man who will work when he can get it, at a decent wage, but insists upon the right to beat his way from town to town to better his condition and the liberty of sleeping out under the trees in case suitable, payable work cannot be found."

He explained that his principal object in attending the A. F. of L. convention was to secure the support of the Federation in the repeal of the various vagrancy laws because he believed a man had the right to starve to death if he wished rather than to work for low wages, without running chances of being arrested as a vagrant. He asserted emphatically that his constituents refused to work if it was against the interests of organized labor and asked organized labor to help in repealing laws which are detrimental to both organized labor and unorganized labor.

Christian and Anti-Christian Unions.

Two resolutions were introduced at this convention bearing upon a division of the trade-union movement along Christian and anti-Christian lines. The report of the Committee upon these resolutions is noteworthy and reads as follows: "Your committee is firmly convinced that nothing would be more injurious to the welfare of our movement than the injection of questions relative to religion. The American trade-union movement, from its inception, has excluded all questions of a sectarian nature from its conventions, and this rigidly-applied policy has made it possible to build up a united movement, which otherwise would be impossible to either secure or maintain.

"The American trade-unions, as is their right, have insisted upon complete autonomy over the policies of the labor movement upon this continent. In the assertion of its right we must recognize the equal right of the trade-union movements of other countries to govern themselves and regulate their policies in such manner as their judgment dictates. We therefore recommend non-concurrence in both resolutions."

It is particularly significant that the report of the committee was adopted with but one dissenting vote.

The Immigration Problem.

The following resolution having previously received the endorsement of the Western Labor Immigration Conference was adopted by a vote of 190 in favor to 5 against:

"Resolved, That we demand a rigid enforcement of existing immigration laws.

"Resolved, That the provisions of the present Chinese exclusion law be so extended as to apply to all Asiatics.

"Resolved, That we favor a literacy test so that immigrants may be required to be able to read and write the language of the country from whence they come, or in some language or tongue.

"Resolved, That we urge upon Congress the prompt appropriation of funds for construction of proper immigrant stations and detention sheds on the Pacific Coast in order to be prepared to handle the immigrants to be expected via the Panama Canal.

"Resolved, That the Executive Council of the American Federation of Labor consider the advisability of establishing a department of immigration, and appointing a press agent or correspondent to keep up correspondence with European labor and other papers, in order to give publicity to the exact conditions of workers of all nationalities in the various industries of this country.

"Resolved, That the Executive Council make efforts to check immigration at its source by sending to such countries of Europe as it may deem necessary, and where other methods do not accomplish such result, representatives to counteract the efforts of those who are promoting and assisting emigration to the United States."

An effort was made by delegate J. Mahlon Barnes of the Cigarmakers' International Union to strike out that part of the resolution which favors a literacy test, but only 5 votes were cast for the Barnes amendment.

For a Shorter Workday.

A resolution providing for the introduction of the six-hour working day was given consideration by the Committee on Shorter Workday. In reporting the committee made the following comment and recommendation:

"Your committee is in sympathy with the principle enunciated in Resolution No. 44. We feel, however, that organized labor should strive for a more general application of the eight-hour workday in all trades and occupations before devoting our energies to the introduction of a six-hour workday.

"To this end we recommend that renewed efforts be made during the coming year for a more general establishment of the eight-hour workday, and that especial attention be given to the inauguration of three eight-hour shifts in all continuous industries, whether organized or unorganized.

"In order to assure concerted effort in this work, we recommend that all State branches be urged:

"(1) To work unceasingly for the enactment of laws limiting the working hours of women and children to eight per day and not more than 48 per week.

"(2) Where Women's eight-hour laws already exist an agitation should immediately begin for the enactment of general eight-hour laws.

"We further recommend that the Executive Council be directed to co-operate with the various State branches in gathering statistics and formulating plans for a thorough and systematic campaign to carry the recommendations made herein into effect."

The recommendation of the committee was adopted.

Upon the subject of Sunday rest the convention declared for the six-day work week as the maximum number of continuous working days that anyone should be employed and commended the five-day-work week to the thoughtful and favorable consideration of all organizations affiliated with the Federation.

The Universal Union Label.

The cost of maintaining union labels, and particularly the cost of advertising the labels, was investigated during the past year and it was found that the organizations reported amounts expended varying between nothing at all to the sum of $56,424.24. This larger sum shown was expended for advertising purposes by the Boot & Shoe Workers' Union. Of the entire number of international unions affiliated with the American Federation of Labor, and having labels, only seven reported having expended more than $1,000 during the year for advertising and publicity purposes in connection with these labels.

Upon the subject of the universal union label the Committee on Union Labels reported in part, as follows:

"There has for a number of years been considerable agitation going on looking to the adoption of what is known as the universal label—that is, a label that could be used by all organizations affiliated with the Federation. This idea of the universal label, of course, has received enthusiastic support of those organizations that do not spend money for the purpose of creating a general public demand for their individual labels. It is also most natural that those organizations that have spent large sums of money and created a demand for their indi-

(Continued on Page 8.)

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Trolleymen Get Increase.

The Omaha and Council Bluffs Street Railway Company has announced an increase in wages. The employes on this line on January 1 are to receive a flat increase of 1 per cent. per hour. After the first of next year the beginner in the street railway service will be paid 24 cents an hour and will have his pay raised 1 cent an hour each year until the fifth year, when he will be receiving 28 cents per hour. After the tenth year 29 cents per hour is to be paid. It is claimed that the raise, to be effective January 1, will bring the pay up to 1 cent an hour more than was asked in the Trolleymen's strike three years ago. Some three years ago a strike occurred as the result of a demand for an increase. The strike was not successful, but this is the second time that an increase in wages has been voluntarily given since that contest. An Omaha publication called "The Mediator" flings its editorial hat into the ring. This paper is not rightly named, for it says in speaking of the strike three years ago: "The company did not wish to be dominated by a crew of walikng delegates whose particular business is to stir up strikes for members of labor unions and then leave them to fight their own battles. These same walking delegates never fail to draw fat salaries and good expense accounts." It will be noticed, however, that as a result of the strike the company has increased the wages twice since that event. Superficial individuals frequently maintain that strikes are ineffective, but history tells an entirely different story.

Coal Record.

The production of coal in Illinois in 1912 reached 59,885,226 short tons, with a value at the mines of $70,294,338. There are 102 counties in Illinois and coal is mined in just one-half of them. The coal formations underlie a number of other counties, the total productive area occupying nearly three-fourths of the entire State. The total coal area is estimated at 35,680 square miles. The biennial shutdown, which has become a regular incident in the spring of every even-numbered year, occurred as usual in April, 1912, and while trade conditions were not the best, the controversy between the United Mine Workers and the operators was settled, the miners securing an advance of 5 cents a ton, with work being resumed after an idleness of from thirty to sixty days. The increased labor efficiency just given out by the coal satistician of the United States Geological Survey is exhibited by an average output per man in Illinois in 1912 of 767 tons against 701 tons in 1911. Illinois is in third rank among the coal producing States, West Virginia holding second place, with approximately 6,000,000 more tons mined. West Virginia, however, is favored by a lesser labor cost. Illinois shares with the other States in a decreased record of coal mining in 1912, compared with the preceding year. According to the statistics compiled by the United States Bureau of Mines the number of fatalities in and about the mines in 1912 was 159 against 172 in 1911. Only three deaths were due to explosions of gas and dust.

U. S. as Coal Operator.

In mining lignite coal for the Williston (North Dakota) reclamation project, the government has successfully demonstrated its ability to handle mining operations by producing coal at a cost below that of private operators and also paying better wages to miners. Expert coal miners, and practically all the men employed by the government, are skilled and receive from $4 to $5 per day, working on a tonnage basis. This is in marked contrast with the average wage of $2 a day for coal miners. In addition to better wages, the government maintained far superior conditions for its miners. They have shower baths, private lockers, bunk rooms for single men, and a restaurant where the miners can obtain meals at 25 cents each. The miners are well satisfied, and jobs at the government mines are much sought after. As against an average cost in private mines of about $1.50 a ton, the United States is mining its coal at about $1.30 and the engineer in charge of the project anticipates that ultimately the cost of mining will be reduced to $1. Delivered at the project station coal mined by private owners would cost the government about $2.50 a ton.

Worth Emulating.

During the early part of this year the union label department at Milwaukee, Wis., inaugurated a campaign of label agitation and education which has been the most effective of any method ever adopted there. The results have been even beyond expectation. The volunteer organizer of the American Federation of Labor, M. H. Whitaker, says: "It is a well-known fact that a large percentage of union men would purchase union label goods if the proper information is disseminated to them. There are a large number of articles manufactured that bear the union label, but it is also true that many of these products have been put on the market within recent years. It was determined by the Label Department to evolve some plan to enlighten the members of organized labor in regard to these articles, as well as to agitate and educate toward a more universal patronage of these products. We secured samples of all the various articles bearing the union labels, packed them in suit cases, and went from meeting to meeting, delivering addresses on the union labels and emphasizing the importance of purchasing only goods that were made by union workmen and workwomen. Then we exhibited the goods to show and prove to them that such goods can be had with the union label, as well as informing them as to the mercantile establishments that carry the line of goods exhibited. This plan has borne fruit and largely extended the sale of union labeled products. This plan is to be continued with the hope that the organ-

(Continued on Page 11.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.
Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.
National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeland Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts Maritimes de France, 33 rue Grange aux-Belles, Paris.
Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.
Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.
Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.
Nederlandsche Zeemansvereeniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S, Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federacion Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.
Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.
Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

The recent election in Italy shows that the Socialists are one-fifth of the voters.

The pattern makers of London, Eng., are on strike in an effort to establish a minimum wage rate of two pounds, ten shillings per week, equivalent to $12.50, and prospects are that they will be successful in the attempt.

Under a law dated July 24, 1913, which came into force on November 16, provision is made for the payment of compensation to workpeople and employees in Portugal in case of accidents sustained in the course of, or arising out of, their employment.

Trade unions in the United Kingdom, with a net membership of 948,601, reported 20,857 (or 2.2 per cent.) of their members as unemployed at the end of October, compared with 2.3 per cent. at the end of September, 1913, and 2.0 per cent. at the end of October, 1912.

All emigrants landing in Canada between November and March 1 must possess $50 (£10 8s.), and children $25 (£5 4s.) each, and sufficient traveling money, except that the following need have sufficient traveling money only: (1) Farm laborers and female servants, if going to assured employment as such; (2) certain relatives of residents in Canada.

Mexico has seven million peons whose daily average wage is twelve and one-half cents. With this fact before you, it is not difficult to solve the riddle of Mexico. The war is between two groups of capitalists. The prize is the right to exploit these seven million peons. Huerta is the hired man of the Pearson oil syndicate of Europe. Carranza is backed by American capital.

Returns showing the number of members unemployed at the middle of September were reecived by the French Labor Department from 687 trade unions, with an aggregate membership of 226,825. Excluding returns from the miners' unions in the Pas-de-Calais department, 4.2 per cent. of the members were unemployed in September, as compared with 4.9 per cent. in the previous month and 4.5 per cent. in September, 1912.

According to information received by the Belgian Labor Department, 2.6 per cent. of the 72,090 members of trade unions reporting were unemployed at the middle of September, as compared with 2.4 per cent. in the previous month and 1.1 per cent. in September, 1912. Among diamond workers at Antwerp, who are excluded from the foregoing figures, the proportion out of work fell from over 30 per cent. in August to 15 per cent. in September.

By a law dated June 30, 1913, published in a recent number of Sociala Meddelanden, the journal of the Swedish Labor Department, a national scheme of compulsory insurance against old age and infirmity has been enacted for Sweden. Under this law all Swedish subjects of both sexes have to contribute to a pension fund from their sixteenth to their sixty-sixth year. The following only are exempt: (1) Those permanently disabled; (2) those entitled to pensions as civil servants, etc.; (3) the clergy; and (4) the wives of (2) and (3).

SAN PEDRO, CAL.

Cannon's Clothing Store

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UNION-MADE CLOTHING FOR SEAFARING MEN
Special Low Price on
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Men's Suits Made to Order
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S. G. SWANSON
FOR THE BEST THERE IS IN TAILORING
641 SOUTH BEACON STREET
Next door to Postoffice,
Los Angeles "Waterfront"
SAN PEDRO, CAL.

INFORMATION WANTED.

Kasper Olsen, a native of Fredrikstad, Norway, age about 25, is inquired for. Address Christ Hansen, Port Ludlow, Wash.

THE UNITED HATTERS OF NORTH AMERICA — UNION MADE — REGISTERED

UNION LABEL OF THE
United Hatters of N. A.

When you are buying a FUR HAT, either soft or stiff, see to it that the Genuine Union Label is sewed in it. The Genuine Union Label is perforated on the four edges exactly the same as a postage stamp. If a retailer has loose labels in his possession and offers to put one in a hat for you, do not patronize him. Loose labels in retail stores are counterfeits.

JOHN A. MOFFITT, President, Orange, N. J.
MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

WILL BE A MOTHER TO YOU
Fix your clothes, sew the rips, repair the tears, fasten the buttons, etc. We really clean your clothes by our
French Dry Cleaning Process
which is entirely different from the mere "sponging and pressing" method.
We Call and Deliver
The French Dye Works
612 BEACON STREET
SAN PEDRO, CAL.

INFORMATION WANTED.

This is to certify that on the 27th day of February, 1911, one Mathias Lagman, then nineteen years of age, was a seaman on board the S. S. "Paloma," Cuban flag; that when said vessel was lying at anchor in the Port of Cabarian, P. R., at about 8 o'clock in the evening, Lagman, who had been working with other men at painting, was walking between decks in the dark, when he fell through hatch No. 4, which had been left uncovered. He was picked up in the hold and it was found that he was paralyzed from the waist down. This young man was subsequently taken to Russia, where his mother, who is very poor, is taking care of him.

It is believed that the owners were negligent in failing to have the hatch covered, and in failing to have or furnish proper lighting for the 'tween decks at the point where Lagman fell. If these facts can be proven, some relief might be obtained for this unfortunate boy.

The following are the men who signed on the articles with Lagman, and who had been working with said Lagman:

C. Jones, C. J. Johnson, F. Johan, M. Lanhard, E. Randal, W. Paulson.

Any seaman who will locate these men or send their addresses to the Legal Aid Society, No. 1 Broadway, New York City, will be doing a great favor to said sailor, and to S. B. Axtell, attorney-in-charge.

For similar reasons we desire to communicate with the following men who were members of the crew of the "Lyman M. Law" in October, 1911, when Edward S. Tennberg was severely injured on the trip between Boston and Norfolk:

Adolph Dittmer, John Olson, Harold Herman, Charles Newberg, James J. Kelly.

San Pedro News Co.
Sixth and Beacon Streets, San Pedro, Cal.
Dealers in
CIGARS, TOBACCO, STATIONERY
Los Angeles Examiner and All San Francisco Papers on Sale. Agents Harbor Steam Laundry

ALEX. KANE C. A. BRUCE
WHEN IN SAN PEDRO
Don't forget the
GLOBE BOWLING ALLEY AND BILLIARD ROOM
UNDER GLOBE THEATRE, SIXTH ST.
(Next building west of Sailors' Union Hall.)
KANE & BRUCE, Props.
We have the best alleys and pool tables on the Pacific Coast.
Light and ventilation perfect.
Cool and pleasant at all seasons.
CIGARS TOBACCO SOFT DRINKS

INFORMATION WANTED.

Adolf Theining, a native of Vannersborg, Sweden, is inquired for by his mother. Address, Coast Seamen's Journal.

Walter Jorgesen Clang, born in Aaland Yetta, Ostro Yetta, is inquired for by his uncle, John Clang. Address Coast Seamen's Journal.

George Alfred Hall, last heard of on the Sch. "Sehome" in June, 1913, will please communicate with his brother, Walter Hall. Address 790 18th street, Oakland, Cal.

Rudolph Kurella, born January 5th, 1868, at Grabowo, Germany, is inquired for by the German Consul-General at San Francisco, Cal.

Oscar Osolin, John Lind, M. Elone, John Anderson, Thomas Pukki, Alex. Tuominen, Chas. Grouberg, who were on board the steamer "Fifild" April 7, 1913, please communicate with the Coast Seamen's Journal.

Anyone knowing the whereabouts of John Owens, age about 24, last heard of in Sydney on the barque Misbeck, November, 1912, please communicate with Coast Seamen's Journal.

Lasker Munter, of Spokane, Washington, born 1884, left home in 1903, is inquired for by his father, Adolph Munter, Spokane, Washington.

San Pedro Letter List.

Andersen, K. -1717	Kallberg, Arvid
Arnell, John	Kashluhn, Frank
Andresson, E. -1762	Lindroth, Gustaf
Anderson, S.	Larsen, J. -1542
Ahlstrom, A. -1748	Leaf, F.
Anderson, E. -1787	Lauritsen, Geo.
Anderson, P. -1695	Larson, H. -1740
Anderson, David	Linder, Victor
Ahlgren, Alfred	Lindholm, Erik A.
Andersen, M. -1874	Leino, G. F.
Anderson, A. -1045	Lemke, Richard
Anderson, Gust	Lewet, Frenchie
Anderson, Ernst	Linderman, Gust
Anderson, Hemmind	Loining, Herman
Anderson, Patrick	Lindgren, Gust
Anderson, Soren	Larsson, Axel
Alexandersen, Paul	Lindberg, Gust
Anderson, George, -1812	Lundquist, A.
	Michelsson, A. -1105
Anderson, Mr.	Malmberg, Elis
Bergman, L. J.	Martinen, Walter
Bodecker, A.	Moulas, Nick
Bergh, Borge	Makinen, Karl
Bringsrud, Harald	Miller, Wm.
Bowman, J.	Mikkelson, Josef
Behrsin, Jacob	Mennicke, Fritz
Berhus, Emil	Manners, C.
Buchtman, F.	Marden, Gus
Clemmensen, C.	Mayer, W.
Carriera, Peter	Makinen, Oskar
Clausen, Jorgen	Maatta, John
Carlson, Axel -1510	Miller, John
Creelan, John	Mayers, P. M.
Carlsson, Aksel, -1220	Mikkelsen, Harald
	Neuman, A. E.
Carlson, Gust W.	Nelsen, Michael
Carlson, Gustif	Nelsen, Julius
Dalsgard, R. W.	Nelson, Hans
Daugal, Gust.	Olsen, Nick
Dreyer, O.	Olsen, W.
Dreger, Jack.	Olsen, Sckutar
Emanuelsen, A.	Owen, Fred
Enstrom, Carl.	Olsen, Marius
Erikson, John	Olsen, Olav
Erdt, Anton	Ogilvie, W. A.
Ekholm, F.	Osterberg, C.
Eriksson, C. -333	Paulson, Gustaf
Fries, W.	Petrich, Theodore
Folvik, Ludvig	Pillman, Frank
Falbom, Richard	Peachman, George
Franke, Farl (Reg. Letter)	Pohland, P.
	Pedersen, A. -1564
Gundersen, Krist	Petersen, Aage
Gronlund, Oscar	Pedersen, Peder
Grigoleit, E.	Phillips, K.
Glasse, Gust	Petterson, C. -1287
Hansen, Hans Pete	Roth, Svend
Hamala, Emil	Repson, Ed.
Holm, Arthur J.	Rudowitz, H.
Heeshe, Henry	Rignell, J. V.
Hansen, Martin H.	Samuelson, W. L.
Hunt, Gust	Schreff, Paul
Holms, H.	Senger, G.
Hogan, Mr.	Swenson, Axel
Hansen, Peter	Schultz, Axel
Hovi, Andrew	Soderlund, Uno
Hengst, Otto	Stephan, M.
Hederstrom, Torvid	Schonke, Frank
Holmstrom, Fritz	Swanson, Hugo G.
Hansen, Nils, -989	Sjoblom, A.
Hannus, Alex	Seirewaag, Halvor
Hausman, Mr.	Sparkes, A.
Haas, James	Torgersen, Ed.
Hansen, Herald	Tamisar, P.
Hansen, Johannes	Townsend, R.
Helenius, Oskar	Thorsen, Joe
Hintza, Yrjo	Torgensen, Anton
Johnsson, John A.	Thomsen, Th.
Johnson, Gustaf	Voss, Henry
Johnson, J. -2266	Waywood, August
Jansson, John	Webber, Fred -1176
Jansson, J. -2203	Waaland, Lewis
Johansson, C. A.	Wilson, A.
Jordan, Earl	Wahlstedt, R. -778
Jensen, George	Zoe, Frank
Jorgensen, Jorgen	**Packages and Photos.**
Johansson, Fritz	Anderson, Axel P.
Jensen, Jens	Larsen, James Chr.
Jorgensen, Fred	Nordman, John
Johnson, Leonard	Petersen, Aage
Johansson, A. -1874	Stammer, Johan C.
Kari, Matti	
Kalnin, Ed.	

Honolulu, H. T.

Austin, Frank	Lenmel, Ch.
Anderson, Fred	Lentown, Ernest
Anders, Anderson	Karlson, Oskar
Anderson, C. M.	Kjarsgaard, Hans
Andowitz, H.	Murphy, Daniel
Anderson, E. K.	Melthven, E. R.
Anderson, C. E.	Machado, Henry
Anderson, Axel	Moyer, Edwin S.
Cleber, Hugo	Nulsen, C. A.
Clancy, James	Hilton, Nilo
Carlson, C.	Nordling, C.
Carlson, Axel.	Olander, Karl
Christensen, Anton	Olson, J. H.
Elmiers, Alex.	Olson, Ernest
Ehbert, August	Perrien, Sam
Edgerton, J.	Peterson, Dinas E.
Haven, F.	Sorenson, Ed.
Hansoin, Pet.	Slimia, A. W.
Heykes, Aloysius	Sjoblom, Gustaf
Hanson, Max.	Salverson, Swerdrup
Hastad, Siguid	Saarela, P.
Hanson, Jorg	Shotis, A.
Henderson, Harry B.	Slattery, W.
Hanson, Chris.	Sundson, O. F.
Irwin, Robert	Sverest, Herman
Ivars, Carl	Smith, Sam J.
Ireks, Willie	Viloot, J.
Jensen, Hams	Werner, Paul
Lundberg, I.	Wonderroach, H. J.
Langer, Robt.	F.

INFORMATION WANTED.

Fred (Albin) Swanson, a native of Malmo, Sweden, aged about 25, is inquired for. Address, Coast Seamen's Journal.

Nils Johnson, who was wrecked in the American bark Oasis, Sept. 2, 1887, is inquired for by W. F. Hohenschild, Berkeley, Cal.

Albert Christensen, native of Byrum Laso, last heard of in San Francisco in 1910, is inquired for by his brother. Address, H. C. Christensen, Scandinavian Sailors' Home, San Francisco.

Pacific Coast Marine.

Of a recent shipment of 1,200 tons of frozen mutton from New Zealand to Vancouver, 600 tons were immediately transported to Seattle.

The contract for the proposed wharf at Vancouver, B. C., has been awarded to Messrs. Henry, McFee and McDonald, of that city, at a cost of $1,250,000.

Two Government dredges are working double shifts to deepen the channel of Fraser river to twenty-five feet to allow the Canadian Northern Railway to inaugurate a ferry service from the mainland to Vancouver island in 1914.

The schooner "Balboa," sixty-three days out from Callao for Grays Harbor, went ashore on the north jetty of that port during the gale prevailing off the Washington coast last week. G. E. Billings, of San Francisco, is the managing owner of the Balboa, which is of 777 gross tonnage and was built at Port Blakeley in 1901.

Holding that the grounding of the barkentine "Lahaina" while en route from Willapa harbor to South Bend, July, 1911, was due to negligence on the part of the tug "Defender," the U. S. Court at Tacoma has handed down a decision awarding the barkentine approximately $3,741 damages against the tug.

Facilities for ocean-going vessels were ordered in a bond election held at Santa Cruz, Cal., last week, at which a deep-water pier 2,700 feet long, to cost $165,000, was authorized. Three thousand four hundred and seventy-four voted for and 74 persons against the bond issue. The pier will be built of creosoted piles. Work will start on the pier as soon as plans can be drawn by the City Engineer.

The licenses of Captain A. F. Asplund and Chief Engineer Marion Van Horn of the steamer Klamath were suspended for fifteen and five days, respectively, by United States Local Inspectors James Guthrie and J. P. Doby the inspectors after hearings of the charges lan at San Francisco. This decision was made by H. Lobraz, a fireman, that the Klamath had left port some months ago with a shortage of five men in her engine crew.

The concession for building the fiscal wharf at Ensenada, Lower California, for which a concession was granted to C. E. Race, a British subject, has been canceled by the Mexican Government, because of non-compliance by the concessionaire with the provisions of the contract. A company has been formed in Vancouver, known as the Ensenada Dock & Trading Co., to exploit the concession, and has applied for a new concession on the ground of being the principal losers under the old concession.

In the wake of the "President" tragedy, the steamer "Admiral Farragut," of the Alaska-Pacific Steamship Company, came into San Francisco during the week reporting the loss of a man overboard. Within sight of his destination, Gus Petersen, a second-class passenger, either jumped or fell overboard from the after part of the vessel. Although a boat was launched in quick time and a thorough search made for the unfortunate man, only his hat was found to tell the tale that the sea had claimed another life.

Secretary of the Navy Daniels has granted a stay in the life of the historic old frigate "Independence," one of the first of American warships to visit San Francisco bay and for years the receiving ship at the Mare Island Navy Yard. A request had been made that, instead of destroying the naval relic, the department turn it over to the city of Vallejo as a relic. The Secretary states that it is not within the province of the Navy Department to do this, that a ship can only be given away by special Act of Congress, and suggests that this plan be taken up.

The power schooner "Mary Sachs," one of the boats of Stefansson's Canadian Arctic exploration expedition, has been wrecked in the ice off the Arctic coast of Alaska. News of the loss of the "Mary Sachs" was received in a letter from Peter Barnard, captain of the vessel. It is said that all the provisions and scientific instruments aboard were lost. The letter gives no details of the mishap. As nothing is said of any injury to the men on the boat, it is believed all are safe, as they could easily make their way over the ice to shore, where they could obtain shelter with the natives. No word was received concerning the Karluk and the Alaska.

The Alaska-Pacific Steamship Company is calling for bids for the interior rebuilding and alteration of its steamers "Buckman" and "Watson," now on the Seattle-San Francisco run, with a view to placing them in the Alaskan service. Both vessels are to be withdrawn in the near future and it is planned to have them ready for commission again by early spring. The remodeling or rebuilding of the "Watson" and "Buckman" provides for an increase in the first-class passenger accommodations from sixty to 150 on each vessel and a corresponding increase in the steerage passenger space. When the alterations are completed the vessels will be renamed the "Admiral Watson" and "Admiral Evans."

A contract for the construction of a new fog alarm building on Discovery Island, British Columbia, has been awarded to Mr. W. H. Rourke, of Shaughnessy Heights, for the sum of $2,950. The building will be of wood, with accommodation for the new machinery, fuel, etc. The new fog alarm will be a diaphone supplied with air at a pressure of 25 lbs. through a three-inch pipe. The air will be compressed with oil engines, and the whole plant will be in duplicate, to prevent any risk of interruption from breakdowns. These three-inch diaphones are considered to be the best fog alarms in the market, as they can be heard farther than any whistle or siren. The evidence of sailors on this coast bears out this claim.

Fines aggregating approximately a quarter of a million dollars charged against twenty captains, mostly of transpacific liners, are affected in a ruling of Assistant Secretary of the Treasury C. S. Hamlin, revoking a fine of $3,357.25 against Captain Andrew Dixon of the Pacific Mail steamer "Manchuria," for contraband opium and cocaine found aboard his vessel two or three months ago. In handing down his important ruling, Assistant Secretary Hamlin finds that inasmuch as Captain Dixon had no previous knowledge that the contraband drugs were aboard his vessel, and inasmuch as he gave evidence of good faith in immediately reporting the matter to the customs officials here as soon as it came to his knowledge, he should in no wise be held responsible.

The West Coast Floating Drydock Company, Inc., of San Diego, have commenced construction on what will no doubt be the largest floating drydock on the Pacific Coast. Being built in sections, it can be lengthened a hundred feet over its initial dimension of 500 feet; the width of each section having been planned to 90 feet for this purpose. Last month quite an event was celebrated when Mayor O'Neall, of San Diego, with a gold wrench turned the first nut in the huge drydock. Mr. F. James, president of the West Coast Floating Drydock Co., Inc., made an address of welcome and in which he said that San Diego needs such a drydock to maintain its prestige as a maritime port of considerable importance and will profit much by this addition to its port facilities with the opening of the Panama Canal. The dock is to be constructed at a cost of $650,000.

That there will be an advance of 50 to 75 cents a thousand feet for transporting lumber from ports in the Pacific Northwest to California within the next two to four weeks is a prediction made by leading shippers of the product. Weather conditions which have prevailed along the coast the last two weeks or more, it is said, will be responsible in a large measure for the increase. It is pointed out that the storms, head winds and fogs have subjected nearly all of the lumber carriers to unusual delays. Steam schooners, it is cited, plying regularly in the lumber trade, have been barbound at Grays Harbor for a week at a time reecntly, and at other ports vessels have been held back for similar reasons. Three dollars and fifty cents a thousand feet has been the ruling quotation for carrying lumber to San Francisco for the last three or four months.

Captain Benson and two members of the crew of the ill-fated schooner "El Dorado" arrived at San Francisco on December 5, bringing a tale of the sea as thrilling as a masterpiece of fiction—a story of an eventful voyage over a thousand miles in an open boat, of slow starvation and of an almost miraculous escape from a watery grave. The three men arrived on the steamer "Moana," but behind them, somewhere about 2,000 miles off the coast of Chile, they left the "El Dorado" foundering. On Easter Island they parted with their eleven fellow-castaways, who, rather than face the voyage to Papeete in the sailboat, are said to have married on the island and settled down to a life of native luxury. The "El Dorado" left Astoria on April 13, carrying a cargo of 1,000,000 feet of lumber. The officers and crew included N. P. Benson, master; J. Wilson, first mate; A. Johanson, second mate; Steve Brewster, Steve Drinkwater, Rudolf Walberg, Carl Tassavainen, Alex Simoneau and Carl Carlson, sailors; F. W. Winstanley, mess-boy, and S. Iwata, cook. For months the "El Dorado" was believed to have been lost with all her crew, and it was only when the captain and his two men reached the port of call that the safety of the mariners was reported.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone, Kearny 394; (Advt.)

International Seamen's Union of America.

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.

THOS. A. HANSON,
570 West Lake St., Chicago, Ill.

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(Continued on Page 11.)

Coast Seamen's Journal

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NOTICE TO CORRESPONDENTS.
Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, DECEMBER 10, 1913.

A MUD-SLINGING CAMPAIGN.

It is very generally conceded that when persons are short of logical reasons and other things which help to make a good argument for or against a certain cause, they usually resort to abusive tactics in the vain hope that if a sufficient quantity of mud is thrown at least some of it is liable to stick.

The opponents of legislation for greater safety of life at sea have truly become desperate. Their unsuccessful efforts to induce the United States Senate to draw the teeth from the La Follette bill has left them in a most ugly mood and in order to ease their minds such "gems" as the following are hurled (via the hired press) at the men who man the American Merchant Marine:

"Seamen on American vessels now receive more wages and do less work than any others in the world."

This, of course, constitutes an excellent argument why Congress should permit ship-owners to continue coining dividends at the expense of safety. The only thing which will cure the person who made that brilliant assertion is a physician's prescription providing for one year's service in a typical steam-schooner on the Pacific Coast.

Here's another reason advanced why Congress should permit ship-owners to run their ships as they please:

In these United States, only five per cent. of the members of the Sailors' Unions are American born—still we must disrupt our treaties with foreign nations and plunge our shipping industry in deep mourning, for the bill, if passed by the House, means death to our shipping, and what for? These wrongs the sailors are suffering are all fancied.

There we have the old biased appeal against the "foreigners." Damn the foreigners! What a splendid argument against humane legislation. But why this solicitude for our treaties with foreign nations?

Fancied wrongs of the sailors? Sure, those foreigners really fancy that the American shipping industry ought to enable the common sailor to earn enough with which to support himself and maintain a family! Just think of the nerve of those foreigners who are permitted to toil on American ships. Why they ought to be deeply grateful for receiving three meals per day—but instead they attempt to "dictate" to the benevolent ship-owner regarding such matters as wages, conditions of employment, etc.

But enough of this. Every argument, worth while mentioning, in opposition to the Seamen's bill, has been disposed of time and time again. Every point raised by those opposed to this kind of legislation has been met and answered. And it was because of the utter failure of the ship-owners' lobby to present any new or valid reasons against the immediate enactment of legislation for the greater protection of life and property afloat that the United States Senate at last passed a bill which will accomplish the very results the ship-owners claim to be anxious to bring about.

It is a curious fact that although the ship-owners have always, and are to this day, bitterly opposing the so-called La Follette bill—that measure will do more to restore an American Merchant Marine, by equalizing the wage cost of operation between American and foreign vessels, than any scheme so far advanced by the ship-owner himself.

ROBERT DOLLAR—"PATRIOT!"

Some men love to pose as humanitarians and others as patriotic Americans. And some men try to "make believe" that they are both. Among the latter is Robert Dollar of San Francisco. Mr. Dollar has a habit of rushing into print whenever the opportunity affords. He loves to talk about himself and extol his virtues as an employer. Another hobby of his is to praise his cheap Asiatic crews at the expense of the men of his own color. In the pursuance of this hobby Mr. Dollar says many unkind words about the white crews he is forced to employ in the coastwise trade. Among other things he claims that the discipline on ships on the Pacific Coast is now so bad that the master is not master of his ship any more. In proof of this serious charge he says that he himself heard a sailor utter such awful words as "go to h—l."

It is too bad that Mr. Dollar can not utilize his yellow pets on his vsssels engaged in the coastwise trade—those dear Chinese sailors are so much easier pleased; their bill of fare is not nearly so elaborate as the menu which Mr. Dollar claims to supply to his white crews. Then they are so much cheaper and last, but not least, they never swear—at least not in a language which Mr. Dollar is able to comprehend.

Poor Mr. Dollar, what is going to become of your yellow pets when the Seamen's Bill is enacted into law? What is going to become of those meek and docile creatures whom you constantly hold up to your countrymen as the only kind of seamen worth while having? Better teach them to speak the language of these United States before that language test becomes effective—but be careful that no cuss words are taught, otherwise we fear you may some day hear your model Chinese crews indulge in language which will make you think that discipline has gone to the bow-wows, even among your heathen crews.

The "spirit of organization" and the "spirit of progress" are interchangeable terms.

BOUQUETS AND BRICKBATS.

The appointment of Andrew Furuseth, President of the International Seamen's Union of America, as a member of the American delegation to the International Conference on Safety of Life at Sea has received considerable comment by the press of the nation. Every publication of any importance which has at all commented upon the subject has deemed it eminently fair that at least one member of the American delegation should represent the men who man the ships. Only those papers which are either owned or wholly maintained by shipowners have made unfavorable comment upon Furuseth's character or his appointment.

In order that the JOURNAL's readers may have the point of view of ordinary folks as compared with that of the shipping "interests" a few excerpts from more or less esteemed contemporaries are submitted herewith:

The selection of Furuseth as a member of the Commission on Safety at Sea is certainly a splendid appointment, for if experience and hard labor is of value, Andrew Furuseth is surely equipped to present the facts to the commission. Furuseth might truthfully be termed a physician of the sea. He can and he will diagnose the conditions and point out a remedy. Furuseth has given the best days of a long life, the best thoughts of a bright and logical mind, in fact the very best that is in him has been given to convince the lawmakers of the land and the doubting Thomases in the ranks of organized labor the necessity of legislation to protect the lives of the people at sea, and to emancipate the sailor. It is gratifying indeed to find the President of this, the greatest nation in the world, going to the ranks of the common herd and selecting a man for the sole and only reason of his fitness for the job. — Fresno Labor News.

Andrew Furuseth's knowledge of maritime conditions is not confined to America, but is world wide, he having traveled the sea for many years, and into all of the prominent seaports of the world. His appointment will afford him an opportunity to lay before the conference the aspirations of the seamen, and with his general knowledge of maritime affairs, he will undoubtedly be able to secure in the recommendations which will probably be made, provisions by which the seamen of the world will have restored to them the rights and privileges accorded to landsmen in the various nations. —Wyoming Journal.

What have the maritime interests of the United States and Europe done to this Administration and Congress that they should harbor, listen to, and advise with a person who spends his time in Washington for pay to agitate against shipowners and operators pursuing their important calling and in the meantime minding their own business in serving ocean travelers and shippers to the best of their ability? Anywhere outside of an American Congress a man who represents an irresponsible organization of men, irresponsible because they dare not become incorporated and thereby amenable to law, and is pleading for a statute whereby a seaman can after signing articles break his contract in any port, whether his place can be filled or not, would not be tolerated for a moment.—New York Marine Journal.

We wonder if the United States Senate when passing this atrocious bill thought that those **angelic persons** who are now employed as seamen would hesitate to take advantage of the powers thus conferred on them.

We can not foresee the panics caused by this clause of the bill aimed at our shipowners, for we do not think there is any possibility of its passing the House.

Who is Andrew Furuseth that he should wield such a sway at Washington? He and the other 95 per cent. of our "American seamen" are foreign-born. Still he must go to London to represent the United States while the officers of the ship are given no thought whatever.—Pacific Marine Review.

The trade union is the prime conservator of individual liberty, as distinguished from the political club, the conservator of public liberty.

The labor movement is a thing not of idealism but of instinct.

THE MANGA REVA "MUTINY."

As the meager details of the trial of the Magna Reva "mutineers" come to hand, one fact stands out pre-eminently: Captain Townsend and Chief Made Tripp of the vessel have been proved to be just plain, detestable brutes; buckoes of the type that flourished twenty-five and thirty years ago and made American ships a byword and reproach among the seamen of the world. That is, they are sea-tyrants who, in their dealings with their crews, are ineffably foulmouthed, unbelievably brutal. Were bosses over workingmen on shore to act as did the master and mate of the Manga Reva, public opinion would sustain the workingmen in retaliating in almost any manner short of actually murdering their tormentors. But being seamen the crew of the Manga Reva are "mutineers," liable to long terms of imprisonment for rebelling against treatment which would stamp landsmen who put up with it as despicable cowards. All of which goes to show how age-old customs have served—and still serve—to fix the seaman's social status in the public mind!

The evidence at the trial, so far, has brought out that no sooner had the vessel cleared the Delaware Breakwater than the mate started right in with the old bucko game of knock-down-and-drag-out. The men were kicked and beaten without any provocation—just for the sake of "discipline," that fell fetish of the tall-water martinet. Captain Townsend egged the mate on, supplementing the latter's brutalities with language so vile that the witnesses had to speak in an undertone when repeating it to the judge. On top of all this the crew were half-starved, and driven almost crazy with thirst. Think of a daily allowance of two buckets of water—about five gallons—for twenty-one men! Those of us who remember the old deepwater days when three quarts of water was a sailor's daily allowance, half of which went to the cook for cooking purposes, can well imagine the sufferings of the men on the Manga Reva.

When at last they could stand it no longer, did they resort to the lex talionis—return blow for blow, vile epithet for vile epithet? No; they showed remarkable moderation for men who had been so ill-used. Without using any unnecessary force they placed the officers in irons and confined them in their rooms, after which they headed the ship back for Philadelphia. It is quite conceivable to the average man that they thought themselves fully justified in so doing. Nay, it is even conceivable that they were hopeful of being commended by the folks on shore for their moderation.

But they are being tried for "mutiny," that heinous crime which invariably brings to the landsman's mind a picture of piratical-looking fellows in irons being hanged to the yardarms of a ship. You see, gentle reader, the crew of the Manga Reva committed the unpardonable crime of causing her owners quite a considerable money loss by taking the ship back to Philadelphia instead of letting her proceed to San Francisco, her port of destination. That is the gravamen of their case; almost the whole sum and substance of their offending. It is really that for which they are being tried. And we all know how the rights of dollars take precedence these days of the rights of men. For this reason the trial of the seamen of the Manga Reva for "mutiny on the high seas" will afford a more than usually correct gauge of how far we have emancipated ourselves from our inherited, slavish deference to dollars. If those men are sent to prison they will be sent there, not for any crime against man, but for their thoughtless and reprehensible course in disregarding the rights of dollars. And it goes almost without saying that their personal rights will cut no appreciable ice in the matter!

As an evidence of how serious the case is regarded we may mention here that the accused men have been furnished with legal counsel retained jointly by the British, German and Norwegian Consuls. For "mutiny on the high seas," when all is said and done, friends, is to the lay mind the nautical equivalent for murder, mayhem and kipnaping rolled into one.

PORT TOWNSEND HOSPITAL.

Whereas, The United States marine hospital is at present located at Port Townsend, Wash., far removed from the most prominent shipping ports in the Northwest district; and

Whereas, This is causing great suffering and delay to seamen needing medical treatment, because they have to be shipped and reshipped on boats and trains before assistance can be received; therefore, be it

Resolved, By the American Federation of Labor, in Thirty-third Annual Convention assembled, that we urge upon Congress to have the United States Public Health and Marine Hospital Service erect a hospital at Seattle, Wash.; and be it further

Resolved, That Congress be urged to appropriate the necessary funds for this undertaking.

The foregoing resolution speaks for itself. And the fact that it was adopted by the unanimous vote of the American Federation of Labor convention ought to assist in carrying into effect the provisions contained in the resolution.

When the Marine Hospital was built it was thought that Port Townsend would become one of the principal ports on Puget Sound. It is now fairly well established that shipping is increasing at every port on Puget Sound except Port Townsend, and there can be no good reason why the United States Marine Hospital should remain in a locality where but few vessels call.

The first annual message of President Wilson is a brief and pithy document, but that did not prevent the President from dwelling upon the importance of legislation for greater safety at sea. Here is the exact language of President Wilson:

An international congress for the discussion of all questions that affect safety at sea is now sitting in London at the suggestion of our own Government. So soon as the conclusion of that congress can be learned and considered we ought to address ourselves, among other things, to the prompt alleviation of the very unsafe, unjust and burdensome conditions which now surround the employment of sailors and render it extremely difficult to obtain the services of spirited and competent men such as every ship needs if it is to be safely handled and brought to port.

The line of demarcation between trade unions that properly embrace men of different callings and those that should contain only men of a particular craft lies between those callings that are interchangeable, i. e., at which certain men work by turns, and those to which men are exclusively confined. In the former case the workers may, and in fact should, organize together; in the latter they should organize separately.

The record of trade unionism shows that, after all, man was not made to mourn.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Dec. 8, 1913.
Regular weekly meeting came to order at 7 p. m., E. A. Erickson presiding. Secretary reported shipping slack, with lots of men ashore. A donation of $25 was made to the Society for Prevention of Tuberculosis. Voting for officers for the ensuing term was proceeded with.
JOHN H. TENNISON, Secretary pro tem.
84 Embarcadero. Phone Kearny 2228

Victoria, B. C., Dec. 1, 1913.
Shipping improving, with few men ashore.
ARCHIE KING, Agent.
Old Court Rooms, Bastion Square.

Vancouver, B. C., Dec. 1, 1913.
Shipping dull.
W. S. BURNS, Agent.
N. E. corner of Hastings and Main streets. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Dec. 1, 1913.
Shipping dull; prospects poor, with lots of men ashore.
H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, Dec. 1, 1913.
Shipping and prospects poor.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Dec. 1, 1913.
Shipping dull; prospects uncertain.
JACK ROSEN, Agent.
P. O. Box 6. Tel. Main 557.

Portland Agency, Dec. 1, 1913.
No meeting; no quorum. Shipping dull.
G. A. SVENSON, Agent.
P. O. Box 2100. 51 Union Ave. Tel. East 4912.

Eureka Agency, Dec. 1, 1913.
Shipping and prospects poor.
JOHN ANDERSEN, Agent.
227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, Dec. 1, 1913.
Shipping dull.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Nov. 24, 1913.
Shipping and prospects poor.
JACK EDWARDSEN, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Dec. 5, 1913.
Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping slack. Balloting on officers for the ensuing term was proceeded with.
EUGENE STEIDLE, Secretary.
Phone Kearny 5955.

Seattle Agency, Nov. 28, 1913.
Shipping dull. Balloted on officers for the ensuing term.
LEONARD NORKGAUER, Agent.
Grand Trunk Dock, Rooms 203-205. P. O. Box 214. Phone Main 2233.

San Pedro Agency, Nov. 28, 1913.
No meeting. Shipping dull.
HARRY POTHOFF, Agent.
P. O. Box 54.

Portland Agency, Nov. 24, 1913.
Shipping quiet. Balloted on officers and delegates for the ensuing term.
THOMAS BAKER, Agent.
27½ Second street, Bickle Bldg., Room No. 10. Phone Main 9731.

DELEGATE'S REPORT ON A. F. OF. L.

(Continued from Page 2.)

vidual labels that has resulted in making them a source of profit to the organizations and their members, object at this time to giving up those labels that have been so popularized and adopting something, the result of which must be most uncertain, for the sake of assisting those organizations that have shown apathy in label work and have not evinced a willingness to spend money sufficient to make the label the revenue producer to the organization that it should be."

The Label Trades Department of the Federation of Labor gave consideration to the universal label project at its meeting just previous to the Federation meeting, and it decided against the adoption of the universal label, and so reported to the Convention.

Light and Power Council's Strike.

Three resolutions dealing with different phases of the Light and Power Council's strike were introduced and were referred to three different committees.

The first resolution (No. 55) introduced by your delegate, dealt with the unjustifiable interference in the strike by officers of National and International Unions. This resolution was referred to the Committee on Resolutions.

The second resolution (No. 57) was introduced by Delegate Flynn and dealt with the admission by the Steam & Operating Engineers, No. 64, of 16 members of the Stationary Firemen's Union, No. 86, who had been fined and suspended by the latter union for returning to work for the Pacific Gas & Electric Company while the strike against that concern was in full force. This resolution was referred to the Committee on Adjustment.

The third resolution (No. 75) was introduced jointly by Delegate Flynn and myself. This resolution briefly reviewed the events of the strike since its inception and disapproved the action of Grasser and his sponsors for signing the notorious agreements with the P. G. & E. Co., for a lesser wage than asked for by the strikers. This resolution was referred to the Committee on Report of Executive Council.

In drafting the three beforementioned resolutions a special effort had been made to use only temperate language and to refrain from needlessly offending anyone concerned. To my surprise, however, I learned that no less a person than President Gompers thought that these resolutions "denounced people right and left."

The first hearing was held before the Committee on Adjustment upon Resolution No. 57. On the following day Chairman John Mitchell of the latter committee moved on the floor of the convention that all three resolutions relating to the subject be referred to the Committee on Resolutions, of which James Duncan was the presiding officer. The motion to refer was carried and subsequent hearings upon all three resolutions were held before the Committee on Resolutions.

On the last day of the convention Secretary Frey of the Committee on Resolutions read the committee's recommendations upon the three resolutions in question, as follows.

"We your committee, after an exhaustive hearing, find that the occurrences referred to in the resolutions had their inception in the recognition which was given to a dual and seceding organization. We cannot help but deplore the incidents which have arisen in connection with the situation referred to, and we desire to call attention to the fact that they would not have arisen had there been that strict observation of trade-union discipline by local, central and national organizations which is essential to the welfare of our movement.

"We recommend that the resolutions be nonconcurred in, and that this Convention endorse the action of the Executive Council upon the subject matter contained in the resolutions, which is substantially as follows:

"In notifying the gas workers' unions directly affiliated that the American Federation of Labor requires local unions to comply with all provisions of working agreements entered into by them; and that the gas workers' unions are not to support the seceding electrical workers or seceding members of any other affiliated organization. Also, in notifying the San Francisco Labor Council and the executive officers of all national or international unions interested, to withhold any and all support from the seceding electrical workers who were attempting to control work that properly came under the jurisdiction of the Brotherhood of Electrical Workers affiliated with the American Federation of Labor.

"We further recommend that President Gompers visit San Francisco upon the close of this Convention with such other members of the Executive Council as may be able to accompany him, for the purpose of urging and encouraging unity of purpose on the part of those directly involved in the present difficulty, so that the local unions of affiliated organizations may be duly recognized and protected. Also that additional efforts be made by all interested organizations to secure the affiliation of the seceding electrical workers in San Francisco to the International Brotherhood of Electrical Workers, affiliated with the American Federation of Labor."

A motion was made and seconded to adopt the report of the committee.

Delegate Flynn then offered as a substitute for the committee's report that these resolutions be taken up seriatim and acted upon.

President Gompers declared this motion out of order in the following language: "The motion is out of order; it is a negative motion. The same result can be accomplished by defeating the committee's report."

Your delegate protested and stated that the three resolutions dealt with different phases of the subject, and each delegate should have the privilege of the floor and have his particular resolution considered separately. The chairman stated that each delegate who had introduced a resolution would have a right to discuss the subject-matter from the standpoint of his resolution.

Delegate Wharton of the machinists then offered the following as a substitute for the report of the committee:

"That the International Brotherhood of Electrical Workers, affiliated with the American Federation of Labor, be requested to withdraw all members who have taken the places of the men involved in the strike inaugurated by the Light & Power Council of California against the Pacific Gas & Electric Company; and that the president and such members of the Executive Council as are in a position to do so visit San Francisco, as soon as possible after the adjournment of this Convention, for the purpose of making a thorough investigation of all facts in connection with the controversy, and that every effort be made to bring within the folds of the affiliated organization of electrical workers all members of the seceding faction.

"While severely condemning any man or men who by action or deed aid or assist in any movement which has for its object a division in the ranks of the bona fide trade-unions affiliated with the American Federation of Labor, we nevertheless believe that there can be no justification of an act which consists, in effect, of furnishing strikebreakers to take the places of organized or unorganized workmen, when such workmen are engaged in a strike inaugurated as a means either to maintain or improve the conditions of the men involved.

"The Convention requests the President and Executive Council to use their good offices in an effort to bring about a satisfactory adjustment of the strike, believing that in so doing the American Federation of Labor will be performing an act that will redound to the credit of all concerned, and possibly be the means of uniting the electrical workers."

The entire subject matter was then discussed in detail and at the close of the debate a roll call was demanded and taken upon the substitute offered by Delegate Wharton. The vote in favor of the substitute was 5,504, against 12,772, not voting 1,183. A motion to adopt the report of the committee was then carried without a division.

In view of the fact that negotiations for a settlement of this unfortunate affair are now pending in this city I feel that it is to the best interest of the men on strike to refrain from commenting upon this memorable struggle.

Your delegate as well as the others representing the unions affected by the Light and Power Council's strike were freely charged with many ulterior motives. The cry of "secession" repeated morning, noon and night unduly frightened many delegates and particularly the officers of International unions into voting against the substitute although their sympathies were clearly with our cause. In concluding this part of my report I can not refrain from calling attention to the vote of many of the self-styled radicals in the Convention. I would particularly urge all to carefully read the substitute offered by Delegate Wharton and then ask such "reformers" as Fred C. Wheeler, Max Hayes, J. Mahlon Barnes and others how they can reconcile their vote against this substitute with their professed desire to make the labor movement more progressive.

Synopsis of Measures Adopted.

Following is a synopsis of the more important resolutions and recommendations of officers and committees which were endorsed by the Convention:

Under the caption of University Extension the Convention urged the enactment of legislation by the various States providing that State Universities may become more accessible to the children of the workers and the workers themselves so that insofar as it is possible these institutions may be utilized for the general education of the working people as well as the wealthier classes of our Nation.

The officers of the A. F. of L. were instructed to thoroughly investigate the rights of municipal employes to collective bargaining and the protecting of their labor through organization, in such cities as are not operating their street railways under municipal ownership.

The President of the United States was urged to take immediate steps to have the Department of Labor or the Commission on Conciliation and Arbitration use their good offices to bring about an adjustment of the railroad shopmen's strike.

The Convention reaffirmed its advocacy of a governmental policy whereby all naval vessels for the service of the United States shall be constructed in Government Navy Yards. It further advocated that all repairs to Government vessels should be made at Government Navy Yards, except when serious inconvenience or delay would result.

The Convention gave its endorsement to the valiant fight waged by the Mare Island Navy Yard workers for the full exercise of the right recently granted to them by the California Legislature to transport themselves to and from their employment, or if this should prove impracticable to have the Government provide free transportation for the Navy Yard employes.

Resolutions were approved favoring the enactment of laws which will prohibit the importation of all convict labor products from foreign countries.

Congress was urged to enact laws for strict rules and regulations for the loading and unloading of vessels and governmental inspection for the enforcement of such rules.

An amendment was urged to the existing postal savings law which will enable school district trustees to borrow money direct of the postal savings fund, without the intervention of any third party.

The enactment of Federal laws was favored for compensation of injuries to Government employes more nearly in keeping with the best of the recent State laws and urging that such laws embody provisions for (1) Compensation for every day of injury; (2) a more adequate death benefit, instead of one year's pay, as at present; (3) compensation to extend for a greater period than one year if injuries are serious, and partial or total disability results.

Saturday half-holidays for all employes of the Federal Government were approved.

The strike of the Michigan miners was endorsed and all affiliated unions are requested to contribute to the support of said strikers. (An individual collection among the delegates for the benefit of the strikers yielded the sum of $525.00.) The strike of the coal miners in Colorado was also endorsed.

The Convention reaffirmed the endorsement of the so-called Booher-Hughes bills which when enacted into law will minimize the evils of convict labor competition with free labor.

It was recommended that in all proposed minimum-wage laws the organized workers should see to it that provision is made for the representation on minimum-wage boards by the organized wage-earners, and that the laws are so changed or drawn and administered as to afford the largest measure of protection for women and minor workers—those they are to protect.

The Executive Council was authorized to establish a legal department for the purpose of drafting laws for uniform legislation and preparing briefs to be used by attorneys in labor cases.

The Seamen's bill was reindorsed and a cablegram sent to the International Conference on Safety of Life at Sea insisting that an adequate number and the individual skill of deck crews are imperative to safety of life at sea.

The extension of military enlistment to classes of work non-military in character was opposed.

The establishment of free legal advice bureaus by municipalities was strongly approved.

The sale of nostrums represented as cures for tuberculosis was condemned.

The Convention endorsed the policy of having local agreements in allied industries terminate upon the same date, thus enabling all unions employed in an industry to act upon their wage scales and other terms of employment at the same time, and recommends to the affiliated organizations the desirability of establishing this condition wherever it is possible and practicable.

The efforts of the Cigarmakers' International Union to secure protection against Asiatic labor were endorsed.

The so-called Hetch-Hetchy bill was unanimously endorsed and all affiliated National and International unions, State Federations of Labor, Central Councils and individual unions were requested to urge upon their respective Senators at Washington to work and vote for the speedy enactment of the same.

The various State Federations of Labor were urged to give particular attention to the compilation and distribution of the labor records of State legislators in order that the workers generally may learn from reliable and authoritative sources who are the "friends" of Labor.

Numerous jurisdiction disputes were adjusted by mutual agreement between the organizations affected. Others were referred to the Executive Council or to special committees for settlement.

The Convention declared in no uncertain terms in favor of international peace and the financial interests that are responsible for fomenting war were unmercifully roasted. Armed intervention on the part of the United States in the affairs of any country (meaning Mexico) was declared to be a crime except as a last resort to bring liberty and independence to an exploited people.

In order to check the constant and steady increase of circular letters appealing for financial assistance a resolution was adopted recommending to all National, International, local or federated bodies, they put forth every effort at their command to establish, as early as possible,

a system within their own organization providing for weekly financial assistance for their members when involved in strikes and lockouts; thus providing for and rendering financial support of a more definite and substantial nature than can possibly result from circular or personal appeals.

The amalgamation of the two National unions of Steam Shovel & Dredgemen is at last to be materialized, for according to the Convention's decision, definite action upon this matter is to be taken not later than July, 1914.

The Convention demanded that a sufficient number of school teachers be employed by our school authorities to give a reasonable degree of personal attention to each of our children entrusted to their care, and thereby enabling teachers to qualify as a real teaching force and as conservators of the greatest wealth of our Nation—our children; also, that a salary be paid to these teachers sufficient to secure services of the highest standard of educational value.

The Executive Council was authorized to levy an assessment of one cent upon the membership of all affiliated unions, the money derived therefrom to be expended by direction of the Executive Council in whatever manner it may deem best and of the greatest advantage in the organization of the wage-earning women of our country.

Resolutions Referred to Executive Council.

A great number of resolutions requesting the services of organizers for different crafts and localities were referred to the Executive Council for consideration.

Many other resolutions upon widely different subjects were referred to the Executive Council without recommendation. Among these are the following:

Instructing the Executive Council to extend its good offices in the establishment of a federation agreement between all unions engaged in a given industry to the end that such unions shall act jointly in all matters, offensive and defensive.

Urging upon Congress to enact a law giving power to the forest service to log national forest timber, to transport the logs, and to manufacture the same into lumber and other products, and to sell said lumber and products to the public at the lowest price consistent with the maintenance of the welfare of the laborers employed.

Instructing the Executive Council to take up with the interested international organizations the question of organizing a transportation department within the A. F. of L.

Propositions Defeated.

Among the more important resolutions which met with defeat are the following:

All proposed constitutional amendments including a proposed change in the time of holding the annual conventions.

A resolution opposing the reduction of letter postage from 2 to 1 cent was non-concurred in by unanimous vote.

A resolution directing the Executive Council to issue a charter to the National Stogie Makers' Union was defeated.

The application for jurisdiction over newsboys by the International Printing Pressmen's and Assistants' Union was denied.

Finances and Growth of Membership.

At the close of the fiscal year, September 30, 1913, the Federation had in its treasury the sum of $105,063.05.

Of the amount on hand, $84,924.82 is in the defense fund for the local trade and federal labor unions, and can be used to pay benefits only in case of a strike or lockout of the members of these local unions. The balance, $20,138.23, is in the general fund. Of that fund only $13,192.74 is available for the general expenses of the American Federation of Labor. The balance, $6,945.49, is in the fund created by the one-cent assessment levied August 4, 1913, to defray expenses of appeals in the United Hatters and Contempt Cases.

The total receipts from all sources are $244,292.04, the total expenses are $258,702.92, which makes an excess of expenditures over receipts of $14,410.88.

Secretary Morrison reported that the average paid-up and reported membership for the year is 1,996,004, an increase of 225,859 members over last year. National and international organizations are required to pay only the per capita tax upon their full paid-up membership, and therefore the membership reported does not include the large numbers of members involved in strikes during the fiscal year, for whom tax was not paid; otherwise the average membership would have exceeded the 2,000,000 mark.

That the membership of affiliated organizations is steadily on the increase is indicated by the fact that the paid-up and reported membership of affiliated organizations for the month of September of this year is 2,054,526, an increase of 213,258 over the September membership of last year and 284,381 over the average membership of last year.

Election of Officers and Convention City.

The following officers were elected for the ensuing year: Samuel Gompers, president; first vice-president, James Duncan; second vice-president, James O'Connell, who defeated Wm. H. Johnston, president of the International Association of Machinists, receiving 12,922 votes against the latter's 6,177 votes; third vice-president, Dennis A. Hayes; fourth vice-president, Joseph H. Valentine; fifth vice-president, John R. Alpine; sixth vice-president, H. B. Perham; seventh vice-president, John P. White; eighth vice-president, Frank Duffy; treasurer, John B. Lennon; secretary, Frank Morrison. John Mitchell and William D. Huber voluntarily retired as members of the Council. John P. White, president of the United Mine Workers, was elected to succeed John Mitchell, and Frank Duffy, secretary of the United Brotherhood of Carpenters, was elected to fill the vacancy caused by the resignation of William D. Huber.

There was a contest in the election of one of the fraternal delegates to the British Trade Union Congress. William D. Mahon, president of the Amalgamated Association of Street and Electric Railway Employees, was elected over Frederick C. Wheeler, a Socialist and member of the Brotherhood of Carpenters' delegation, by a vote of 14,603 to 3,834. The second delegate to the British Trade Union Congress, Matthew Woll, of the Photo Engravers' Union, was elected without opposition. Mortimer Donoghue, president of the Montana State Federation of Labor, was elected fraternal delegate to the Canadian Trades and Labor Congress.

The 1914 convention will be held in Philadelphia, Pa., that city winning against Fort Worth by a vote of 10,634 to 8,432.

Conclusion.

In closing this already too lengthy report I want to thank the Council's delegates for giving me the opportunity to attend this convention and take part in the struggle where the principle at stake was so clearly defined.

I shall always be proud of my association with the men of that fighting minority, whose names are indelibly written in the record as being opposed to the furnishing of strike-breakers to any employer, under any pretext, when workers are in the midst of a contest for improved conditions. I am particularly pleased that the great majority of the men of the West loyally stood by the men on strike and I am equally glad that some of the fake-mouth revolutionists definitely placed themselves on the wrong side of the record. Of course, it will be held by those who voted with the majority that the issue upon which this vote was taken was "trade-union regularity vs. secession," but I must confess that it is far beyond me to fathom the logic of men who almost shed tears when discussing the plight of revolutionists in a foreign country and then turn face-about and sanction strike-breaking in order to crush a group of fellow-workingmen who have committed no sins except the crime of being somewhat "irregular."

I do not wish to be understood as having lost faith in the American trade-union movement. In my humble judgment the American Federation of Labor is responsive to the will and wishes of the rank and file—but I know that the great rank and file is a sluggish, slow-moving body. It must be assumed that the delegates to the A. F. of L. conventions fairly represent the will and wishes of a majority of their constituents. If they do not it is because the average trade-unionist fails to take sufficient interest in his union's affairs. Hence it is foolish to complain about standpatters, steam rollers and other things animate and inanimate alleged to have control of the A. F. of L. conventions. The A. F. of L. conventions are dominated by delegates representing National and International unions. Therefore, if we don't like the decisions of the A. F. of L. conventions we should not waste any energy in cussing that body or its officers, but begin to assume a little individual responsibility and investigate how the delegates from our own National or International unions lined up on vital issues.

Taken as a whole the work of the Seattle Convention speaks for itself and requires no apologies at my hands. It will be generally conceded that the two million men and women represented in the A. F. of L. are truly a heterogeneous mass in so far as political and religious ideals are concerned. Every shade of thought is there—from the "leave-well-enough-alone" slogan of the dyed-in-the-wool standpatter to the suppressed cry of "revolt" of the most impatient radical. And that mass of humanity has for thirty-three years maintained this purely voluntary organization and annually selected representatives to meet at a designated place for the purpose of voicing the hopes and aspirations of the workers and then endeavor to arrive at certain conclusions and agree upon certain plans whereby the various groups may improve their lot by co-operating with each other.

Surely, we have reason to be proud of our movement—its thirty-three years of growth and its magnificent achievements. May we ever have the courage to voice our convictions and with it sufficient forbearance and tolerance to give a respectful hearing to the views of those who differ with us.

Respectfully and fraternally,
PAUL SCHARRENBERG.

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,
LAKE SEAMEN'S UNION,
V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION
570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y.....55 Main Street
Telephone Seneca 936 R.

CLEVELAND, O.....1401 W. Ninth Street
Telephone Bell Main 1842.

MILWAUKEE, WIS.....133 Clinton Street
Telephone South 240.

ASHTABULA, O.....21 High Street
Telephone 552.

NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

DETROIT, MICH.....7 Woodbridge Street, East
Telephone 3724.

SUPERIOR, WIS.....1721 N. Third Street
Telephone, New, Broad 385.

BAY CITY, MICH.....108 Fifth Avenue
OGDENSBURG, N. Y.....70 Isabella Street
CONNEAUT, O.....922 Day Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue
PORT HURON, MICH.....517 Water Street
ERIE, PA.....107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

HEADQUARTERS.
71 Main Street, Buffalo, N. Y.
Telephone Seneca 48.

BRANCHES:

CLEVELAND, O.....1185 W. Eleventh Street
CHICAGO, ILL.....445 LaSalle Avenue
MILWAUKEE, WIS.....151 Reed Street
DETROIT, MICH.....27 Jefferson Ave, East
SUPERIOR, WIS.....1814 Fourth Street
OGDENSBURG, N. Y.....70 Isabella Street
BAY CITY, MICH.....108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.

HEADQUARTERS.
BUFFALO, N. Y., 55 Main St. Tel. Seneca 2295

BRANCHES.

CLEVELAND, O.....1401 W. Ninth Street
MILWAUKEE, WIS.....151 Reed Street
CHICAGO, ILL.....314 N. Clark Street
ASHTABULA, O.....74 Bridge Street
TOLEDO, O.....54 Main Street
DETROIT, MICH.....7 East Woodbridge Street
PORT HURON, MICH.....517 Water Street
CONNEAUT, O.....922 Day Street
OGDENSBURG, N. Y.....70 Isabella Street
NORTH TONAWANDA, N. Y.....152 Main Street
SUPERIOR, WIS.....1721 N. Third Street
BAY CITY, MICH.....108 Fifth Avenue
ERIE, PA.....107 E. Third Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue

UNITED STATES MARINE HOSPITALS AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS.

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS.

Ashland, Wis.	Ogdensburg, N. Y.
Ashtabula Harbor, O.	Oswego, N. Y.
Buffalo, N. Y.	Port Huron, Mich.
Duluth, Minn.	Manitowoc, Wis.
Escanaba, Mich.	Marquette, Mich.
Grand Haven, Mich.	Milwaukee, Wis.
Green Bay, Mich.	Saginaw, Mich.
Houghton, Mich.	Sandusky, O.
Ludington, Mich.	Sault St. Marie, Mich.
Manistee, Mich.	Sheboygan, Wis.
Erie, Pa.	Superior, Wis.
Menominee, Mich.	Toledo, O.

THE SARDINE INDUSTRY.

Small fish of the clupeoid family have been sold in the markets of the world since earliest historic times, especially along the shores of the Mediterranean. It is only within very recent times, however, that the fish has been sold in other than fresh or salted condition.

The French sardine industry may be said to have begun about 1830, but not until 1860 did the industry assume any magnitude. In 1879 France had 160 factories, Spain 7 or 8, and Portugal none. In 1881 the number had increased to about 200 in France, 40 in Spain, and 18 in Portugal. In 1886 there were less than 100 fish-packing houses in France, while the number had increased in Portugal and Spain to 66 and 57, respectively. The recent crisis in the fish industry of Brittany, involving the closing of some 116 sardine factories, has, temporarily at least, seriously affected this great industry of France.

Not until 1879 was the first attempt made in Norway to preserve the clupeoid variety of fish in hermetically sealed tins, and a few years later six factories were erected in Stavanger to pack smoked sprats (Norwegian "brisling"). The industry has since had a steady, prosperous growth, the total export of canned fish from Norway in 1912 being valued at approximately $7,000,000, of which the Stavanger consular district exported about five-sixths, the United States having nearly $2,000,000 worth.

Stavanger, Bergen, Haugesund, and Kopervik are the leading centers of export, Stavanger being by far the most important. Haugesund is chiefly noted as the center of fresh and salt herring exports, 470,000 cases (of about 140 pounds each), valued at over $1,000,000, having been shipped from there during February and March, 1913. Practically none of this herring is canned, however.

Comparing these figures with the total exports of canned fish from all of Norway in 1905, amounting to barely $750,000, a fair idea may be gained of the rapid development of the Norwegian industry in recent years.

The factor contributing chiefly to the success of the Norwegian industry is unquestionably utilization of the most modern methods and equipment, both in catching the fish and in its preparation for consumption. For catching sprats a typical fishing outfit manned by 16 men will cost up to $9,200, consisting of a purse-seine boat equipped with a 20-horsepower motor, $2,000; a lodging boat at $700; a purse seine, 1,200 feet long, $4,250, besides seines and small seine boats amounting to about $2,250. An average season's catch, which lasts from May to February, is said to be valued at $188 per man.

The particular fish of most importance to the Norwegian canning industry is the sprat, known locally as "brisling" (sometimes "ansjossild") and termed scientifically Clupea sprattus. It is caught as far north as Trondhjem, in Norway, and is found as far south as the Mediterranean. In Sweden it is known by the names "hvassbuk" or "skarpsill;" in Germany, "breitling" or "sprotte;" in Holland, "sprot" or "sardijn;" in Belgium, "schardyn" or "sprot;" in England, "sprat;" in France, "sprat" or "l'esprot;" in Spain, "espadin."

The sprat does not attain full growth until its sixth or seventh year, when the largest specimens have a length of 15 to 16 centimeters (5.9 to 6.3 inches). Investigations made in 1909 with sizes ranging from 8 to 13 centimeters (3.1 to 5.1 inches), indicate that the percentage of fat in the fish increases until lengths of 11 to 12 centimeters (4.3 to 4.7 inches) are attained, and that in April the sprat has a fat content of 4.87 per cent., compared with 15.52 per cent. in September. During February and March the percentage of fat is so small that no attempt is made to preserve the fish. This year (1913) the Stavanger sardine factories decided to pack no sprats caught between February 15 and May 15. This period, however, includes the herring season, at which time large schools of this variety of the clupeoid family are found along the fiords.

The herring is a variety of the clupeoids, attaining along the west coast of Norway a length about double that of the sprat. The herring is found along the shores of Europe from the White Sea to the Bay of Gascony. Scientifically it is designated as Clupea harengus. In the Scandinavian countries it is known as "sild;" in Germany, "hering;" in England, "herring;" in France, "hareng." Investigations made along the west coast of Norway in the summer of 1910 show that lengths of 22 centimeters (8.7 inches) have the highest fat content, an average of 14.5 per cent. Other investigations, however, have disclosed among the same lengths as high as 20 per cent. fat.

The pilchard is not found in Norway. It is native from the southwest coast of England to the coasts of the Mediterranean. In England and the Scandinavian countries it is generally known under the name of "pilchard," while in France it has several designations, such as "celan," "celerin," "royan," "sardine," "pilchard."

BUSINESS OF SOO CANAL.

In the first six months of the season of navigation the freight tonnage passing through the "Soo" Canal showed a gain of more than 8,000,000 tons over the corresponding part of last year. The increase alone was enough to surpass the total business of almost any other artificial waterway in the world.

The rate of gain was about 20 per cent. The total traffic was more than 60,000,000 tons—over 10,000,000 tons a month since the beginning of April. That is at the rate of about 330,000 tons a day, including holidays and Sundays. It means more than 13,000 tons an hour, day and night—two big shiploads. It is equal to 216 tons a minute, without ceasing.

There is nothing else on earth like such figures. The traffic through the "Soo" Canal makes small by comparison the business of the Suez Canal, the Kiel Canal and the Manchester Canal, all taken together. It exceeds the traffic of London, Hamburg and Antwerp combined, month for month, day by day.

After all, the "labor question" is but an arithmetical question. Unfortunately, however, we still lack agreement upon the formula by which to solve it.

THE MENHADEN INDUSTRY.

In view of the great importance of the menhaden industry and the popular interest which it has attracted in recent years, the Bureau of Fisheries, of the Department of Commerce, in 1913 undertook a very comprehensive statistical canvass, which has just been completed. A special bulletin giving the results of the canvass will shortly be issued and distributed to the trade.

It appears that the season of 1912 was one of the most successful in the entire history of this industry, which goes back for about half a century. Every factory on the coast from Maine to Florida has been visited and complete data have been obtained showing the quantity of fish utilized, the quantity and value of the oil and fertilizer manufactured therefrom, together with the number of persons employed, the amount of money invested, and the number of vessels engaged in supplying menhaden to the factories.

The fishery and the industry dependent thereon are most extensive in Virginia, New York, North Carolina, Delaware and New Jersey, in the order named. About 150 vessels were employed throughout the season in catching menhaden for 48 factories; 5,900 persons made a livelihood in taking menhaden and in converting them into oil and guano; and nearly $8,000,000 was invested.

The enormous catch of 1,061,000,000 fish, equivalent to over 3,000,000 barrels, or over 300,000 tons, is credited to this fishery in 1912, with a first value of over $2,000,000. Of this quantity Virginia contributed nearly half. The manufactured products consisted of 6,650,000 gallons of oil and about 90,000 tons of fertilizer, valued at $3,700,000.

This investigation confirmed the previous experience of the Bureau of Fisheries in regard to the capture and utilization in this industry of other fishes than menhaden. While the purse seines used by the menhaden fishermen are capable of taking all kinds of free-swimming fishes, as a matter of fact during the year 1912 the catch of food species was negligible. Considerable quantities of sea robins, skates, swellfish, and sharks were utilized, and in Chesapeake Bay herring and perch suitable for human food were purchased by the menhaden factories and converted into fertilizer. This, the only abuse noted during the season, is a matter for correction, not through the menhaden industry, but through the local net fisheries at the head of Chesapeake Bay.—Bureau of Fisheries.

Some time ago the French Government sent a commission to the West Indies to inquire whether it would be of any advantage to build modern well-equipped harbors at Port de France and Pointe-a-Pitre, with a view to their becoming ports of call after the opening of the Panama Canal. After making a thorough investigation of the local conditions, the commission has come to the conclusion that such a scheme would not be advisable, as the islands are situated too far from the shipping routes to the canal, and coal, provisions, etc., would be much dearer there than at, for example, St. Thomas, D. W. I., where harbor works are now in progress.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

ized movement in this city will become the greatest consumer of union labeled goods in proportion to its membership of any city in America."

Union Busting Satellites.

The "substantial" business men of Calumet, Mich., have organized a Citizens' Alliance, having for its purpose "The settlement of the miners' strike in this territory." It is asserted that the Alliance will bend its efforts to the end of destroying unionism in this part of the country. In a bombastic manner the membership of this new organization denounces the organization of the Copper Miners as a "menace to the future development and welfare of the district and as opposed to good government and good citizenship." It further professes profound sympathy for the miners, and purposes to make itself felt as a "strong moral force," and also materially assist the strikers who return to work to regain what they have lost in the strike and relieve any distress which may follow the period of idleness. And now it is in order for the Calumet Citizens' Alliance to explain to the public and to the miners the great "regard" which the Copper Companies have for them. It must also explain to the miners that an investment of $1,250,000, made forty-two years ago and yielding in profits only $200,000,000, is really a starvation investment, and that these Copper magnates, similar to the anthracite coal magnate Baer, have been designated as the trustees of these vast copper interests by some "Divine authority."

New York Federation Wins.

The New York State Federation of Labor went into the last political campaign determined to punish a goodly number of its enemies. The Labor News, the official journal of the New York State Federation of Labor, in commenting on the activities of the State Federation in this particular says: "The legislative enemies of a genuine workmen's compensation law were trounced at the polls on November 4 and the amendment to the State constitution to authorize a compulsory compensation law was adopted by an overwhelming vote. Out of the list of eighty-five legislators denounced by the State Federation as enemies of workmen's compensation, fifty-five were defeated for re-election. Those who succeeded in reaching the Legislature again did so by such diminished pluralities as 65 instead of 4000, 63 instead of 1200, and so on. The Brooklyn Central Labor Union did some great work in the campaign. Out of a list of twelve unfair assemblymen in Kings County, that body, in co-operation with the State Federation of Labor, succeeded in retiring nine of the twelve to private life. In Buffalo all of the Assemblymen who voted against the Federation bill were retired to private life except one. One unfortunate feature, however, was the defeat by a few votes of Assemblyman Edward Jackson. The railroads and the casualty insurance companies went after his scalp because of his activity in securing the enactment of the full crew law and promoting the State Federation's compensation bill, he being the introducer of both. One Assemblyman, Edward Weil, of the Twenty-second New York district, who, not only voted and spoke against the State Federation's compensation bill, but challenged organized labor to meet him at election day, is retired with his 2000 majority of 1912 turned into a defeat of 1660, and his place in the Legislature is taken by Benjamin E. Moore, a union iron worker." The State Federation worked assiduously in all parts of the State, and its record of defeating fifty-five hostile Assemblymen is a record that is worthy of emulation, and proves conclusively that the political policy adopted has borne fruits that could not have been secured in any other way. It has been a bitter fight, but the State Federation of New York has now the verdict of the people back of it, and a compulsory workmen's compensation law will be enacted by the State Legislature.

"Will Disgrace Erie."

At the conference of the industrial welfare and efficiency committee held at Harrisburg, Pa., a startling statement was made by the representative of the Erie Central Labor Union. This representative came prepared with an array of facts concerning the manner of conduct of some Erie manufacturing plants. He had an abundance of data gathered by personal effort and inspection and supplied by employes in the concerns in which the conditions exist. There was presented a statement relative to the employment of child labor in Erie; the absence of safety appliances on machinery and the insanitary conditions prevailing, and the entire lack of urgent conveniences in some of the plants. It was a strong indictment of the manufacturing interests and astonished the members of the conference. A representative of the manufacturers of Erie, upon hearing the report, said to the Central Labor Union representative that his report would "disgrace Erie." The contest against non-union conditions in Erie, which has been carried on by the Metal Trades Department for a year, is having its effect in numerous ways, and is bringing to the attention of the public the conditions which usually obtain in industrial centers where unionism is conspicuous by its absence.

Preparing to Increase Wages.

An ordinance has been introduced in the Philadelphia city council providing that on and after January 1, 1914, all mechanics employed by the city of Philadelphia shall receive for their service the then current union rate of wages for a working day of eight hours. It is also provided that for overtime work all mechanics shall receive time and one-half for all work done on weekdays, holidays and half-holidays excepted, from the regular quitting time until midnight and double time from midnight until 8 a. m., as well as double time on holidays, half-holidays, and Sundays. Further, that Saturdays being, by act of Assembly, designated as half-holidays, a full day's wage shall be paid for work done from 8 a. m. to 12 o'clock noon. It is further provided that the provisions of the ordinance as to rates of wages shall not apply to mechanics now employed by the City of Philadelphia at a rate higher than the current union wage, but the provisions as to overtime work done on holidays, half-holidays, and Sundays shall apply.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

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ALASKA FISHERMEN'S UNION (Local No. 2), KETCHIKAN.
LORING, Alaska.
ALASKA FISHERMEN'S UNION (Local No. 3).
PETERSBURG, Alaska.

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ASTORIA, Ore., P. O. Box 138.

The Coast Seamen's Journal

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FEDERATED SEAMEN'S UNION OF AUSTRALASIA

29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

A strike of union teamsters in Indianapolis, long threatened, is now on. Many of the employers, however, have granted the union's demands for higher wages.

R. B. Cradlebaugh, Burns detective, convicted of assaulting Alfred Nelson, while the latter was in his custody, after having been arrested for his alleged participation in the recent Wheatland riots, was sentenced to one year in the county jail and to pay a fine of $1,000, by Superior Judge Latimer in Oakland, Cal. Motion for a new trial was denied.

Samuel Gompers, president of the American Federation of Labor, paid a visit to the Panama-Pacific exposition site and gave expression to his interest in the exposition. He said that the exposition, in his opinion, was practically completed, which he considered a tribute to the workingman. He said that he was convinced that the 1915 meeting of the American Federation of Labor would be held in San Francisco.

The co-operative system is being given a tryout in the operation of a shingle mill near Everett, Wash., by the members of the Shingle Weavers' and Timber Workers' International Union. Members of the shingle crew took over the plant on the co-operative plan after the mill had been shut down. The plant was bought outright from the former owners and it is asserted that so far the enterprise appears to be successful.

There were admitted to the United States 134,140 immigrant aliens in October, this year, according to statistics just issued by the Bureau of Immigration of the Department of Labor. This is an increase of 25,840 over the same month last year, when 108,300 were admitted. The number admitted, however, was nearly double that of October, 1911, when 69,418 immigrant aliens entered this country. Of the number admitted last October 82,907 were males and 51,157 were females.

Nathaniel Ellery, civil engineer for the Brick Builders' Bureau, has completed and published the second volume of his "Permanancy in Building Construction." There is only a page of reading matter in the book but the hundred photographs make print unnecessary. It is directed against the use of concrete. Two thousand copies were printed at a cost of $3100. The books will be distributed to prospective builders as a part of the campaign being waged by the bricklayers against concrete construction.

According to statements made at Pittsburgh recently by railroad men there appears to be a plan on foot whereby 40,000 employees of the Pennsylvania Railroad east of Pittsburgh are to form a close alliance. It is stated that the Brotherhood of Railway Trainmen, Order of Railway Conductors, Brotherhood of Locomotive Engineers and Locomotive Firemen, and the Order of Railway Telegraphers are to be the constituent organizations. This move is being made, it is said, for the purpose of forming a closer relationship among the men employed on the Pennsylvania Railroad, but will not change in any manner the affiliations of the employees with their national organizations.

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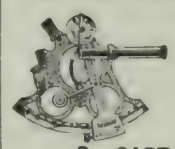
Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Aagaard, A.
Abrahamsen, Johan
Alonzo, Julius
Anderson, T.
Anderson, H. -1352
Anderson, A. -1638
Anderson, Martin
Behr, Henry
Bishop, Patrick
Brunstrom, Gust.
Bartsch, W.
Balk, Marius
Berger, C.
Brandlung, G.
Burholtp, F.
Carlsen, Rudolf
Chevalier, U.
Christiansen, Nels
Christiansen, Anton
Chudelow, Geo.
Carlson, Harold
Christensen, H. -1366
Christensen, Trygar
Daughty, Pearly
Edwardsen, Anton
Engstrom, Fred
Engebrietsen, E.
Erlandsen, E. L.
Ferguson, Robert
Fonslund, Victor
Freeman, J.
Framness, Ivar
Graa, P. C.
Grant, Dave
Grant, J. J.
Gangsrud, O. K.
Gunther, Max
Hallnes, M.
Heiam, Dan
Hagen, Carl
Helpap, A.
Holst, L.
Iversen, A. S.
Johnson, Charles O.
Jensen, Hans
Jensen, Jens
Jacobs, Wm.
Jacobsen, Johan
Johansen, O. K.
Johnson, Ernest
Klehnikoff, I. W.
King, Frederick
Kirwan, M. L.
Kohlmasher, O.
Kealy, James
Kenny, James
Kristiansen, K. F.
Ludicar, K.
Ludulgsen, Arni
Larsen, L. A.
Larsen, G. -1692
Larsen, Harry
Larsen, G. E.
Lillian, Ole
Lunder, B.
McPherson, R.
McNeary, J.
Mikkelsen, K. -1620
Mattson, Taivo
Matson, F.
McGoldrick, J.
Mehut, Joseph
Monsen, S.
Matson, M.
Martinsen, Chr.
Martinsohn, P. A.
Maitak, M.
Martens, Paul
McManigal, Thos.
Moen, K.
Nilsen, Martin
Nilsen, Oscar J.
Nissen, Louis
Nelson, Ed.
Nelson, Ludick
Nelson, Carl
Nelson, Albert
Noeri, H.
Olsen, O. P.
Owens, J. H.
Olsen, Albert
Olsen, Christ
Olsen, M. E. -1231
Olsen, Edwin
Owen, J. H.
Pedersen, Peder
Petersen, Vic.
Petterson, Richard
Petterson, S.
Peterson, Alf. -723
Richardsen, Adam
Roos, B.
Strasdin, A. W.
Sorensen, Geo.
Saar, J.
Satveit, Geo.
Smith, Clayton
Steffensen, F.
Stjerne, P. A.
Sund, K. A.
Thomson, W. Reg.
Taede, Jens
Thompson, T.
Terkelsen, A.
Taktz, R. Package
Waho, M.
Weekdroup, H.
Valentine, G.

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Portland, Or., Letter List.

Abramis, George
Anderson, Sam
Anderson, Gust, -1808
Anderson, Nils
Anderson, Ole
Andersen, Mike
Anderson, Otto
Anderson, Erik B.
Allexander, John
Albrechtsen, Page
Androlio, A.
Bergman, Karl W.
Brodig, Wm. G.
Bults, Ernest
Buckmer, W.
Carlsen, Charlie
Chase, W. P.
Christensen, Albert
Colman, E.
Conway, M. E.
Collins, Frank
Cunnicham, W. P.
Dahl, Henry
Day, Aca
Dennis, Charlie
Dorff, William
Edstrom, John
Ehenbaugh, W. J.
Ekham, Frans
Fredrickson, H. G.
Gjortz, P.
Gordia, Piet
Gulliksen, Amandus
Hall, G. A.
Hansen, Bernard
Helin, Waldemar
Henriks, Waldemar
Henke, Ernest
Hellman, Albin
Helenius, Oskar
Hohm, E.
Huntington, E. R.
Hoch, Gore
Hultman, A.
Johansen, Johan F.
Johnsen, Chris
Johnson, Axel
Johnson, Jack
Johnson, Ole C.
Johnson, W.
Johnson, H.
Kalberg, Wm.
Karlson, K. E.
Kenny, James
Kealy, James
Kikur, Allesander
Koop, Nick
Kronstrand, H. T.
Kristensen, W.
Koalvik, Oscar
Laine, Frank
Larsen, John
Larsen, George Lurberg
Larsen, Engvald
Larsen, Martin, -1710
Larsen, Soren
Lerch, Paul
Lewik, Karl
Lemarchand, Louis
Lendeman, Ruhtil
Lundsoor, Oskar
Lundmark, Heege
Lundquist, Ernest
Macrae, Allexander
Marchand, Louis
Mattson, Maurits
Miller, Chas.
McManus, John
McMahon, Jack
Meinke, Rudolf
Meyer, W.
Nelson, Anton
Nelsen, C. J.
Nielsen, Kristian
Nielsen, Edward
Nilsson, Osvold
Narberg, John
Narman, Ludwig
Ohlsen, Charles
Olsen, Severin
Olsen, Ausgar
O'Brien, Jack
Person, Charles
Perouse, Andre
Petrich, Theodore
Petersen, Aage
Peterson, Hans
Peterson, Heinie
Petterson, Einar
Pedersen, Peter
Pratt, M. L.
Rantio, Jacob
Raetz, August
Rasmussen, Thor
Roed, Halfdan
Sandstrom, Hugo
Sanders, Chas.
Simens, O. L.
Schulz, Robert
Saule, J. L.
Swanson, John
Swenson, Carl Oscar
Saukha, August
Swenson, John B.
Thomas, A.
Tamford, B. A.
Trost, Peter
Wall, W. H.
Warren, Chas. B.
Wadren, G. F.
Westlund, Gust
Wehi, J.
Wiejurecht, Ernest
Weshart, Jno.
Welsen, J.
Bunk, Bruno

Anderson, Bernhard. This man has been traced as follows: Fireman on Str. San Jose in 1899; oiler on Str. Panama in 1900.

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Eureka, Cal., Letter List.

Ahlstrom, Harry
Breien, Hans
Clausen, Fred
Ehlert, August
Ericksen, Anton
Gudmundsen, Gudmund
Hansen, Harold
Hansen, Harry -1827 (Photo)
Hansen, Hans M.
Jacobsen, W.
Jensen, George
Nilsen, Anton
Noel, Louis R.
Lutzen, Waldemar
Publicaties, August Robertsen, A.
Schultz, F. J.
Sejversen, Paul
Thorssen, Fredrik N.

Michael D. Harrington, who has been sailing on the Pacific Coast since 1910; last heard of on vessel sailing from San Francisco to Seattle; anyone knowing his whereabouts please notify Dennis J. Harrington, care of Winthrops Yacht Supply Co., Winthrops Beach, Mass.

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Aberdeen, Wash., Letter List.

Andersen, -1352	Kuhnert, Walter
Anderson, Ernest	Loining, Hermand
Anderson, -1283	Ljungberg, Herman
Andersen, F. C.	Lengtssen, Gottfried
Anderson, Axel P.	Laine, Herman
Arntzen, Werner	Lorsin, G. L.
Armstrong, Harry	Larsen, Lars
Berger, C.	Mallkoff, Pete
Behn, Alfred	Michelsen, Chas.
Brown, C.	Martin, James
Carlstrom, John	Marlinee, Walter
Christensen, Albert	Mertz, G.
Carson, Edward	Mekerman, Ernest
Calchnell, J.	Nikolin, E. Miko
Doyle, Wm.	Olsen, Nils
Eklund, Chas.	Oksanen, Juko
Finth, Richard	Peterson, Axel
Granberg, Eric	Rommel, Andrew
Graf, Otto	Richendsen, Hilmar
Glase, Gustav	Sandstrom, Hugo
Hohn, Arthur	Strom, K. -2718
Herman, Axel	Schmidt, George
Hansen, Ove	Wind, Jacob -1357
Heinig, Hans	Walder, Olsen N.
Johnson, Gus	Packages.
Jensen, Harry	Hansen, John
Kallio, Frans	MacGuire, O. F.
Kristiansen, Nils	

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INFORMATION WANTED.

Axel Peterson, F. Lundberg, J. Gustafson, M. Garcia, crew of the steamer Riverside, at the time she towed in the Oceana Vance, kindly call at the office of the Charles Nelson Co. for money due them.

Victor N. Kvenen, a native of Belgium, age 32, last heard of in Ashtabula, Ohio, April, 1909, inquired for by his brother John Kvenen, Route 2, Raleigh, Tenn.

Valetine (Walter) Zima from Lubiachowo, Kreis Schrimm, Province Posen, Germany; last address Sailors' Union Hall, Seattle. Please communicate with Imperial German Consul, Seattle, Wash.

Anyone who was on the schooner "Americana" on January 29, when Louis Buttner was injured, is respectfully requested to communicate with the injured man. Address Sailors' Union of the Pacific, San Francisco, Cal.

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INFORMATION WANTED.

William McGrail, of Baltimore, Md., who sailed on the Atlantic and Gulf Coasts as cook for a number of years, is inquired for by his brother, George McGrail, 603 Decatur street, New Orleans, La.

Johannes Puun, born in Oesel, Arensburg, Russia, supposed to be sailing on the Pacific coast, is asked for by his mother. Anyone knowing his whereabouts please notify A. Lepp, Sailors' Union, San Francisco.

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INFORMATION WANTED.

Any one knowing the whereabouts of Enoch Joseph Horsfold, 18 years old, native of New Zealand, please communicate with Coast Seamen's Journal.

Any one knowing the address of Thos. Symington, age 59, last heard from in Seattle, Wash., 1908, will please communicate with John Sym- Chicago, Ill.

Any one knowing the whereabouts of John Burke No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

Albert Smith, a native of Cork, Ireland, who left the American ship John C. Meyer, on Feb. 20, 1911, is very anxiously inquired for by his wife. Please notify British Consul General at San Francisco.

Reiar Gundersen is inquired for by his brother, B. C. Gundersen. Anyone knowing his whereabouts please communicate with the Coast Seamen's Journal.

Home News.

Haddonfield, N. J., has celebrated the two hundredth anniversary of its founding on the farm of Elizabeth Haddon.

Electric head lamps for miners supplied with current from batteries to be worn on the sides of the caps are a Pennsylvania invention.

Theodore Bell of San Francisco will meet Shasta County farmers December 10th to make final arrangements to commence litigation to close the Mammoth Company's smelter at Keswick.

Every one of Des Moines' eighty-six saloons opened on December 5, after having been closed since November 22, as the result of a Supreme Court decision that they had been operating under an insufficient consent petition.

John T. Lenfesty, of Chicago, has been appointed to visit every large city in South America and establish fraternal relations between industrial organizations of Latin-America and the Chamber of Commerce of the United States. He will sail from New York December 6th.

Resolutions urging the strict enforcement of saloon laws, especially the 1 o'clock closing ordinance on New Year's eve, have been adopted by the union of the ministers of Protestant churches in Chicago. Similar resolutions were adopted at a meeting of representatives of forty civic organizations.

Women will serve as election officials in every precinct of Chicago at the election of Aldermen next spring, according to a decision of County Judge Owens. Judge Owens decided that women were qualified to serve both as judges and clerks of election. Fourteen hundred women will thus be employed as election officials.

That railroad earnings are not commensurate with the increased cost of operation, higher taxes and wages and additions to equipment necessary to meet commercial demands of the country, was the statement made last week to the Interstate Commerce Commission by representatives of the railroads arguing for a general increase of 5 per cent. in freight rates.

A remarkable likeness of President Wilson, done in rare silks by an obscure Syrian in the Orient, has been presented to the President on behalf of the Buffalo (N. Y.) Syrian colony. It is a reproduction from a photograph the President sent last February in response to a request from Mansour Karam of Buffalo. Karam brought it to the White House, and said the picture was the result of six months' patient work by a Syrian living near Beirut. Karam was taken to the President's private office and left joyfully with an autograph letter of thanks.

Immediate acquirement and operation of oil wells and refineries to furnish fuel for the Navy, an international conference to secure a reduction of naval construction, the addition of two dreadnoughts, eight destroyers and three submarines for the Navy during the coming year; Government manufacture of armor, more naval chaplains and religious leaders, better educational facilities for enlisted men and a "graduated retirement law" are the chief recommendations in the first annual report of Secretary Daniels, made public during the week.

Domestic and Naval.

A new dry bank ten feet above water has been found off the tail of the eastern Sable Island Shoal.

The Mare Island Navy Yard has been asked to submit bids on two ships for the marine corps, one a transport, the other a supply ship.

Work of construction on the "Shamrock IV," for her race at New York next September, has been begun in England by Charles Nicholson.

The U. S. Engineer in charge of the Galveston district will open bids December 27 to build the new dredge "Comstock." The new dredge, which will replace the old "Comstock," burned early in the year, will cost in the neighborhood of $200,000.

An adjustment of the default of the Lake Torpedo Boat Co. has been arranged by which the contracts for the two boats being built at Bridgeport have been declared forfeited, and the Government will finish them at the New York Navy Yard at the expense of the defaulting contractors.

In anticipation of large business in the importation of cattle and other live stock, application has been made to the U. S. Department of Agriculture and the Treasury Department to have Galveston made a port of entry and quarantine station for live stock. At the present time stock may be officially entered into Texas only at border points except by special permission, as was granted recently for a shipment of horses from Belgium.

The United Fruit Co. has decided to increase its fleet of owned steamers by six, of which three will be exclusively cargo and three cargo and passenger boats. The Elders & Fyffes Co., a subsidiary, will also add several steamers to its fleet and these will be designed to handle both cargo and passengers, the accommodations for the latter providing for 84 per steamer. These new boats are to be built at Belfast by Workman, Clark & Co., who have built all the company's boats. They will require eighteen months for construction.

The Florida East Coast Railway has awarded to the William Cramp & Sons Ship and Engine Building Co., Philadelphia, a contract for the construction of a car ferry to operate between Key West and Havana. Under the terms of the contract the vessel must be completed within fourteen months. The vessel will be of steel, 350 ft. long and 50 ft. beam, designed to carry 30 passenger or freight cars at one time, and having engines designed for a speed of 16 knots. The contract price for building the vessel is $500,000.

Announcement has been made that the Hamburg-American Line has decided to build six freight steamers to be put under the American flag, to cost $4,800,000, in addition to passenger steamers, for which bids have been received from the different American shipyards. Shipbuilders have been asked to bid on the freight steamers at once in view of the early opening of the Panama Canal and because it is believed the freight transportation, especially bulk cargoes, will be a most important factor for the company's prompt consideration. The representatives of the Hamburg-American state that the new vessels are to be of 12,000 tons carrying capacity and to cost $800,000 each.

IMPORTANT NOTICE.

The members of the crew of the steamer "Hyades" who witnessed the assault upon Victor Petitmangen by the first officer of that vessel are requested to report immediately to the Secretary or any Agent of the Sailors' Union of the Pacific in order that depositions of their evidence may be forwarded to Honolulu.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Abolin, Chris.
Abrahams, A. M.
Abrahamsen, Johan
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Ahl, Theodor
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Barr, Gustav
Bartels, O.
Barton, W. F.
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Baumert, Heinrich
Bergstrom, C.
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Begg, John
Behrens, Herman
Bekker, George
Beling, Oscar
Bellos, Jack -2036
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Bentsen, Lars
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Cannon, Ed.
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Carlsson, Axel
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Carter, Sidney
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Chaler, Bautista Charles.
Charniovsky. M.
Dahlgren, Niels
Danielson, David
Davis, T. A.
De Bruin, B.
De Buere, Henry
Dellas, James
Denver, George
De Roos, J.
Dickens, D. W.
Dillon, Patrick
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Eaton, William
Edgerton, Jack
Eggers, John
Ehlers, C.
Einardt, John
Elholm, Peter
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Ellert. R.
Ellingsen, Wilhelm
Elliot, Runy
Fahnke, Otto
Farrell, H. D.
Faulkner, Jack
Ficher, W.
Fjellman, Jonas
Flood, Rangvald
Foerg, Wm.
Folvik, Lewis
Forde, Samuel C.
Form, Frank
Fraudsen, L. M.
Garbers, Gustav
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Garrinen, V.
Gasch, Willy
Glen, James
Graiff, Ed.
Gramkarv, G.
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Granstrom, Nestor
Grant, Otto
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Haack, R. A.
Haaversen, Nils
Haggar, Fred W.
Hakassars, A. W.
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Anderson, Thorus H.
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Arvidsson, Hjalmar
Asplund, Karl O.
Ayers, W. D.
Blank, Georg
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Blom, Gustaf
Blucker, John
Buckley, R.
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Blumel, W.
Boe, Karl C.
Boers, M.
Bordin, Hans
Bourns, Thos.
Boyes, C.
Bradic, Frank
Brams, Carl
Brander, Frank
Brander, W.
Braun, William
Broberg, Charley
Brooke, Oswald A.
Broun, Frank
Brownell, W.
Buaas, Thomas
Buck Arthur
Bung, Richard
Burde, Fritz
Burmeister, John
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Christensen, Alfred
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Mertens, H.
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Mollyhus, Ingvar
Monk, Chas.
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Nick, Peter
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Rivera, John
Robertson, R.
Rogenes, Anfin
Rohan, Billy
Rose, H.
Rosenblad, Axel
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Rudt, Walter
Sahlman, Chas.
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Salmela, Juljus
Salvesen, Sverdrup
Salzer, Julius
Sammis, C. J.
Samuelsen, Leonard
Sandset, Ole
Saunders, James B.
Schellenberg, H.
Scher, G.
Schlachte, Alf.
Schmidt, George
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Schroder, Ernst
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Sergo, A.
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Taylor, U.
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Torgerson, C.
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Tuhyanscki, Carl
Tuppit, C.
Turner, Fred
Twaig, F.
Uhlig, Carl
Ursin, J.
Vogt, Chas.
Volkanen, Veda
Vold, O. P.
Wilhamson, W. A.
Williams, Seth
Williams, Thomas
Williams, Trevor D.
Willmann, William
Wills, Max
Wilson, J.
Wittenborn, Hans
Woldhouse, John
Wold, Statius
Wold, Olaf
Work, F.
Wrigl, F.
Zoe, Francis
Zoe, Frank
Zoerb, Walter

PACKAGES.

Apply to Secretary of Sailors' Union of the Pacific.

Anderson, A.
Anderson, Anders
Baardsen, Tillef
Balda, A.
Buas, Tomas
Christoffersen, Olaf
Ellefsen, Otto
Erikson, B. -819
Gasman, Geo. A.
Hansen, Chr. M.
Hansen, Karl
Hanson, Marins
Hendriksen, H. -1333
Iversen, Reidar
Johnson, George N.
Johanson, Nils A.
Johnson, W.
Jorgensen, Oluv
Kearns, N.
Korsberg, Wolmar
Laydon, D.
Lindroth, Erik
Loren, A. L.
Madson, Olaf
Nelson, Hasmund
Olsen, -1244
Prieberg, P.
Raasch, O.
Rasmussen, E.
Rutter, T.
Smith, Johan
Summers, James
Torkildsen, Jonas
Trondsen, J. M.
Van Pratwijk, Johannes
Wakely, R. E.
Walters, Albert B.
Weishaar, Hans
Willander, -876

ALASKA FISHERMEN.

San Francisco.

Andersen, C.
Anderson, Wm.
Burman, Andrew
Carlson, Arthur
Carlson, Eric
Cefalia, Vinzenco
Erikse, Johan
Ericksen, E. John
Hagen, L. P.
Johanson, E. O.
Jeschke, Hans
Johansen, Amiel
Johanson, Herman
Larsen, Julius
Larson, C. L.
Lizs, Otto
Pinner, Robert
Portanen, Alex
Petersen, F. V.
Swanson, John
Widlund, O. E.
Walrath, G. O.

Seattle, Wash.

Abolin, Adam
Borgen, K. Sigurdsen
Dahl, Ben.
Fister, Johannes
Finnigan, I. H.
Hagen, Gunder
Jensen, Gustav
Johansen, Ingvald
Johnson, Axel
Nelson, Nels Wilhelm
Larsen, Fred
Magnuson, P. A.
Osterlund, Albert
Olsson, Sigfrid
Peterson, Andrew K.
Phister, Albert
Polhome, Mr.
Ridderstaff, Ernest
Rye, F. M. J.
Selback, Chris.
Slinning, Rasmus O.
Spellman, Tom.
Starks, John
Stein, George G.
Stixrud, Jack
Stromsness Oscar

Pt. Townsend Letter List.

Andersen, E. T.
Alango, John
Hermansen, L.
Johansen, John
Johnson, Ole
Moore, George
Mertz, George E.
Nachtigall, H.
Rosbeck, Gustaf
Shold, Chas. A.
Varner, C.
Wilson, Gus

Tacoma Letter List.

Buckland, Wm.
Christensen, Albert
Conley, J. H.
Ellison, Harry H.
Foss, Alfred
Flinkenberg, Alno
Freeling, Chas.
Hansel, C. M.
Hansen, Johannes
Jorgensen, ePter A.
Knappe, Adolph
Loren, A. L.
Marin, Joe D.
Mynchmeyer, Harry
Nielsen, C. W.
Nissi, Clemmens
Olsen, Martin
Olsen, O.
Petterson, J. M.
Plesner, Levi J.
Seblom, John
Simonsen, Sivgard
Strand, Chas.
Thoresen, Axel L.
Wessman, John

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Employees' Pension Fund..	158,261.32
Number of Depositors.....	62,134

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INFORMATION WANTED.

Anyone knowing the relatives of Chas. Green, who was drowned at Nome, Alaska, October 5, 1913, kindly notify Coast Seamen's Journal.

John West, who was on the steamer Horatius in June, 1912, is inquired for by P. Ivers, River Darling, via Wenthworth, Australia. Please notify Sup't., No. 1 State street, New York.



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INFORMATION WANTED.

Arthur Griffith, alias Simmons, a British subject aged 28 years, 5 feet 6 inches in height, fair complexion, stout build, blue eyes, top false teeth, clean shaven, who is believed to sail on a coasting vessel between San Francisco and Portland, is inquired for by H. B. M. Consul-General. Anyone knowing his whereabouts please notify the British Consulate-General, San Francisco.

John Hansen, who was lookoutman on the S.S. "Argyll" some months ago, is wanted by the Union Oil Co. Anyone knowing his whereabouts please notify the manager Marine Department, Mr. Walter G. Tubby,

Anderson, Carl A. This man has been traced up to the year 1897, when we learn he was employed as a seaman on the Str. Farrallone, residence address given as No. 6 Howard street, San Francisc .

Mrs. Alice Phillips wishes to hear from her husband, Tom Phillips. Write to 35 Sussex St., Sydney, N. S. W., Australia.

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INFORMATION WANTED.

A. J. Nielson, who was injured on the "Minnie E. Kelton" at the time of her loss, please communicate with H. W. Hutton, 527 Pacific Building, San Francisco, Cal.

Ten dollars reward will be paid by H. M. Hinchman, Room 509 Welch Building, No. 244 California street, for information concerning the present whereabouts of Olaf Pedersen, lookout, and Charles Johansen, quartermaster, who were members of the crew of the steamer Norwood in October, 1908.

George Albert Vaughan, aged 47, of Handsworth, Birmingham, England. Was in New York city in 1902; worked as steward on New York and South American boats. Important. Address, Rev. R. C. Cookson, 96 Monroe street, Brooklyn, N. Y.

Andrew John Anderson, who left Aberdeen, Wash., on lumber barge Washtura for San Francisco, is inquired for. Any one knowing his present whereabouts please notify Mrs. Anna Anderson, Aberdeen.

John Rebbetad, who was in the steamer A. F. Lucas in November, 1911, is inquired for by his brother. Address, Coast Seamen's Journal.

News from Abroad.

Agriculture is taught in all Hungarian schools, and seven colleges maintain experiment stations.

The Norwegian Government has established a censorship of motion picture films intended for public exhibition.

Paris may be supplied with power by a hydro-electric plant on the River Rhone, 250 miles distant, the current being transmitted at 120,000 volts.

The world's largest automobile, having a carrying capacity of twenty-five tons, has been built for transporting wool across country in Australia.

Mendel Beilis, recently acquitted of the charge of ritual murder at Kiev, received an offer of $5000 for a lecture in the United States on the condition of the Jews in Russia. He declined the offer.

Professor Tamassia, of the University of Padua, advocates the adoption of an identification system, the basis of which is the photographing of the veins of the hands. He says the merest novice can detect the variations, while long training is necessary to distinguish the difference in finger prints.

The British Cabinet, by a royal proclamation promulgated on December 5, prohibited the importation of arms and ammunition into Ireland, and thus for the first time grasped the nettle of the revolution in Ulster, which it had heretofore ignored, although the followers of Sir Edward Carson for months have been advertising their military preparations in every possible way and daring interference with them.

The story that the employers of the United Kingdom are forming a union for the purpose of raising a fund of $250,000,000 to fight organized labor, continues to be told. It occurs to an observer that if the employers are able to raise that immense fund in order to make an attempt to crush the unions, an amicable adjustment of the grievances of organized labor would be much less expensive than the present program.

A German paper publishes the story of a powder which will, it is said, send an enemy to sleep when shells containing it are exploded in the ranks of a hostile army. This narcotic powder emits a gas which produces stupefying effects on the men within reach of the fumes, and they fall asleep and are hors du combat for several hours. The inventor is a woman, Frau Boehm. It is stated that the Prussian Ministry of War is making tests of its applicability to actual warfare.

Declaring that the Titanic disaster would not have occurred if the Northern passage for Trans-Atlantic liners had been properly patrolled, American delegates to the International Conference on Safety at Sea, presented a plea for an international ice patrol. An American delegate declared that had a sea patrol been in operation it would have been able to have notified the Titanic by wireless of the exact position of the berg and the catastrophe averted. The recent narrow escape of the Teutonic from collision with an iceberg was cited by the delegates as an argument in favor of the international ice patrol.

With the Wits.

Sabbath Reading.—"Louise, I really cannot permit you to read novels on Sunday."

"But, grandmama, this novel is all right; it tells about a girl who was engaged to three Episcopal clergymen, all at once."—Life.

Paying for It.—S. Kidder—Is that Wantley's automobile?

Pete Rol—He calls it his. First he put a mortgage on his house to buy the car; then he put a mortgage on the car to pay for repairs; and now he is figuring how to raise money to purchase gasoline.—Judge.

Lending a Name.—"Waiter," asked the impatient customer, "do you call this an oyster stew?"

"Yessuh," replied Mr. Erastus Pinkley.

"Why, the oyster in this stew isn't big enough to flavor it."

"He wasn't put in to flavor it, suh. He is jes' supposed to christen it."—Washington Star.

The Tactless One.—"I will confess to you," she said, "that I am older than I look. I will be 31 my next birthday."

"Really?" he replied. "Hardly anyone would guess that you were more than about 29."

"That's the last time," she said when he departed, "that I'll ever try to be nice to a brute."—Chicago Record-Herald.

From Vermont School Children.—The people who lived on the earth before it was inhabited were a very low order of savages.

Samuel Johnson was a well-known English writer. He wrote several heavy books.

Henry IV of England met his death by starting to pray and having a fit and died from effects.

A penitent is one who earns his living by his pen.

Monotony is where a person or a company has everything its own way.

Finance is what a girl marries.—Lippincott's.

An Invitation

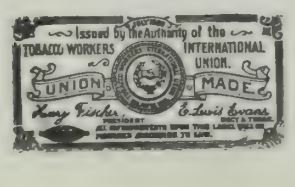
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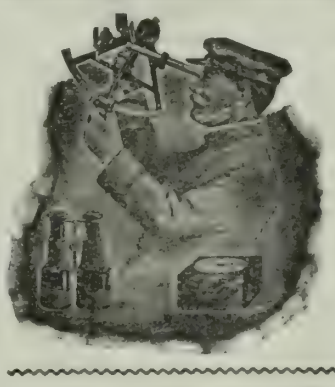


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There is no standard of education required of a pupil entering the School, for no matter how ignorant the seaman may be, even in the rudiments of common education, Captain Henry Taylor will teach and raise him from the depths of ignorance to the height of the average well-informed man, and in a comparatively short interval of time.



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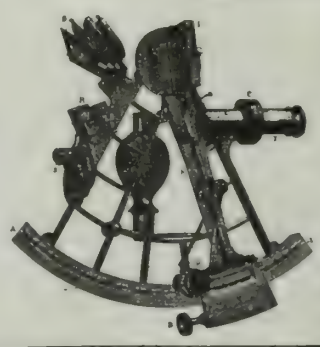
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COAST SEAMEN'S JOURNAL



FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization

VOL. XXVII, No. 14. SAN FRANCISCO, WEDNESDAY, DECEMBER 17, 1913. Whole No. 2256.

THE LONDON CONFERENCE.

Seafarers everywhere are keenly interested in the progress of the first International Conference on Safety of Life at Sea, now in session at London, England.

Several of our European exchanges have thrown the searchlight upon the personnel of the gathering at London, and it appears that the element which is financially interested in shipping is very well represented, but the traveling public, i. e., that part of society which pays the bills and incidentally furnishes most of the victims for the numerous tragedies of the seas due to incompetent and insufficient crews, is scarcely in evidence at the conference. As has already been intimated—the men of the different nations who man the ships and spend the greater part of their lives upon the waters—received very little consideration by the powers which selected the delegates. In fact, while there are altogether about a hundred delegates, Andrew Furuseth, President of the International Seamen's Union of America, is the sole representative of seamen among the delegates. The others are principally Government officials and representatives of the shipping interest.

Joseph Havelock Wilson, President of the National Sailors' and Firemen's Union of Great Britain and Ireland, is present at the conference, but only as a professional adviser.

To quote from "The Seaman," of London:

Only American Seamen Represented.

"It certainly is a strange anomaly—to call it by no harsher term—that seamen, whom the issues at stake affect so nearly, should, with a single exception, be entirely unrepresented at such a gathering. Among the one hundred delegates, who include representatives of twelve foreign powers, the solitary representative of the workers engaged in the seafaring industry is our good friend, Mr. Andrew Furuseth, President of the International Seamen's Union of America. It is to the credit of the President of the United States that when the question of the appointment of the American delegation came to be considered, he at once recognized the wisdom and justice of including someone experienced in practical seamanship. Quite naturally his choice fell on Mr. Furuseth, who, as our readers are aware, is a foremost authority on maritime affairs in the United States, and whose recent great achievement in connection with the Seamen's Bill has won him imperishable fame among the seafaring communities of the world.

No British Seamen at Conference.

"British seamen, of course, enormously outnumber all others in the world's mercantile marine, and one might reasonably expect that when American seamen, a relatively insignificant body, were considered entitled to send a spokesman, that the case for the extension of at least a similar privilege to British seamen was overwhelming.

"The policy of the Board of Trade in matters maritime, however, are not conspicuously regulated by rules of logic and equity, or by consideration of square dealing as between capital and labor. If it were otherwise, the General President of the National Sailors' and Firemen's Union, the trusted leader of 100,000 seamen in the British mercantile marine, would certainly have been appointed a delegate to the Congress. It is true that the Congress will have the advantage of Mr. Havelock Wilson's practical knowledge and wide experience of seafaring conditions in the capacity of assessor, but this does not meet the claim of British seamen, who contend that through their own chosen representative they should be entitled to a voice in the framing of the recommendations of the Congress. Mr. Sydney Buxton, however, while conceding representation to the shipowners, has taken the extraordinary course of entirely ignoring the wishes of masters, officers, engineers and seamen. The unfortunate toilers of the sea, whose lives are in constant peril under present conditions, are to have no say in regard to the measures to be taken to mitigate those conditions; the task is to be left entirely to the superior wisdom of shipowners and Government officials. Slightly altering the phraseology of the resolution adopted by the branches of the National Sailors' and Firemen's Union on the subject, we can only assume that in the view of the Board of Trade, 'the interests of the men employed on board the ships are less important than those of the owners of the property on which they work.'

Swedish Seamen Protest.

"We have the best reason for believing that the seamen's leaders on the Continent share the indignation of their British brethren in regard to the personnel of the Congress. They feel just as strongly as we do the injustice of denying fair representation to the seafaring classes. Mr. Charles Lindley, of Stockholm, for many years a member of the National Sailors' and Firemen's Union, and now a Senator in the Swedish Parliament, has written a letter to the General Secretary of the N. S. and F. U., in which he points out that the Swedish delegation represents only the shipowing element, and says he has entered a strong protest. In his view the cause of radical reform will be impeded rather than advanced by a Congress so constituted, and he intimates his intention of raising the matter in Parliament."

Seamen of Holland Ignored.

From Holland comes a similar complaint. The executive officers of the General Dutch Seaman's Federation tried in vain to obtain the authority to send a representative. Comrade Markman, the Secretary, wrote to the International Transport Workers' Federation in respect to this matter as follows:

"On October 23 we sent an application to the Government for permission to send a representative to the International Conference for Safety of Life at Sea, to be held in London. As we received no answer to this request by November 3, we dispatched a wire to the Minister, expressing a wish to discuss the matter with him. This wish was granted on November 5. During the interview the Minister declared that he was in favor, in principle, of having the Seamen represented at the Conference, but that it was at that time impossible to add further names to the list of delegates already prepared. We reminded the Government that everything connected with the Conference had been done so secretly that it was impossible, even to that day, to know who had been actually delegated to the Conference. We finally ceased inquiring further into the subject, as we were convinced that the shipowners had not been overlooked by the Government, but that they had already appointed their representatives.

"We were unable to accomplish anything further, and now the shipowners in London will draw up all kinds of regulations for the general safety at sea, including the seafaring proletariat, without the latter having a voice in the matter. We know the results of such conference. The shipping laws of the different countries will be altered in accordance with the measures laid down at the Conference, and will hinder the seamen, in the most aggravating way, in their efforts to obtain better conditions of existence."

Proceedings of the Conference.

The meager news upon the transactions of the Conference so far received from London, is as follows:

Delegates from 12 foreign powers assembled at the Foreign Office on November 12 to take part in an International Congress concerning Safety of Life at Sea.

In addition to Great Britain, the nations represented were: Austro-Hungary, Belgium, Denmark, France, Germany, Italy, the Netherlands, Norway, Russia, Spain, Sweden, and the United States; Australia, Canada and New Zealand were separately represented.

The primary object of the conference is to secure uniform laws and regulations amongst maritime nations on safety, construction of ships, life-saving appliances, and the safety of navigation. These three subjects were sub-divided into sections, which related to (1) assistance to ships in distress; (2) wireless installation on ships; (3) class of vessels to be fitted and range of apparatus; (4) bulkheads and watertight compartments; (5) lifeboats design, construction, and space per person; (6) manning of lifeboats; (7) manning of ships; (8) boat drill and fire drill; (9) fire-extinguishing appliances; (10) organization of crews for dealing with emergencies.

The scene of the proceedings, which are expected to last at least a month, was the famous Conference Room at the Foreign Office.

Mr. Buxton, President of the Board of Trade, in welcoming the delegates on behalf of the Government, said the terrible disaster to the "Titanic," to which this conference largely owed its origin, gave food for thought to the whole civilized world, and brought home the fact that too much confidence—shared by all—had been placed in the scheme of construction of the great modern ocean-going passenger steamer.

The Five Main Questions.

The questions to be discussed might be divided broadly into five heads:

1. Is it possible by constructional arrangements to decrease or to eliminate the liability to founder? He had in mind more especially bulkheads and watertight compartments.

2. In the event of collision, fire, or other accident, what apparatus and machinery are required to minimize the disaster, and to save the lives of those involved? This head covers the provision of boats and their accesories, and of other life-saving appliances; of fire extinguishing appliances, and other apparatus.

3 (and equally important). What are the best arrangements to ensure the organized use of these life-saving appliances, so that they can

(Continued on Page 9.)

LABOR LAWS OF 1913.

All of the labor laws passed by Congress and by State legislatures during 1913, are described in a comprehensive and timely bulletin just issued from its New York headquarters by the American Association for Labor Legislation. "Of special significance in the labor legislation of this year," says the Secretary, Dr. John B. Andrews, "are laws in five States, California, Massachusetts, New York, Ohio and Pennsylvania, extending the commission form of factory law administration as adopted in Wisconsin two years ago. Eight States—California, Colorado, Minnesota, Nebraska, Oregon, Washington, Wisconsin and Utah—have this year followed the example of Massachusetts in passing minimum wage laws. More stringent laws requiring the notification of industrial accidents and diseases, and the enactment of workmen's compensation measures by seven additional States—Connecticut, Iowa, Minnesota, Nebraska, Oregon, Texas and West Virginia—are also of first importance. Of more than ordinary significance, too, in State legislation, are laws providing for one day of rest in seven, and laws for the prevention of lead poisoning and other occupational diseases. Federal labor legislation is noticeably increasing in volume, and Congress this year remodeled the law for conciliation in railway disputes, and also created the Department of Labor." Several hundred labor bills were introduced this year in Congress alone, while the State legislatures ground out their full share of the annual grist.

Accidents and Diseases.

During the year twelve States passed new or strengthened old laws requiring the reporting of accidents on railways and in mines and factories. Four new States required physicians to report the most common occupational diseases, and New York and Connecticut extended their laws to include brass and wood-alcohol poisoning. Laws requiring sanitation, dust and fume removal and washing facilities in factories were widely adopted, and three great lead-using States—Missouri, Ohio and Pennsylvania—enacted scientific provisions for protection against trade diseases, particularly lead poisoning. Safety requirements for mines were made more stringent in fifteen States, while twenty-six States demanded greater safety for railroad employes.

Factory Inspection.

Impressed by the successful operation of the Wisconsin Industrial Commission established in 1911, Ohio, Massachusetts, California, New York and Pennsylvania this year reorganized their labor departments more or less upon that plan, the central idea of which is that the Legislature broadly lays down the standards and the Commission supplies the details through administrative orders. In over a dozen additional States the factory inspection departments were reorganized and enlarged.

Child Labor.

Legislation directly affecting child labor was enacted in thirty-one States. Shorter hours, a higher minimum age and prohibition of night work are the main tendencies. Five States required the compulsory attendance at continuation schools of all minors employed by virtue of employment certificates.

Workmen's Compensation.

Connecticut, Iowa, Minnesota, Nebraska, Oregon, Texas and West Virginia joined the fifteen States which previously provided compensation for injured workmen, making twenty-two States, or nearly half of those in the Union which have adopted this type of legislation within three years. By a liberal interpretation of their compensation laws Massachusetts and Michigan are at present paying limited benefits to the victims of industrial diseases also. A bill to supersede the present inadequate compensation law for Federal employes disabled by accident or disease was introduced in Congress by Senator Kern but has not yet been acted on.

Hours.

Ohio and Texas are this year added to the twenty-four States and the Federal Government which have limited hours on public work to eight a day. Declaring that longer work tends to prevent the worker from acquiring the intelligence necessary to make him a useful citizen, Oregon limited factory hours to ten a day, and several other States restricted hours in peculiarly hazardous callings. Laws demanding one day's rest in seven for industrial workers were adopted in Massachusetts and New York.

Immigration.

Legislation on immigration has been striking, particularly on the Pacific Coast, where the approaching opening of the Panama Canal has again brought this question to the fore. While California, Oregon and Washington united in asking Congress to exclude all Asiatic laborers, California established a commission whose powers embrace the whole field of educational, legal and industrial protection of incoming aliens.

Unemployment.

Three States provided for free employment offices, while five States took action toward remedying the abuses frequently connected with private employment agencies. Illinois appointed a commission to study the subject.

Woman's Work.

The experimental Massachusetts minimum wage law of 1912, applying to women and children, was followed this year by similar action in eight more States. In Colorado, Minnesota, Nebraska and Washington the minimum wage commissions may fix also standards of working conditions, while in California, Oregon and Wisconsin they have additional authority over hours. Utah established minimum wage rates in the law itself. Arizona and Colorado established an eight-hour day for women, Montana and Idaho a nine-hour day, and Delaware and Texas a ten-hour day, while night work was prohibited or limited in several States, including New York, Nebraska and Pennsylvania.

A trades union is not a charitable institution in the ordinary sense of the term; it exacts no humiliating conditions from the applicant. The benefits are granted as a right secured by contributions on a co-operative basis. It is opposed to pauperism and its degrading influence on character and self-respect. It favors higher wages and shorter hours as a remedy against poverty; and it strives for a more equitable distribution of wealth for the same purpose.—Cigarmakers' Journal.

CAUSTIC COMMENT.

Editor Coast Seamen's Journal:

For many years I followed the sea for an existence. Since quitting the slavery of a seaman's life, I have kept in touch by membership in my union and at odd times helping to make your burdens lighter. I have carefully watched the manly efforts of your unions to get legislation through Congress, and after twenty years of struggle when victory through the passage of the Seamen's Bill through the United States Senate, piloted by your leaders, who deserve well the thanks of the seamen of all nations; also that gallant old fighter, U. S. Senator La Follette, now while the bill is still before Congress, and an International Conference is sitting in London on Safety at Sea, a sort of International Shipowners' Conference, forming a conspiracy against the Seamen's cause, comes the news that the shipowners of England, through the English Government, are demanding that the Seamen's Bill shall not become law.

This is what was to be anticipated, for ever since 1909, during the time of the Seamen's strike on the Great Lakes and the formation of the International Shipping Federation, I realized that this was the end they had in view. If the good work of twenty years, so close to consummation, is to fall through international action and governments, then it is near time that the American Federation of Labor took action and demanded from every Congressman their duty in supporting the bill and making its passage safe, that it will become law in spite of the shipowners or government of any other nation.

The Seamen's unions of America through your national body should be aroused as you never were before; that is, if you want to be free, and decent citizens and not the slaves you have been and are.

Ask the Seamen's unions of other nations to protest to our Government against the interference of shipowners of other nations through their governments.

This action brings to my mind the need of men to represent you in Congress, one man sitting as a member is worth one hundred outside lobbying. The shipowner is careful to have his man in the councils of all the parliaments of the world.

Friends, if this bill is to be passed you must raise your voices and demand the support of the liberty-loving men of all nations.

Yours fraternally,

W. Sprow.

New York, Dec. 8, 1913.

A German firm (Dragerwerk, Lubeck) has constructed a sledge for divers, in which the diver can swim on the surface of the water or in a boat and drive along the bottom of the sea as on a high road, it being pulled by a motor boat. It is lowered and raised by means of opening and closing the compressed air chamber. The diver is in telephonic connection with the men in the tug boat, and can move somewhat independently of the sledge, having his own air generating apparatus. The sledge, by means of an electric cable from the motor boat, can illuminate the bottom of the sea by electric projectors. Unevenness in the bottom does not matter so much, as the resistance of the water reduces the bumps, and the diver can travel at a fair speed and survey a good-sized area of bottom down to a depth of 40 meters. The next problem is to make the sledge self-propelled, and people are working at it.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Ask Compulsory Arbitration.

The Union Banner of Fort Worth stands sponsor for the statement that there is now on foot a plan backed by the corporations of the State and a few of the farmers to promote and secure the passage in the next Legislature of a compulsory arbitration law. It is asserted that the secret leaked out through an accident, it having been intended to spring this bill during the sessions of the coming State Legislature as a surprise upon the labor organizations of the State in the belief that they would not have sufficient time in which to defeat its passage. In commenting on this situation editorially the Banner says: "It is still our opinion that those who seek this law do not realize what it would lead to. They do not realize that the working people of Texas would not submit to such a law, for to them it would mean, if enforced, the confiscation of all they possess—their labor. It would mean slavery—nothing less—and the working men of this State will never consent to such a law. The attempt to put such a law in operation would bring about a state of anarchy. Everything else would be lost sight of until the law was repealed. The cost would not be reckoned. Organized labor believes in arbitration, but it must be voluntary, and organized labor must have a voice in the choice of an equal number of arbiters. It must also have the power to refuse to arbitrate certain things, such as the question of the so-called 'open shop,' the right of men to organize, etc., and will not be denied these rights. But the fight is on and it will be in the open. They thought to catch us asleep, but an accident has prevented this, and let no one think that organized labor is not ready to meet the issue."

Poor Old Colorado.

In one of the most scathing reports ever submitted to a court in Colorado, the United States grand jury at Pueblo has returned twenty-five indictments against the leading officers and organizers of the United Mine Workers of America, in connection with the Southern Colorado coal strike. Those indicted are charged with maintaining a monopoly of labor and with conspiracy in restraint of interstate trade. Nearly all of those indicted are non-residents, and included in the list are John P. White, President of the United Mine Workers; Frank J. Hayes, Vice-President, and William P. Green, Secretary. The jury, in its report, declares that the methods pursued by the United Mine Workers of America in this State are an insult to conservative and law-abiding labor. This indictment by a grand jury in the State of Colorado is not to be wondered at. Politically and in some other respects the State has had an exceedingly checkered career. The commonwealth is not only boss ridden, but has been controlled for years by the corporations of the State to the exclusion of the best interests of its residents. Those who are familiar with the history of Colorado fully understand the powers that control. Judge Lindsay, in his "Beast," drew aside the curtain only partially. The coal miners will, no doubt, be still further harassed by that invisible power that has so long directed the operation of the State's principal industries. But this contest shows the coal miners putting up a stiffer fight than ever before, and hence the proverb may be applied here, "Whom the gods would destroy, they first make mad."

Copper Mining Situation.

The strike of the Copper Miners in the Calumet District of Michigan is causing much concern in the financial world, as well as to the stockholders of the companies involved in the strike. The Engineering and Mining Journal says: "That the statistical position is apparently strong on the face of things and it is true that the Rio Tinto and Michigan strikes and the Mexican troubles have materially restricted the output of crude copper. The output of refined copper has not yet been restricted in just the same proportion on account of the working off of old accumulations of crude copper. Some operations of 1912 are coming home to roost. We do not think that the pessimistic notions respecting the effect of full resumption of the Michigan output in the near future are sound. The strike there has become a stalemate out of which the companies will gradually extricate themselves, but their production is going to be restricted for a long time because of the scarcity of labor." This statement, coming from a financial source, is evidence that it is mildly stated, so far as labor is concerned, and is prompted by the same feeling that the boy had when he vigorously whistled on passing through a churchyard.

Shopmen Ask Intervention.

During the convention of the American Federation of Labor the employes in the transportation service of the Southern Pacific Railway on what is known as the Sunset Route struck for the purpose of enforcing its demand that the railway company meet a committee representing the four organizations in the transportation department. The contentions of the four brotherhoods to be received jointly, was finally granted by the management of the Southern Pacific Railway. Owing to the fact that there has been a strike of the shopmen on this same line for many months, and owing also to the further fact that the disagreement existing between the shopmen and the management of the railway is identical with that which existed between the employes in the operating department and the management of the railway—that is, the shopmen on the system insisted on dealing with the railway company through committees representing all of the shop organizations, the company has been placed in an awkward position. In view of the fact that the company finally granted the demands of the operating organizations while some months before refused the same request coming from the shopmen, a resolution was introduced in the Seattle convention stating these facts and resolving: "That the American Federation of Labor, in convention assembled, earnestly requests

(Continued on Page 11.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeland Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging. St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts Maritimes de France, 33 rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S, Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federacion Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

A great strike has broken out in almost all harbors of New Zealand and threatens to spread to other trades.

The great strike of the coal miners in Northern France has been settled, the operators' association agreeing to an eight-hour day.

In Australia the High Court has ruled that Australian vessels plying in foreign waters are amenable to an award of the Arbitration Court.

The struggle in Dublin is said to be near its end, as the Shipping Federation is doing its utmost to break the fighting spirit of the strikers by importing so-called "free laborers" and by using the strike-breakers' hotelships.

A uniform regulation of the conditions of the wages of the railwaymen is projected in Prussia. In Switzerland, an extra payment for night duty of the whole of the staff of the Federal Railways is contemplated by the administration.

Returns received from certain selected ports in Great Britain (at which 83 per cent. of the total tonnage in the foreign trade is entered and cleared) show that during October 53,148 seamen, of whom 4,636 (8.7 per cent.) were foreigners, were shipped on foreign-going vessels. Compared with October, 1912, there was a net increase of 4,076 in the total number shipped. The most marked increases were at Southampton, London and Liverpool. Lascars are not included in the figures.

An increase of 6 per cent. to all workmen now earning under $2 a day as employees of the Dominion Coal Company at Halifax, N. S., will be granted January 1, in accordance with an agreement that has been reached between the company and the employees. About 10,000 men are involved. The present wage scale expires at the end of the year and negotiations for a more satisfactory contract for the coming three years were begun in September.

According to returns supplied to the Danish Statistical Office, 3.8 per cent. of the 103,700 members of trade unions reporting were unemployed at the end of August, as compared with 3.9 per cent. at the end of the preceding month, and 3.6 per cent. at the end of August, 1912. The average number of days lost through unemployment during August was 0.82 per member of the unions reporting, as compared with 0.75 in the previous month and 0.9 in August, 1912.

Under a law dated July 14, 1913, each head of a family who is of French nationality, and who has more than three children dependent upon him, is entitled to receive from public funds an annual amount in respect of each child under thirteen after the third, in the event of his resources being insufficient for their upbringing. If the children are solely dependent upon the mother (the father being dead or ill, or having deserted his family, etc.), the assistance may be claimed in respect of each child under thirteen after the first; and if in sole charge of the father, in respect of each child beyond two. Where children from thirteen to sixteen are under a written contract of apprenticeship they will be treated as those under thirteen for the purpose of this law.

SAN PEDRO, CAL.

Cannon's Clothing Store

Headquarters for
UNION-MADE CLOTHING FOR SEAFARING MEN
Special Low Price on
SEA BOOTS AND OIL CLOTHING
Men's Suits Made to Order
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EXCLUSIVE AGENT FOR
DOUGLAS SHOES
427 FRONT STREET SAN PEDRO

S. G. SWANSON
FOR THE BEST THERE IS IN TAILORING
641 SOUTH BEACON STREET
Next door to Postoffice,
Los Angeles "Waterfront"
SAN PEDRO, CAL.

INFORMATION WANTED.

Kasper Olsen, a native of Fredrikstad, Norway, age about 25, is inquired for. Address Christ Hansen, Port Ludlow, Wash.

THE UNITED HATTERS OF NORTH AMERICA — UNION MADE — REGISTERED

UNION LABEL OF THE
United Hatters of N. A.

When you are buying a FUR HAT, either soft or stiff, see to it that the Genuine Union Label is sewed in it. The Genuine Union Label is perforated on the four edges exactly the same as a postage stamp. If a retailer has loose labels in his possession and offers to put one in a hat for you, do not patronize him. Loose labels in retail stores are counterfeits.

JOHN A. MOFFITT, President, Orange, N. J.
MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

WILL BE A MOTHER TO YOU
Fix your clothes, sew the rips, repair the tears, fasten the buttons, etc. We really clean your clothes by our
French Dry Cleaning Process
which is entirely different from the mere "sponging and pressing" method.
We Call and Deliver
The French Dye Works
612 BEACON STREET
SAN PEDRO, CAL.

INFORMATION WANTED.

This is to certify that on the 27th day of February, 1911, one Mathias Lagman, then nineteen years of age, was a seaman on board the S. S. "Paloma," Cuban flag; that when said vessel was lying at anchor in the Port of Cabarian, P. R., at about 8 o'clock in the evening, Lagman, who had been working with other men at painting, was walking between decks in the dark, when he fell through hatch No. 4, which had been left uncovered. He was picked up in the hold and it was found that he was paralyzed from the waist down. This young man was subsequently taken to Russia, where his mother, who is very poor, is taking care of him.

It is believed that the owners were negligent in failing to have the hatch covered, and in failing to have or furnish proper lighting for the 'tween decks at the point where Lagman fell. If these facts can be proven, some relief might be obtained for this unfortunate boy.

The following are the men who signed on the articles with Lagman, and who had been working with said Lagman:

C. Jones, C. J. Johnson, F. Johan, M. Lanhard, E. Randal, W. Paulson.

Any seaman who will locate these men or send their addresses to the Legal Aid Society, No. 1 Broadway, New York City, will be doing a great favor to said sailor, and to S. B. Axtell, attorney-in-charge.

For similar reasons we desire to communicate with the following men who were members of the crew of the "Lyman M. Law" in October, 1911, when Edward S. Tennberg was severely injured on the trip between Boston and Norfolk:

Adolph Dittmer, John Olson, Harold Herman, Charles Newberg, James J. Kelly.

San Pedro News Co.
Sixth and Beacon Streets, San Pedro, Cal.
Dealers in
CIGARS, TOBACCO, STATIONERY
Los Angeles Examiner and All San Francisco Papers on Sale. Agents Harbor Steam Laundry

ALEX. KANE C. A. BRUCE
WHEN IN SAN PEDRO
Don't forget the
GLOBE BOWLING ALLEY AND BILLIARD ROOM
UNDER GLOBE THEATRE, SIXTH ST.
(Next building west of Sailors' Union Hall.)
KANE & BRUCE, Props.
We have the best alleys and pool tables on the Pacific Coast.
Light and ventilation perfect.
Cool and pleasant at all seasons.
CIGARS TOBACCO SOFT DRINKS

INFORMATION WANTED.

Adolf Theining, a native of Vannersborg, Sweden, is inquired for by his mother. Address, Coast Seamen's Journal.

Walter Jorgesen Clang, born in Aaland Yetta, Ostro Yetta, is inquired for by his uncle, John Clang. Address Coast Seamen's Journal.

George Alfred Hall, last heard of on the Sch. "Sehome" in June, 1913, will please communicate with his brother, Walter Hall. Address 790 18th street, Oakland, Cal.

Rudolph Kurella, born January 5th, 1868, at Grabowo, Germany, is inquired for by the German Consul-General at San Francisco, Cal.

Oscar Osolin, John Lind, M. Elone, John Anderson, Thomas Pukki, Alex. Tuominen, Chas. Grouberg, who were on board the steamer "Fifild" April 7, 1913, please communicate with the Coast Seamen's Journal.

Anyone knowing the whereabouts of John Owens, age about 24, last heard of in Sydney on the barque Misbeck, November, 1912, please communicate with Coast Seamen's Journal.

Lasker Munter, of Spokane, Washington, born 1884, left home in 1903, is inquired for by his father, Adolph Munter, Spokane, Washington.

San Pedro Letter List.

Andersen, K. -1717	Kallberg, Arvid
Arnell, John	Kashluhn, Frank
Andresson, E. -1762	Lindroth, Gustaf
Anderson, S.	Larsen, J. -1542
Ahlstrom, A. -1748	Leaf, F.
Anderson, E. -1787	Lauritsen, Geo.
Anderson, P. -1695	Larson, H. -1740
Anderson, David	Linder, Victor
Ahlgren, Alfred	Lindholm, Erik A.
Andersen, M. -1874	Leino, G. F.
Anderson, A. -1045	Lemke, Richard
Anderson, Gust	Lewet, Frenchie
Anderson, Ernst	Linderman, Gust
Anderson, Hemmind	Loining, Herman
Anderson, Patrick	Lindgren, Gust
Anderson, Soren	Larsson, Axel
Alexandersen, Paul	Lindberg, Gust
Anderson, George, -1812	Lundquist, A.
	Michelsson, A. -1105
Anderson, Mr.	Malmberg, Ellis
Bergman, L. J.	Martinen, Walter
Bodecker, A.	Moulas, Nick
Bergh, Borge	Makinen, Karl
Bringsrud, Harald	Miller, Wm.
Bowman, J.	Mikkelson, Josef
Behrsin, Jacob	Mennicke, Fritz
Berhus, Emil	Manners, C.
Buchtman, F.	Marden, Gus
Clemmensen, C.	Mayer, W.
Carriera, Peter	Makinen, Oskar
Clausen, Jorgen	Maatta, John
Carlson, Axel -1510	Miller, John
Creelan, John	Mayers, P. M.
Carlsson, Aksel, -1220	Mikkelsen, Harald
	Neuman, A. E.
Carlson, Gust W.	Nelsen, Michael
Carlson, Gustif	Nelsen, Julius
Dalsgard, R. W.	Nelson, Hans
Daugal, Gust.	Olsen, Nick
Dreyer, O.	Olsen, W.
Dreger, Jack.	Olsen, Sckutar
Emanuelsen, A.	Owen, Fred
Enstrom, Carl.	Olsen, Marius
Erikson, John	Olsen, Olav
Erdt, Anton	Ogilvie, W. A.
Ekholm, F.	Osterberg, C.
Eriksson, C. -333	Paulson, Gustaf
Fries, W.	Petrich, Theodore
Folvik, Ludvig	Pillman, Frank
Falbom, Richard	Peachman, George
Franke, Farl (Reg. Letter)	Pohland, P.
	Pedersen, A. -1564
Gundersen, Krist	Petersen, Aage
Gronlund, Oscar	Pedersen, Peder
Grigoleit, E.	Phillips, K.
Glasse, Gust	Petterson, C. -1287
Hansen, Hans Pete	Roth, Svend
Hamala, Emil	Repson, Ed.
Holm, Arthur J.	Rudowitz, H.
Heeshe, Henry	Rignell, J. V.
Hansen, Martin H.	Samuelson, W. L.
Hunt, Gust	Schreff, Paul
Holms, H.	Senger, G.
Hogan, Mr.	Swenson, Axel
Hansen, Peter	Schultz, Axel
Hovi, Andrew	Soderlund, Uno
Hengst, Otto	Stephan, M.
Hederstrom, Torvid	Schonke, Frank
Holmstrom, Fritz	Swanson, Hugo G.
Hansen, Nils, -989	Sjoblom, A.
Hannus, Alex	Seirewaag, Halvor
Hausman, Mr.	Sparkes, A.
Haas, James	Torgersen, Ed.
Hansen, Herald	Tamisar, P.
Hansen, Johannes	Townsend, R.
Helenius, Oskar	Thorsen, Joe
Hintza, Yrjo	Torgensen, Anton
Johnsson, John A.	Thomsen, Th.
Johnson, Gustaf	Voss, Henry
Johnson, J. -2266	Waywood, August
Jansson, John	Webber, Fred -1176
Jansson, J. -2203	Waaland, Lewis
Johansson, C. A.	Wilson, A.
Jordan, Earl	Wahlstedt, R. -778
Jensen, George	Zoe, Frank
Jorgensen, Jorgen	**Packages and Photos.**
Johansson, Fritz	Anderson, Axel P.
Jensen, Jens	Larsen, James Chr.
Jorgensen, Fred	Nordman, John
Johnson, Leonard	Petersen, Aage
Johansson, A. -1874	Stammer, Johan C.
Kari, Matti	
Kalnin, Ed.	

Honolulu, H. T.

Austin, Frank	Lenmel, Ch.
Anderson, Fred	Lentown, Ernest
Anders, Anderson	Karlson, Oskar
Anderson, C. M.	Kjarsgaard, Hans
Andowitz, H.	Murphy, Daniel
Anderson, E. K.	Melthven, E. R.
Anderson, C. E.	Machado, Henry
Anderson, Axel	Moyer, Edwin S.
Cleber, Hugo	Nulsen, C. A.
Clancy, James	Hilton, Nilo
Carlson, C.	Nordling, C.
Carlson, Axel.	Olander, Karl
Christensen, Anton	Olson, J. H.
Elmiers, Alex.	Olson, Ernest
Ehbert, August	Perrien, Sam
Edgerton, J.	Peterson, Dinas E.
Haven, F.	Sorenson, Ed.
Hansoin, Pet.	Slimia, A. W.
Heykes, Aloysius	Sjoblom, Gustaf
Hanson, Max.	Salverson, Swerdrup
Hastad, Siguid	Saarela, P.
Hanson, Jorg	Shotis, A.
Henderson, Harry B.	Slattery, W.
Hanson, Chris.	Sundson, O. F.
Irwin, Robert	Sverest, Herman
Ivars, Carl	Smith, Sam J.
Ireks, Willie	Viloot, J.
Jensen, Hams	Werner, Paul
Lundberg, I.	Wonderroach, H. J.
Langer, Robt.	F.

INFORMATION WANTED.

Fred (Albin) Swanson, a native of Malmo, Sweden, aged about 25, is inquired for. Address, Coast Seamen's Journal.

Nils Johnson, who was wrecked in the American bark Oasis, Sept 2, 1887, is inquired for by W. F. Hohenschild, Berkeley, Cal.

Albert Christensen, native of Byrum Laso, last heard of in San Francisco in 1910, is inquired for by his brother. Address, H. C. Christensen, Scandinavian Sailors' Home, San Francisco.

Pacific Coast Marine.

The Pacific Wharf and Storage Company is planning to build an additional wharf 1600 feet in length and a warehouse 1200 feet long on the east side of its slip in East San Pedro. More tracks are to be laid and the company expects to have one of the best terminals in Southern California.

It is reported that the Pacific Coast Steamship Company has decided, owing to the loss of the steamships "Curacao" and "State of California" in Alaskan waters, to discontinue summer tourist cruises to Southeastern Alaska, and the steamship "Spokane" will be operated in the regular Alaskan commercial service.

United States Supervising Inspector John K. Bulger has been notified by the Secretary of Commerce that his appointment of John N. Ansell, as United States Inspector of Hulls, Carl F. Lehners as United States Inspector of Boilers, and Hugo Hauser as clerk to the Board, to be located at San Pedro, has been approved.

A libel for possession has been filed in the United States District Court by the master of the steamer "Pleiades," against the steamer "Thomas L. Wand" for $40,000 for damage to cargo in a collision between the "Pleiades" and "Thomas L. Wand" during a fog about thirteen miles south of the entrance to the Golden Gate, November 8.

Submarine signal receivers are being equipped by the Submarine Signal Company on the Oceanic liners "Sierra," "Ventura" and "Sonoma." Nearly all of the large liners operating in and out of the Golden Gate are similarly fitted and it is said that the device is of great assistance in approaching port during foggy weather. With the submarine signal it is possible for a vessel to locate her position several miles off the lightship.

Annoucement is made that the Pacific Cold Storage Company of Tacoma will enter the Australian beef importing business. The "Elihu Thomson," a cold storage steamer belonging to that company, will leave for Australia for its first cargo of beef about February 1. If the demand for cold storage beef on the Pacific Coast proves as strong as expected, it will result in placing additional steamers in the trade between Tacoma and Australia.

Australia's imports of case oil from America are to be catered for by a special line of six steamers, the first of which will leave the Pacific Coast early next year. The line has been established by the Gibson Company, which has entered into an important contract with the Standard Oil Company. The five other steamers will follow on at intervals of about two months. For the return voyage to the Pacific Coast, most of the vessels will load coal at Newcastle, N. S. W. This will enable them to retain sufficient bunker coal to take them back to Australia. Some of the steamers, however, will probably take back general cargo, and bunker at Puget Sound for the return voyage.

Axel Hokanson, a seaman on the Pacific Coast Steamship Company's steamer "Senator," bound for San Francisco, fell from a mast, a distance of thirty-five of forty feet, to the deck, receiving a broken leg and probably severe internal injuries when the "Senator" was rounding Cape Flattery in a heavy swell. The steamer immediately turned back and put into Neah Bay, sending word by wireless to Dr. C. L. Woods, superintendent of the Indian reservation there, who was taken out to the "Senator" by the lifesaving crew. Hokanson was taken ashore and was sent to the Marine Hospital at Port Townsend by the revenue cutter "Snohomish."

When George von L. Meyer was Secretary of the Navy the cruiser "Boston" was condemned and ordered sold at auction. A. Goldberg, a junkman of Vancouver, B. C., was the lowest bidder and it was announced that the cruiser would be sold to him. Mr. Meyer later decided to turn over the vessel to the naval militia of Oregon for a practice cruiser and Mr. Goldberg's check was returned with the announcement that the Navy Department had decided to retain the vessel. He then brought mandamus proceedings in the Federal District Court of Maryland, to compel the Navy Department to deliver the vessel. His suit was dismissed on the ground that the laws vested officials of the Navy Department with full discretion in the matter. The Supreme Court of the United States has just upheld the decision of the lower court.

Immediate construction in San Francisco of an under-water coal storage plant of from 200,000 to 300,000 tons capacity, to meet fuel demands of the Navy when the Panama Canal is opened, is recommended by Paymaster General T. J. Cowie, of the Navy, in his annual report. "Particular attention is invited," the report says, "to the lack of facilities for storing and handling coal on the Pacific Coast, particularly at San Francisco, which is about 5000 miles from the base of supply. Available facilities are utterly inadequate to meet the demand which will be made upon them upon the opening of the Panama Canal." The Paymaster General thinks the proposed plant should be so located that it can be readily doubled and so constructed that it can receive shipments both by water and rail. "The increased mobility of the fleet," he says, "makes increased storage facilities at this point absolutely imperative." Paymaster General Cowie added that as yet no definite report can be made with reference to Alaska coal as Navy fuel.

The General Petroleum Company of California, a concern with an authorized capital of £10,000,000 of which nearly seven millions are issued, has passed to the control of a British syndicate headed by Mr. Andrew Weir, of Messrs. Andrew Weir & Co., London, the well-known firm of shipowners. The transaction, it is pointed out, is more in the nature of a re-organization than anything else. The General Petroleum Company was in need of funds and the new interests behind the company will be well able to supply the company's financial requirements. It is understood that the syndicate has already advanced $3,000,000 in cash for immediate use. It has been reported that the Royal Dutch Shell Combine is back of the new company and it is pointed out that the acquisition of the General Petroleum Company and the Union Oil Company would give the combination control of producing properties, pipe lines and refineries in California. The directors, however, state that the president, E. de Sabla, while in London, conferred with the Shell Interests to take over the company, but the Shell people would not agree to the terms of the General Petroleum Company.

There is considerable comment regarding the two new steamers under construction for the North Bank Road, to be operated between Astoria and San Francisco, which, it is claimed, will make 23 knots an hour regularly on the run. Conditions to be met with on the coast north of the Golden Gate, they say, will combat speed. In summer steamers bound north must often buck into strong northwesters and heavy swells, and southbound in winter there are southeasters that frequently force the most seaworthy vessels to heave to. It has been said that the new vessels will exceed the speed of the "Yale" and "Harvard," which the Pacific Navigation Company runs between San Francisco, Los Angeles and San Diego. They were forced to capacity when first put on the run, but they have since been steadied down to an average of 20½ knots. They have the benefit of more quiet water than is found along the northern California and Oregon coasts much of the time, yet in stormy periods their speed is materially lessened. They are each 376 ft. long, 61.3 ft. beam and 20.2 ft. depth of hold. The North Bank steamers are to be 525 ft. long, 63 ft. beam, with draught of 21½ ft. loaded.

As soon as the necessary tariffs can be printed and filed, which is expected to be not later than January 1, the Southern Pacific will inaugurate greatly reduced freight charges on westbound traffic via San Francisco for points in the Orient. At about the same time it is expected that the Atchison, Topeka & Santa Fe, Great Northern, Northern Pacific, and Western Pacific will reduce their rates for through business by similar amounts. The Southern Pacific hopes to restore San Francisco's lost prestige as a shipping center. The reductions will affect all commodity rates, but to such a varying degree that it is not possible to strike an average. On condensed milk, for example, which is shipped in carloads from Elgin, Ill., to Yokohama, the present rate is 85 cents to San Francisco. Under the new tariff it will be 75 cents, a cut of almost 12 per cent. On other articles, notably cotton goods, the cut will be much more pronounced. In making the changes the Southern Pacific is meeting the existing rates on Oriental business of the Chicago, Milwaukee & St. Paul, and the Canadian Pacific. There will be no change in business coming the opposite direction, for the reason that lower rates have been retained on eastbound tonnage. This traffic consists of teas, silks and similar commodities. The Southern Pacific Co. justifies its reductions on the ground that a lower rate has to be made on goods passing through San Francisco than on shipments terminating at that port to meet competition out of New York via Suez Canal. Much of the through business is to be carried at rates that will not allow of any profit for the railroad, but it will not increase overhead charges to any extent, and will materially benefit the Pacific Mail Steamship Co., thus returning a profit indirectly to the Southern Pacific Co. Nearly all of the traffic will go to Ogden over the Union Pacific.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone, Kearny 394; (Advt.)

International Seamen's Union of America.

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.

THOS. A. HANSON,
570 West Lake St., Chicago, Ill.

AFFILIATED UNIONS.

ATLANTIC DISTRICT.

EASTERN AND GULF SAILORS' ASSOCIATION.

Headquarters:
1½A Lewis St., Boston, Mass.

Branches:
NEW YORK CITY, 40 South St.
NEW ORLEANS, La., 1054 Magazine St.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC COAST.

Headquarters:
NEW YORK CITY, 4 South St. Telephone 1879 Broad. Night Call 8374 Spring.
New York Branch, 400 West St. Telephone 5152 Chelsea.

Branches:
BOSTON, Mass., 258 Commercial St.
NEW ORLEANS, La., 53 St. Ann St.
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MOBILE, Ala., 4 Conti St.
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N. TONAWANDA, N. Y., 152 Main St.
CONNEAUT HARBOR, O., 992 Day St.
ERIE, Pa., 107 E. Third St.
DETROIT, Mich., 7 Woodbridge St., East.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
OGDENSBURG, N. Y., 70 Isabella St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.
PORT HURON, Mich., 517 Water St.

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Branches:
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CHICAGO, Ill., 406 N. Clark St.
ASHTABULA, O., 74 Bridge St.
TOLEDO, O., 54 Main St.
DETROIT, Mich., 7 East Woodbridge St.
PT. HURON, Mich., 517 Water St.
CONNEAUT, O., 922 Day St.
OGDENSBURG, N. Y., 70 Isabella St.
N. TONAWANDA, N. Y., 152 Main St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
ERIE, Pa., 107 E. Third St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.

PACIFIC DISTRICT.

SAILORS' UNION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 84 Embarcadero.

Branches:
VICTORIA, B. C., Old Court Rooms, Bastion Square.
VANCOUVER, B. C., Labor Temple, Cor. Homer and Dunsmuir, P. O. Box 1365. Tel. Seymour 8703.
TACOMA, Wash., 2218 North 30th St.
SEATTLE, Wash., 84 Seneca St., P. O. Box 65.
ABERDEEN, Wash., P. O. Box 6.
PORTLAND, Ore., 51 Union Ave., Box 2100.
EUREKA, Cal., 227 First St., P. O. Box 64.
SAN PEDRO, Cal., P. O. Box 67.
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PORTLAND, Ore., 101 N. Front St.
SAN PEDRO, Cal., 123 Fifth St., P. O. Box 574.

(Continued on Page 11.)

Coast Seamen's Journal

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, DECEMBER 17, 1913.

WORTHY OF EMULATION.

A recent issue of the Erie, Pa., Labor Journal contains the following interesting item:

Congressman Shreve will be requested by organized labor of Erie to come out in the open and declare his attitude on the La Follette bill, providing adequate life-saving precautions on ocean and lake-going vessels. The Representative will not be permitted to equivocate or evade the issue. It will be put up to him squarely by a committee appointed for the purpose and an explicit statement asked for. Congressman Shreve was petitioned by the Central Labor Union to support the La Follette bill, and he replied as follows: "I am in receipt of your favor of recent date regarding the Seamen's bill now before Congress, and in reply will say that it will receive my careful attention." That reply was read at the regular meeting of the Central Labor Union, and it was not at all satisfying to the delegates. It is considered that Representative Shreve has had ample opportunity to inform himself as to the character of the bill and to be of a decisive mind as to whether or not he will support that measure.

It is certainly refreshing to note that this particular Congressman will be requested to give a more definite reply than the usual stereotyped answer made by statesmen "that they will give the matter careful attention."

The plan of the Erie Central Labor Union is well worth emulating. At least ninety per cent. of all Congressmen will gladly respond to a reasonable request from their labor constituents, and in this case the request is decidedly reasonable and fair, because at the last regular session of Congress the House of Representatives passed an almost identical measure with only a few dissenting votes. But it is essential to occasionally refresh the memory of our National legislators—for the other side in this struggle is right on the job. Nothing is left undone by the "interested parties" who have for nearly twenty years succeeded in postponing action upon the subject. It therefore behooves Labor Councils and State Federations throughout the land to notify their Representatives at Washington that Labor expects them to support the Seamen's bill, S. B. No. 136.

The Seamen's Union at Amsterdam has just concluded successful negotiations for increased overtime pay for all its members.

THE NEW ZEALAND STRIKE.

For the first time in many years a steamer engaged in the San Francisco-Australasian trade has arrived at this end of the line with a non-union crew. The steamer in question is the "Moana" of the Union Steamship Company.

It seems, however, that the present trouble in New Zealand is not due to any grievance of the seafarers themselves, but may be traced directly to the famous compulsory arbitration law of that country, which has so often been hailed as a panacea for all industrial troubles. New Zealand, long heralded as the "land without strikes," is now in the midst of one of the most general and most desperately fought strikes of the century.

According to recent Australian correspondence, work has ceased in all the principal trades of New Zealand. The poor are everywhere in a condition of great suffering. Man-of-war's men, landed from the British squadron stationed in the Southern seas, have attacked the workers, and rioting is said to prevail in the principal seaport towns.

The Conciliation and Arbitration Act, so far from preventing or mitigating the strike, is one of its principal causes and aggravations, since the strike is largely a result of the effort of the workers to escape from the tyrannical features of that law. The first of these laws was enacted in 1894 and for a time seemed to work with great success. The unions appealed to the Conciliation Board frequently and for a time, since the supply of labor was restricted and wages naturally rising, the capitalists granted increases in almost every instance.

Then the employers gained control of the court and nearly all applications for increases were refused. Since the law contained a provision by which the union and individual members could be fined if they refused to abide by the decisions of the Conciliation Board or of the higher arbitration court to which appeals might be taken from the Board, a condition but little removed from industrial peonage resulted.

The natural consequence was a revolt against the law. Appeals to the arbitration court, which had been very few in the beginning, rapidly multiplied, until the Conciliation Board fell into such disuse that it was practically abandoned. Various amendments to and revisions of the law followed. The revolt against the Act grew so strong that the government feared to enforce its provisions by fining or imprisoning the individual members of the union. Yet it was still sufficiently effective to hamstring the unions registered under it and render them useless for the purpose of bettering the condition of labor.

As a result, the organized workers began to draw away from the registered unions and to form what are practically outlaw unions. These unions are affiliated with the United Federation of Labor, unquestionably the strongest body of organized workers in New Zealand. From the beginning this organization has refused to register under the Arbitration Act.

A few weeks ago the shipwrights at Wellington, who are affiliated with the United Federation, went on strike, and it is this strike that has spread throughout the country and is almost paralyzing the industrial life of New Zealand.

The strike of seamen in Italy is still in full force and effect.

COOLIE LOVERS PROTEST!

If any impartial citizen of San Francisco ever harbored any doubts about the absolute necessity and justice of the Seamen's bill, no one could possibly remain on the fence after attending that famous "public mass meeting" of coolie lovers and all-around would-be labor crushers which was held in the Merchants Exchange under the auspices of the Chamber of Commerce of San Francisco on Friday last for the purpose of protesting against the passage of that meritorious measure.

Although the meeting had been well advertised by every plutocratic sheet, both daily and weekly, the actual attendance consisted of 58 men, including 3 subjects of the Mikado. About 60 chairs had been placed in the assembly room of the Chamber of Commerce, but the "prominent" citizens who gathered for the purpose of putting the quietus upon the Seamen's bill did not seem to have the courage of their convictions (?), for the front seats in the show remained vacant during the entire performance.

Mr. Sesnon, President of the Chamber of Commerce, who was slated as chairman, looked about with a discouraging demeanor, caused no doubt by the slim attendance. However, he finally called the meeting to order, and the three "Hon." Japanese seated themselves in the center of the row of chairs, but a number of representative "money bags" discreetly preferred to stand up in the rear rather than occupy the vacant front seats. The Secretary was then called upon to read a lengthy set of resolutions together with several prefixes, briefs, etc. The Secretary's voice was as weak as the cause for which he spoke, and no one could understand a word except a few of the most ardent coolie lovers who had taken the precaution to seat themselves near the Secretary's desk.

When the Secretary had droned off the numerous typewritten pages of literature previously compiled by the inner circle of the Citizens' Alliance, the chairman called upon Mr. Robert Dollar (sometimes referred to as "Captain" Dollar, a title which he probably acquired in the service of the Salvation Army, because no one has ever claimed that he ever went to sea for a livelihood). Mr. Dollar, who is well known for his championship of cheap Oriental labor, immediately warmed up to the subject which is ever dear to his heart. He declared that this abominable Seamen's bill was concocted by a certain agitator for the purpose of securing for worthless white crews one and one-half months' pay for one month's work. After paying sundry left-handed compliments to labor agitators in general—and in particular to those who had shown a disposition to interfere with his "inalienable" right to employ cheap Chinese crews—the old gentleman proceeded to take a fall out of Senator La Follette. It soon became evident that Mr. Dollar was decidedly short of "dope" in his argument against the Seamen's bill, so he switched the subject and began to roast all who had introduced bills in Congress which in any manner pertained to shipping. Among other pet names Mr. Dollar lovingly referred to our national legislators as "fools."

At the conclusion of his remarks Mr. Dollar produced a formidable document purporting to be a bill of fare for the crews

of his vessels engaged in the coastwise trade. He went almost into hysterics when he declared in righteous indignation that he had to feed his white crews with five meals a day. When this startling announcement was made, one or two big salty tears were seen to roll down Mr. Dollar's cheeks; deep grunts of disapproval emanated from all parts of the audience and one particularly stout gentleman with an extraordinarily substantial waist measurement shrieked: "Shame, shame at such gormandizing." Mr. Dollar then took his seat amidst loud applause in which the three Japs led most enthusiastically.

It then developed that the orators for this gathering had been selected with great care and certainly very appropriately. There is only one man in San Francisco who even remotely approaches Mr. Dollar in his advocacy of coolie crews for American ships. And that man was the next speaker—R. P. Schwerin.

Mr. Schwerin began his dissertation upon the Seamen's bill by gravely announcing that Americans never did and never will go to sea except on rare occasions. Then he briefly lambasted the "foreigners" who do go to sea, always excepting his own Chinese crews of the Pacific Mail Steamship Company. He contended that the "foreign labor agitators" on the Pacific Coast were able to control crews of all nationalities—but not his yellow pets. Hence, the agitators had devised this so-called Seamen's bill to make things unpleasant for his coolies and force him to employ white men. This was his principal argument and it took well, for the three Japs again voiced their hearty approval with all that was said about the unreasonable and irresponsible white crews.

To be sure, there are a few historical facts in connection with Asiatic crews upon which Mr. Schwerin conveniently failed to elaborate. For example, he did not dwell upon the wreck of the Pacific Mail Company's steamer "City of Rio de Janeiro." He did not explain why a majority of his yellow heroes succeeded in saving themselves in that wreck, while only three out of seventeen women and children were saved because of the panic among the crew. He did not state that those Chinese on the "City of Rio de Janeiro" were typical of all the crews employed by Mr. Schwerin's company. Those Chinese A. B.'s on the "City of Rio de Janeiro" were said to be well drilled in the launching of boats, etc., and fully prepared for all emergencies. But when the crucial moment arrived Mr. Schwerin's favorite seamen thought only of their own hides. They scrambled like rats into the only boat that was properly launched and left women and children to their fate.

Those shameful incidents of a disaster, which occurred right at the entrance of San Francisco harbor, were entirely overlooked by Mr. Schwerin in endeavoring to present the side of the almighty Dollar against legislation for safety of life at sea.

When Mr. Schwerin's touching appeal for cheap Asiatic crews was concluded the before mentioned resolutions were adopted by those who were still present and then, in order to fittingly cap the climax, one Mr. Carrigan, well known as an unscrupulous labor skinner and active in Citizens' Alliance circles, took the floor and vented his spleen against union labor in general.

That Carrigan oration was too much for the three Japs, so they gracefully withdrew and before Mr. Carrigan was fairly out of wind the balance of the audience grew weary and began to move toward the door. The chairman then took the hint and declared the meeting adjourned.

Thus ended a comic show which will go down in history commemorative of the unlimited nerve and the brazen gall with which our local coolie lovers attempt to fool the public and intimidate the members of Congress.

I. W. W. HYPOCRITES.

The shipowners' associations on the Atlantic and Pacific, the Steel Trust on the Great Lakes and all the societies and combinations of plutocrats from coast to coast have always opposed legislation for the emancipation of seamen. No one expects anything else from that source.

But those workers who have listened to the I. W. W. spielers and have been led to believe that those hypocrites are really sincere, will perhaps be surprised to learn that these same "I. W. W. leaders" have made common cause with the capitalists of the land in opposing the Seamen's bill. A recent issue of "Solidarity," said to be an official organ of at least one variety of I. W. W.'ism, contains a front page roast of the Seamen's bill which would do credit to the Wall Street Journal or any organ of Big Business. Really, it is to laugh! The I. W. W. fakers openly joining hands with plutocrats to defeat a measure which will immeasurably improve the lot of the toilers who earn their livelihood upon the waters. And still that delectable tribe has the nerve to pose as "emancipators of the working class."

Can you beat it?

Although hearings upon the Seamen's bill have taken place before Congressional committees month after month and year after year, and although volumes of these published hearings are available for any one interested, the American and foreign shipping "interests" have induced the Committee on Merchant Marine and Fisheries to reopen hearings upon certain features of the La Follette bill (S. B. 136). In the absence of Comrade Furuseth, who is still in London, attending the International Conference on Safety of Life at Sea, Comrades Victor A. Olander of Chicago and Patrick Flynn of San Francisco will represent the International Seamen's Union of America at Washington. Both Comrades Olander and Flynn have had previous experience in taking care of the Seamen's cause against any talent which the other side is able to procure. Here's wishing them every success.

In a state of universal organization among the workers one meal would be worth all the money in the world. In that event the advantage would lie with the stomach most inured to abstention. In other words, hunger would be the ally, not the enemy, of the workers.

As we contemplate the progress of trade unionism among the workers of the world even the millennium seems not impossible of attainment.

Next to the family, the trade union is the highest exemplification of the gregarious instinct.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Dec. 15, 1913.

Regular weekly meeting came to order at 7 p. m., Charles Taucer presiding. Secretary reported shipping slack with quite a few men ashore. Voting for officers for the ensuing term was proceeded with. The following resolution was adopted by unanimous vote:

Whereas, The Bartlett-Bacon bills (S. 927 and H. R. 1873), now pending in the Congress of the United States, propose to amend the Sherman Anti-Trust law by exempting organizations of labor and of farmers from the operation of said law; therefore be it

Resolved, By the Sailors' Union of the Pacific, in meeting assembled, this 15th day of December, 1913, that we endorse the said bills (S. 927 and H. R. 1873) and urge upon the members of the United States Senate and House of Representatives from this State to vote for said measures and to further their passage in the present session of Congress.

JOHN H. TENNISON, Secretary pro tem.
84 Embarcadero. Phone Kearny 2228

Victoria, B. C., Dec. 8, 1913.
Shipping improving, with few men ashore.
ARCHIE KING, Agent.
Old Court Rooms, Bastion Square.

Vancouver, B. C., Dec. 8, 1913.
Prospects poor.
W. S. BURNS, Agent.
N. E. corner of Hastings and Main streets. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Dec. 8, 1913.
Shipping dull; prospects poor, with lots of men ashore.
H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, Dec. 8, 1913.
Shipping and prospects poor.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Dec. 8, 1913.
Shipping dull; prospects uncertain.
JACK ROSEN, Agent.
P. O. Box 6. Tel. Main 557.

Portland Agency, Dec. 8, 1913.
Shipping dull.
G. A. SVENSON, Agent.
P. O. Box 2100. 51 Union Ave. Tel. East 4912.

Eureka Agency, Dec. 8, 1913.
Shipping and prospects poor.
JOHN ANDERSEN, Agent.
227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, Dec. 8, 1913.
Shipping dull.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Dec. 1, 1913.
Shipping and prospects poor.
JACK EDWARDSEN, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Dec. 12, 1913.

Regular weekly meeting was called to order at 7 p. m., Ed. Andersen in the chair. Secretary reported shipping slow. Balloting on officers for the ensuing term was proceeded with.

EUGENE STEIDLE, Secretary.
Phone Kearny 5955.

Seattle Agency, Dec. 4, 1913.
Shipping slow. Balloted on officers for the ensuing term.
LEONARD NORKGAUER, Agent.
Grand Trunk Dock, Rooms 203-205. P. O. Box 214. Phone Main 2233.

San Pedro Agency, Dec. 4, 1913.
Shipping slow; plenty of men ashore. Balloted on officers for the ensuing term.
HARRY POTHOFF, Agent.
P. O. Box 54.

DIED.

Emil Lindholm, No. 1218, a native of Finland, age 32, died at Seattle, Wash., Dec. 5, 1913.

A. J. Sjoblom, No. 926, a native of Finland, died at San Francisco, Cal., Dec. 12, 1913.

Richard L. Power, No. 1049, a native of Ireland, died at San Francisco, Cal., Dec. 9, 1913.

Julius Berg, No. 1681, a native of Norway, age 31, died at San Francisco, Cal., Dec. 15, 1913.

THE LABOR SECRETARIATS.

The most interesting institution of the German trade-union movement is the "Labor Secretariat." It was established to meet the demands of the workers for advice and assistance in insurance matters. This was all the more necessary not only because the State insurance in Germany is tremendously complicated and presents untold difficulties to the worker, but also because the spirit of the insurance law becomes more and more reactionary from year to year. As regards the accident insurance it is becoming more and more difficult for the persons concerned to obtain adequate compensation.

The need for advisers versed in insurance matters was very soon felt. These advisers see to it that the influence of organized labor be as strong as possible in the local branches of the national insurance, as far as this is legally possible, and to help the workers in the prosecution of their claims, etc. They also occupy themselves with the local trade-union organization work. At the close of the nineties, the Nuremburg trade unions established the first "Workers' Secretariat," which was quickly followed by other trade unions.

By the end of 1912, there were 120 workers' secretariats in Germany, each having one or more officials; forty-three of these secretariats have established special branch or sectional offices in the smaller towns. Besides this there are 211 information offices in the smaller towns from which qualified trade unionists give information on certain days or evenings; such information is not necessarily limited to insurance matters.

The significance of these institutions may be judged from the following figures: The secretariats were consulted by 672,499 persons, among which were 484,628 trade-union organized workers. The information bureaus were consulted by 51,772 persons. Information was in 36,374 cases conveyed in writing; 174,998 letters, etc., were written, and in 6,417 cases personal representations were made to the insurance authorities. The total costs of the secretariats, which are borne by the local trade councils with possible contributions by the central organizations, amounted to 575,392 marks (mark equals 24 cents) in the year 1912. No fees are taken from those persons who render their services at the various offices.

Such institutions as workers' secretariats and offices for legal information are naturally of the greatest value and have a most favorable influence in those places where trade unionism has only a weak foothold. In such places the reliable and free legal assistance paves the way to trade unionism. In the great towns, however, it has been necessary to confine this service to the organized workers.

The great success of these institutions of the free trade unions has prompted the State, municipalities, and hostile organizations of all descriptions to establish similar institutions. Thus, at the end of the year 1912 there were 119 municipal and State legal information bureaus, 55 legal protection offices open to the general public, 93 legal protection offices for women, 55 legal protection offices for Hirsch-Dunkerschen trade societies, 23 evangelistic, 122 Catholic legal protection offices, 32 political legal protection offices, etc.

Information has been granted by State, municipal, private, denominational and trade union institutions in 1,841,364 cases last year. The secretariat and the legal protection offices of the free trade unions dealt with 758,560 of these cases. From time to time a special course of instruction, lasting six weeks, is provided by the General Commission of the German trade unions, in order that the workers' secretariats may become thoroughly conversant with the affairs in which they are concerned as well as any new amendments to the existing laws. In this manner it has been possible to so educate the secretaries—all of which are drawn from the ranks of the workers—to such a degree that they not only enjoy the full confidence of those seeking legal assistance, but are looked upon as the best experts in matters connected with workers' insurance, etc.

The General Commission has established a Central Workers' Secretariat and placed six officials at the disposal of the same, for the purpose of representing the insured workers before the National Insurance Office in Berlin. Besides this, the weekly Correspondenzblatt of the General Commission publishes a monthly "legal supplement" which is regular adviser in all matters connected with national insurance. This supplement, in common with the Correspondenzblatt—rich in its numerous supplements, is now distributed among about 30,000 officials and members of executives of the German trade unions regularly and free of charge.

The trade unions in other countries, such as Belgium, Austria, etc., have begun to set up similar legal institutions for the workers. They will no doubt experience, as in the case in Germany, that all sacrifices made in connection with such institutions are rewarded a hundred and thousand fold.

NATURAL GAS IN THE U. S.

Natural-gas production has become one of the leading industries of the United States, and to this country belongs the credit of making natural gas a commercial product. It is the best of fuels—cleaner, more convenient and more efficient for almost any purpose than any other fuel. Were it possible to transport natural gas as coal, petroleum, or other fuels now in use are transported, it would be the leading fuel of the world and its value would probably exceed that of any other commodity. As it is, enormous quantities are wasted annually, quantities too great even to be estimated, and it is with the greatest difficulty that interest can be aroused in the importance of conserving this valuable fuel and in preventing the exhaustion of the fields. Although steps have been taken in some localities to prevent waste, it still goes on.

The utilization of waste gas from the oil wells in different parts of the United States has been an important means of conserving this fuel, and the increasing number of plants erected and being erected for the extraction of gasoline from this "casing-head gas" was one of the most important features of the natural-gas industry in the year 1912.

The year was one of greatest prosperity to the natural-gas producer and a record breaker for output, according to B. Hill, of the United States Geological Survey. The total estimated consumption of natural gas in the United States in 1912 was 562,203,452,000 cubic feet, valued at $84,563,957, an average price of 15.04 cents a thousand cubic feet, compared with 512,993,021,000 cubic feet, valued at $74,621,534, an average price of 14.55 cents, in 1911. The number of domestic consumers supplied with gas in the United States in 1912 was 1,621,557 and the value of gas consumed for domestic purposes amounted to $50,960,883, while the number of industrial consumers was 15,936 and the value of gas consumed for industrial purposes was $33,603,074. On the assumption that 28,000 cubic feet of gas equals in heating power 1 ton of coal, the fuel displaced by gas consumed in 1912 was equivalent to approximately 20,000,000 tons of coal.

Probable Increase in Production.

In the latter part of 1911 and throughout 1912 the price of petroleum continued to advance. This stimulus of higher prices made drilling more active in every district and resulted in the discovery of some new oil and gas pools, as well as in the extension of older fields. So long as present prices prevail the search for oil and gas will continue, and it is probable that the year 1913 will show still greater results than 1912.

One feature of particular interest in the year 1912 was the completion of the pipe line which is to convey natural gas from the Buena Vista Hills, of Kern County, Cal., to consumers in the city of Los Angeles and the surrounding towns. This pipe line was built under great difficulties and at tremendous cost. It is expected that on the completion of the compressor which is being built in the Midway field this line will be put into operation.

West Virginia was the greatest producer of natural gas in 1912, the figures being 215,785,027,000 cubic feet, valued at $29,064,968. Pennsylvania was the largest consumer of gas, herself producing to the value of $22,823,725, but consuming $26,486,302 worth of gas. West Virginia, on the other hand, consumed only about one-fourth of her output, the balance being piped into other States.

The imperial forestry bureau of Japan has recently been encouraging the growth of camphor trees in order to bring the production of raw material up to the demand for it. Under the direction of the forestry bureau each prefectural government in Kyushu has been cultivating model camphor forests, and private individuals have greatly increased the number of trees on their estates. The number of camphor trees in Kyushu is over 500,000, while the area devoted to their cultivation is more than 60,000 acres. Up to the present time all refined camphor has been made at the sacrifice of the tree, but recent experiments, using only the leaves and twigs, have been remarkably successful. As a result the trees will no longer be felled, and as they grow larger the value of camphor forests will increase year by year.

Though Nebraska has been termed "the State without a mine," it ranks first in the production of pumice, for less than one per cent. of the total output of pumice comes from other States.

Demand the union label upon all purchases!

THE MEXICAN PACIFIC.

The following notes by the British Consul-General refer to the probable effect of the opening of the Panama Canal upon Mexican industries:

Mexico has a more lengthy available coast line on the Pacific Ocean than either Canada or the United States.

Mexico has a greater Pacific Coast population than either Canada or the United States.

The wages of labor are on an orientally low scale.

The present purchasing power of the masses is limited more by their scale of wages than by their natural inclinations.

The production of crops, minerals, and raw materials is already of appreciable magnitude, but not commensurate with the known richness and fertility of the country.

The textile industry demonstrates that the Mexican can be made into a first-class factory operative.

It would, therefore, seem that the time cannot now be far distant when investors and owners of steamship lines will be compelled to investigate very carefully the possibilities of Mexican Pacific trade.

If the Panama Canal is to fulfill its mission, then it is certain that many hundreds of steamships will constantly be passing and repassing the 3,000-mile coastline of Western Mexico. It will become customary to put into Mexican ports to fill up, and the advantages of cheap competitive freights will be eagerly offered to shippers. When there is no freight to be had the steamship traffic agent will seek ways and means to create freight. If Mexico has not enough freight to offer, she will be stimulated to make freight.

Concrete figures may be cited in order to prove that the coming traffic past the Mexican west coast will be, indeed, on a gigantic scale. Thus, it is estimated that 100,000,000 bushels of wheat at least will be exported from Western Canada via Panama. This would imply a tonnage of 2,770,000, or 550 steamers of 5,000 tons each. The actual wheat crop of Alberta, Saskatchewan, and Manitoba fluctuates from 100,000,000 to 200,000,000 bushels yearly, and that gigantic crop is likely to treble within the next ten years.

Vancouver, Tacoma, and Seattle will ship most of their lumber through Panama. The present Transcontinental rail rate is about $400 per carload of 40,000 pounds, but by way of Panama the rate will be $90 to $120 for the same quantity. At least 100 vessels of 5,000 tons each will be required in the lumber trade.

Los Angeles yearly handles a citrus fruit crop valued at $40,000,000 to $50,000,000. In sending that crop east, $15,000,000 is paid in railroad freight to-day, and the Fruit Growers' Association expect to effect a saving of over $5,000,000 per annum by shipping via Panama.

The down-going freight past Mexico will, therefore, consist mainly of agricultural products, and the ships sailing south will be full to the hatches; but these same vessels on their return journey northward must go with comparatively empty bottoms. The competition of these returing vessels must inevitably stimulate the trade of Mexico in no ordinary degree, and it would undoubtedly seem to the advantage of steamship owners and investors to study even thus early the changes which the Panama Canal will bring about in Western Mexico.

THE LONDON CONFERENCE.

(Continued from Page 1.)

be most effectively, coolly and expeditiously handled on board the ship herself; and on board a rescuing ship as well?

4. How can aid and assistance from another ship, or from the shore, be most quickly and effectively invoked and obtained? Under this head he especially had in mind wireless telegraphy.

5. What measures, apart from the vessel itself, can be taken to diminish or avert the likelihood of accident? Under this heading come the observation of ice in the North Atlantic; the patrol of the ice regions in those waters; the observation and reporting of derelicts; storms and fog signals and warnings, etc.

Mr. Buxton expressed the fervent hope, not only that an agreement would be arrived at by the conference in the interests of the safety of those at sea, but also that the resolutions adopted would not be regarded as the outcome of a merely philosophical debate, but that full effect would be given to them at the earliest possible moment by the various Governments.

In concluing, Mr. Buxton conveyed the following message from the King:

"I will ask you to convey on my behalf a most cordial welcome to the delegates of the International Conference on Safety of Life at Sea. The question which they are about to consider is one in which I take a special interest, for it closely affects the lives and welfare of vast numbers of my subjects, and as a sailor I have had personal experience of many of the matters which will come under the consideration of the conference.

"An international agreement on the measures necessary to remove or decrease the perils of the sea would confer untold benefit on humanity throughout the world.

"I earnestly trust that the labors of the conference to achieve this end may be crowned with success."

The Kaiser's Initiative.

Dr. Von Koerner, the chief German delegate, also addressed the meeting.

In Germany, he said, the Emperor was the first to suggest that an international conference should take place. His powerful appeal, addressed to the nations interested in the maritime trade, was received with common accord, and it was to Great Britain, who made the preparations for the conference to be held in London, that they owed the realization of their Emperor's idea.

Lord Mersey then took the chair. He said the aims which this conference had in view were simple and plain. They were to secure the safety of our fellow-men in the great international passenger traffic of the world, and to lay down the rules with which steamers must comply as a condition to carry on that traffic. Compliance with these rules would under agreed conditions entitle steamers to the grant of certificates, and these certificates would be recognized by the different States who might sign the convention, which it was intended should follow on the conclusion of their deliberations.

There was, however, one consideration which they must recognize. They would not be able to attain perfection, by which he meant that they would not be able to secure absolute immunity from risk. All they could do was to strive to reduce that risk to a minimum. In doing this, however, regard must be had to two considerations—the means taken must not be such as to prevent the reasonable handling of the vessel, nor must they be of such an extravagant kind as to destroy the trade; in short, the practical requirements of business must always be borne in mind. Perfection could sometimes be reached at too great a cost, but while remembering these two considerations, he would suggest that where doubt exists the tendency should always lean towards the line of safety rather than towards the line of economy.

The delegates then proceeded to confer in private.

Pennsylvania, Ohio, Illinois, and West Virginia are credited with over 40 per cent. of the total mineral production of the United States. Pennsylvania outranks all other States, producing nearly 25 per cent. of the total. West Virginia comes second, Illinois third, and Ohio fourth. California, with no standing as a producer of pig iron, iron ore, or coal, stands fifth in rank among the States, owing to its heavy production of gold and petroleum.

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,

V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION

570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y.....55 Main Street
Telephone Seneca 936 R.

CLEVELAND, O.....1401 W. Ninth Street
Telephone Bell Main 1842.

MILWAUKEE, WIS.....133 Clinton Street
Telephone South 240.

ASHTABULA, O.....21 High Street
Telephone 552.

NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

DETROIT, MICH.....7 Woodbridge Street, East
Telephone 3724.

SUPERIOR, WIS.....1721 N. Third Street
Telephone, New, Broad 385.

BAY CITY, MICH.....108 Fifth Avenue
OGDENSBURG, N. Y.....70 Isabella Street
CONNEAUT, O.....922 Day Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue
PORT HURON, MICH.....517 Water Street
ERIE, PA.....107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

HEADQUARTERS.

71 Main Street, Buffalo, N. Y.
Telephone Seneca 48.

BRANCHES:

CLEVELAND, O.....1185 W. Eleventh Street
CHICAGO, ILL.....445 LaSalle Avenue
MILWAUKEE, WIS.....151 Reed Street
DETROIT, MICH.....27 Jefferson Ave, East
SUPERIOR, WIS.....1814 Fourth Street
OGDENSBURG, N. Y.....70 Isabella Street
BAY CITY, MICH.....108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.

HEADQUARTERS.

BUFFALO, N. Y., 55 Main St. Tel. Seneca 2295

BRANCHES.

CLEVELAND, O.....1401 W. Ninth Street
MILWAUKEE, WIS.....151 Reed Street
CHICAGO, ILL.....314 N. Clark Street
ASHTABULA, O.....74 Bridge Street
TOLEDO, O.....54 Main Street
DETROIT, MICH.....7 East Woodbridge Street
PORT HURON, MICH.....517 Water Street
CONNEAUT, O.....922 Day Street
OGDENSBURG, N. Y.....70 Isabella Street
NORTH TONAWANDA, N. Y.....152 Main Street
SUPERIOR, WIS.....1721 N. Third Street
BAY CITY, MICH.....108 Fifth Avenue
ERIE, PA.....107 E. Third Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue

UNITED STATES MARINE HOSPITALS AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS.

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O

RELIEF STATIONS.

Ashland, Wis.	Ogdensburg, N. Y.
Ashtabula Harbor, O.	Oswego, N. Y.
Buffalo, N. Y.	Port Huron, Mich.
Duluth, Minn.	Manitowoc, Wis.
Escanaba, Mich.	Marquette, Mich.
Grand Haven, Mich.	Milwaukee, Wis.
Green Bay, Mich.	Saginaw, Mich.
Houghton, Mich.	Sandusky, O.
Ludington, Mich.	Sault St. Marie, Mich.
Manistee, Mich.	Sheboygan, Wis.
Erie, Pa.	Superior, Wis.
Menominee, Mich.	Toledo, O.

POISONOUS LUMBER.

We all know that it is dangerous to handle nettles, poison-ivy, poison-sumac, and other irritant plants, but it will be news to most to learn that this poisonous quality is present in the cured lumber of various trees, and may affect the carpenters and joiners who handle it. The subject is discussed in a late number of "Prometheus" (Berlin) by Dr. Heinz Gräf, who says:

"The maladies occasioned by the handling of poisonous plants and woods are called 'phytonoses.' To these belongs the inflammation of the skin caused by touching poisonous sumac. This has the reputation of being so poisonous that its mere effluvium suffices to produce inflammation of the skin."

This belief as to the poisonous character of the effluvium is denied by Dr. Gräf on the authority of the scientific investigators Rost and Gilg, who were employed to determine the question in a suit for damages brought against the directors of the Berlin Botanical Garden in a case of alleged injury from proximity to poisonous sumac. The suit failed because the investigators showed, first, that affection by floating pollen-grains was impossible, since all the plants involved were female; and second, that the minute hairs on the glands and other parts of the plants were not self-shedding either at the beginning or the end of the period of vegetation. It was thus proved conclusively that for poisoning to occur the plant must be injured and the injured portion must come into contact with the skin of the person affected. Dr. Gräf continues:

"In every part of the poisonous sumac there is present a resin which even in minute traces produces inflammation. However, this skin-affection is quickly allayed by a saturated solution of lead acetate in 50 to 70 per cent. alcohol. The lotion is especially soothing to the violent smarting."

Dr. Gräf also quotes the report of A. Nestler in the Annals of the German Botanical Society with reference to the poisonous characteristics of "amberwood."

"Two different kinds of wood are included under the term amberwood: the genuine East Indian or Asiatic satinwood, or 'silkwood,' and the satin hardwood or amberwood. The two are quite different in external appearance. Nestler succeeded in extracting the active substance only from the latter. This is a stearin-like substance soluble only in ether. A small quantity of it placed in contact with the skin of the under-arm, in the course of about five hours produced a tensely swollen yellowish blister surrounded by a red area of inflammation. After the bursting of the blister an ulcer remained which required four weeks to heal.

"Further studies were made by the same author on the irritating skin properties of 'cocobolo' wood.

"The poisonous substance is easily soluble in alcohol and benzol, less so in water. It is apparently an ethereal oil. . . . The placing of fine sawdust of this wood on the moist skin causes first a violent smarting. Following this, red spots or pimples appear, accompanied by redness and inflammation of that part of the skin, followed by scaling.

"Similar phenomena are caused, according to Nestler, by the plant Cortusa Matthioli, but they are even stronger, since blisters are produced. Touching the plants is enough to cause the irritation, and the infection may be transmitted to other persons by hands so infected. The bearers of the irritating substance in this case are the gland-hairs, as in the case of the primrose. This substance is a crystallizable sap which can be extracted from the gland-hairs."

The plants above mentioned are irritating in nearly all circumstances, but there are others which seem to require a special sensitiveness of the skin in order to be operative. Such an instance was reported by Kölsch of the sawdust of the Mexican blue-gum:

"A workman who was suffering from tuberculosis, and who later died from it, was attacked, after splitting this lumber, by an eruption of the under-arm which forced him to stop work. Others who did similar labor for years had no ill effects. In this case the tuberculosis may have created the disposition.

"It is obvious that joiners who have to work in satinwood, and gardeners who come in contact with poisonous plants must be guarded from direct contact of hands, arms, and head with the wood, the sawdust, and injured portions of such plants. It may be possible by the help of chemistry to discover special lotions or washes which will neutralize the poison. Meanwhile, such maladies must be regarded as accidents whose victims should be put under the care of a physician, preferably of a dermatologist."—Translation made for the Literary Digest.

ANXIETY OVER MONSTER SHIPS.

The adoption of monster ships by three of the transatlantic lines is said by "The Economist" to have caused financial anxiety to at least two of the lines no less serious than the anxiety felt by Chancellors of the Exchequer over their monster battleships. The writer summarizes the objections which have been found to exist to monster ships in the merchant service. Many of these are equally applicable to war vessels of great size. First, there are few cities in the world that have harbors, docks, and repair yards capable of accommodating ships of more than from 25,000 to 35,000 tons. Hence the voyages which ships of greatest size can make are severely circumscribed. They could not, for example, go through the Suez Canal, where the limit is ships of about 15,000 tons. As regards comfort for passengers, it seems to be generally agreed that a ship of 20,000 tons is quite as steady as one of 40,000 tons, provided it is well built.

On the score of safety, the writer believes there is little doubt that a ship of 20,000 tons "is to be preferred to one of 40,000 or 60,000 tons." Again, these monster ships are "so huge that they can not be properly managed and supervised by a single man." A leviathan among ships becomes "like a small town, with no cohesion, different languages spoken, the west-end quarter composed of millionaires and the east-end quarter composed of slum dwellers."

Carelessness in regard to fire and other matters becomes on these ships a serious menace. The extreme luxury that exists on board encourages such carelessness. Even in harbors able to receive them, the monster ships are somewhat unmanageable, as has been demonstrated already in the two largest ships afloat. Another objection is that of insurance. The capital embarked in these great boats is so enormous that their owners can not rely on their reserve funds to meet a loss, but must take out policies with insurance companies. While these objections in the main apply also to ships of war, others applicable to dreadnaughts are set forth by the same writer:

"In the first place, many of our best naval officers hold that three King Edwards at the same cost would be more than a match for two dreadnaughts. Secondly, the dreadnaught makes previous ships obsolete, and it was a piece of insanity for Great Britain (whose navy several years ago was about four times as strong as that of Germany) to introduce a type which would enable any other naval power, by making similar financial sacrifices, in the course of five or six years to challenge our naval supremacy. In the third place, the development of the torpedo, of the submarine, and of floating and contact mines all point to reducing rather than increasing the size of the battleship; for the larger the ship, the more it is at the mercy of those infernal submarine contrivances.

"Suppose, for example, in some fit of madness, like the Fashoda crisis, war were declared upon France, does any one suppose that a super-dreadnaught, costing £2,750,000, carrying thousands of men, could venture to steam down the Channel? Let us remember that a submarine boat could discharge a torpedo at a distance of 8,000 or 10,000 yards, with a fair probability of striking this huge capital ship, and sending her straight to the bottom."

DUTCH FISHERMEN'S STRIKE.

According to recent advices the fishermen of Holland are on strike for free board.

In Ymuiden 130 steam trawlers are tied up to dock. The crews are said to have left their ships to a man, and following the decision of their organization for a general walkout. One shipowner has already declared his willingness to meet the strikers' demands and has pledged himself to grant free board. In the meantime negotiations have been entered into with another owner. The latter is holding on, on account of a decision arrived at by the shipowners' Federation, to the effect that every shipowner who, outside the Shipowners' Federation, meets the demands of the General Dutch Seamen's Federation, is to pay a fine of 3000 gulden.

The shipowners were hurriedly called together to a conference in Ymuiden for the purpose of drawing up new wage scales. Concerning this conference nothing is yet known. Fourteen hundred fishermen went on strike when called upon by their union, and three hundred were locked out by the employers.

Among certain tribes on the West African coast any stranger who dies in a town is buried on the road by which he entered it, so that his spirit may easily find the way back to his home, or at least watch the road thither and listen for the coming of friends.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

President Wilson to take immediate steps to have the Department of Labor or the commission on conciliation and arbitration use its good offices to bring about an adjustment of the shopmen's strike."

This resolution was unanimously adopted, with instruction that the context of the resolution be wired to President Wilson. This action was prompted because President Wilson had shown his interest in the matter of the strike of the operating organizations, and because he directed that a representative of the Department of Labor use his good offices in bringing about a settlement. In compliance with the resolution the following telegram was sent to the President by President Gompers: "The American Federation of Labor in convention assembled, was deeply impressed with your directions to the conciliation and arbitration commission of the Department of Labor to make an investigation and offer mediation in the labor dispute on the Texas lines of the Southern Pacific Railway Company, and by unanimous vote directed me to earnestly request you to add to your instruction that the good offices of the commission of conciliation and arbitration be used to bring about an adjustment of the long continued strike of the thousands of shopmen engaged on the same railway system." In reply to this telegram the President sent the following wire:

"My Dear Mr. Gompers: I have received your telegram from Seattle and am sending it at once to Judge Chambers in the hopes that he may be able to act upon its suggestion. "Cordially and sincerely yours,

"Woodrow Wilson."

A Live Department.

The Commissioner of the new Pennsylvania State Department of Labor and Industry has announced that it is the purpose of the department to enforce all laws which the department is designed to enforce. Some apprehension was felt that such would not be the case, but public utterances of Commissioner Jackson are to the effect that the labor laws of the State are to be strictly enforced, and the unions throughout the State have been appealed to to assist the department in its work. In speaking before the Philadelphia Central Labor Union, the Commissioner said: "Remember now, that our department will have only from fifty to sixty inspectors. That small corps of inspectors manifestly cannot enforce every provision of the laws without the co-operation of humane societies and organizations such as yours. Without such co-operation we can do nothing and may as well never start, but with proper co-operation we shall soon have 10,000 inspectors instead of fifty or sixty, and then we can accomplish a great deal of good. I would like to have this body organize a Central Safety Committee and I would like all the component parts of the Central Labor Union, all individual unions, appoint subcommittees in each factory, then let all these committees co-operate in discovering abuses and reporting them so that we may co-operate in applying the remedies and enforcing the laws." The Commissioner also asserted that where violations were reported they will be considered as confidential and investigated by the department, thus preventing the discharge of any employe for having notified the Department of a violation of the law in the factory or workshop in which he or she is employed.

Evades Responsibility.

A lineman employed by a telephone company was killed by coming in contact with a defectively insulated electric light wire belonging to a light, heat and power company and attached to one of its poles. It appeared that the telephone company had attached its wires to the pole in question without any agreement or arrangement with the lighting company authorizing it to do so, although the latter company had known for a long time prior to the accident that the telephone company was using its pole and had passively acquiesced in such use. In an action against the lighting company to recover for the death of the lineman, the New York Court of Appeals held (Heiskell vs. Auburn Light, Heat and Power Company) that the action could not be maintained; that the telephone company having made use of the pole originally without invitation, express or implied, the mere passive acquiescence in such use by the lighting company did not bring the telephone company within a class of licensees to whom such a duty was owing as would make the lighting company responsible for an injury to one of the telephone company's employes. In going upon or using the pole, the court said, the telephone company and its employes were mere volunteers or naked licensees who used the pole subject to all the concomitant conditions and perils, and to whom the sole duty of the defendant was abstention from inflicting intentional or wanton or wilful injury.

To Investigate Telepost.

Senator Owen has introduced a resolution asking that a committee of three Senators, including the chairman of the committee on postoffices and post roads, be appointed to investigate and report upon the merits of the telepost now in operation between St. Louis and Chicago. The telepost began to be developed in 1899 and was established for the purpose of materially reducing the transmission rates of telephone and telegraph companies. Its system is radically different from any other transmission company. For instance, its program is to charge 1 cent per word for any message between any two points on its system, operating similarly to the postoffice in the assessment of rates. A letter of a certain weight is carried by a 2-cent stamp, no matter what distance it travels within the area of the United States, and the telepost plan is the same. The telepost company has been unable to extend its lines, owing to the secret and open opposition of the Western Union Telegraph Company and the Bell Telephone Company. The investigation sought is undoubtedly for the purpose of establishing the fact that transmission companies can radically reduce their rates and still pay a fair profit on the actual investment. There is a still further motive in that the question of government ownership of transmission lines is becoming an important one, and the investigation undoubtedly will still further reveal the necessity of the postoffice department taking over all transmission lines.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

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GEORGETOWN, Wash.

SKAGIT RIVER FISHERMEN'S UNION.
FIR, Wash., P. O. Box 6.

COQUILLE RIVER FISHERMEN'S UNION.
PROSPER, Ore.

ALASKA FISHERMEN'S UNION (Local No. 2), KETCHIKAN.
LORING, Alaska.

ALASKA FISHERMEN'S UNION (Local No. 3).
PETERSBURG, Alaska.

ALASKA FISHERMEN'S UNION.

Headquarters:
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Agencies:
SEATTLE, Wash., 84 Seneca St., P. O. Box 42.
ASTORIA, Ore., P. O. Box 138.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA

29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

Plans for concluding the Senate lobby investigation are to be considered at a meeting of the lobby committee to be held soon. It is expected the committee will resume hearings later and representatives of the American Federation of Labor, who have requested an opportunity to explain the legislative activities of the Federation, will appear. A number of other witnesses have also asked for hearings.

The United States District Court, Judges Morrow, Van Fleet and Dooling sitting at San Francisco, has upheld the constitutionality of the State law passed by the last California Legislature providing that pupil nurses shall not work more than eight hours a day in California hospitals. The law was attacked by the Merritt Hospital of Oakland, which sought an injunction to restrain the State Labor Bureau from entorcing it on the ground it was discriminatory against the women of California because it would tend to make the hospitals employ men, not subject to its provisions, in place of women.

By an overwhelming majority, in fact, by a vote of over 7 to 1, the United Mine workers have voted by referendum to continue the payment of a 50-cents per month assessment to support the strikes now on in Colorado and British Columbia. In commenting upon the large majority by which the assessment is continued, the United Mine Workers' Journal says: "Be blessed, our miners who, in their daily dangers, in their humble poverty, never fail to reveal the Christian spirit of brotherhood, and, according to the occasion, be it a disaster or an industrial struggle, are always ready to sacrifice their lives or divide their thin loaf of bread."

The pension proposition submitted to the membership of the Bricklayers and Masons' International Union has been carried by a substantial majority. The pension fund will be maintained by a weekly assessment of 25 cents on each member of the organization. After a fund has been created pensions will be allowed any member who has reached the age of sixty years and who has been in good standing in the union for twenty years, if he is unable to obtain sustaining employment. Any member who has been in good standing for ten years and has become incapacitated for work by accident or ill health will also receive a pension. The amount of the pension will be $5 per week, with payments made monthly.

President Wilson is being urged by the United States Senators from Colorado, as well as Representative Keating, of that State, to institute an investigation of the strike of the coal miners now in progress in Southern Colorado. The contest has settled down to what appears to be an endurance test and the price of coal has been materially raised, so much so that the city of Denver is taking steps looking toward the operation of a municipal coal mine. The Department of Labor has used its influence to bring about a settlement, as well also as has the Congressional delegation, but the big coal companies assert that they will never deal with the United Mine Workers, and there the matter stands.

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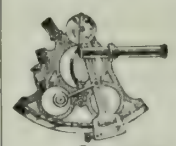
DANIEL LANDON
Attorney and Proctor in Admiralty
1055 Empire Building
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Seattle, Wash.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Aagaard, A.
Abrahamsen, Johan
Alonzo, Julius
Anderson, T.
Anderson, H. -1352
Anderson, A. -1638
Anderson, Martin
Behr, Henry
Bishop, Patrick
Brunstrom, Gust.
Bartsch, W.
Balk, Marius
Berger, C.
Brandlung, G.
Burholtp, F.
Carlsen, Rudolf
Chevalier, U.
Christiansen, Nels
Christiansen, Anton
Chudelow, Geo.
Carlson, Harold
Christensen, H. -1366
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Daughty, Pearly
Edvardsen, Anton
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Engebrietsen, E.
Erlandsen, E. L.
Ferguson, Robert
Fonslund, Victor
Freeman, J.
Framness, Ivar
Graa, P. C.
Grant, Dave
Grant, J. J.
Gangsrud, O. K.
Gunther, Max
Hallnes, M.
Helam, Dan
Hagen, Carl
Helpap, A.
Holst, L.
Iversen, A. S.
Johnson, Charles O.
Jensen, Hans
Jensen, Jens
Jacobs, Wm.
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Johansen, O. K.
Johnson, Ernest
Klebnikoff, I. W.
King, Frederick
Kirwan, M. L.
Kohlmasher, O.
Kealy, James
Kenny, James
Kristiansen, K. F.
Ludlcar, K.
Ludulgsen, Arni
Larsen, L. A.
Larsen, G. -1692
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Larsen, G. E.
Lillian, Ole
Lunder, B.
McPherson, R.
MeNeary, J.
Mikkelsen, K. -1620
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Matson, F.
McGoldrick, J.
Mehut, Joseph
Monsen, S.
Matson, M.
Martinsen, Chr.
Martinsohn, P. A.
Maitak, M.
Martens, Paul
McManigal, Thos.
Moen, R.
Nilsen, Martin
Nilsen, Oscar J.
Nissen, Louis
Nelson, Ed.
Nelson, Ludick
Nelson, Carl
Nelson, Albert
Noerl, H.
Olsen, O. P.
Owens, J. H.
Olsen, Albert
Olsen, Christ
Olsen, M. E. -1231
Olsen, Edwin
Owen, J. H.
Pedersen, Peder
Petersen, Vic.
Petterson, Richard
Petterson, S.
Peterson, Alf. -723
Richardsen, Adam
Roos, B.
Strasdin, A. W.
Sorensen, Geo.
Saar, J.
Satveit, Geo.
Smith, Clayton
Steffensen, F.
Stjerne, P. A.
Sund, K. A.
Thomson, W. Reg.
Taede, Jens
Thompson, T.
Terkelsen, A.
Taktz, R. Package
Waho, M.
Weekdroup, H.
Valentine, G.

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Axel Peterson, F. Lundberg, J. Gustafson, M. Garcia, crew of the steamer Riverside, at the time she towed in the Oceana Vance, kindly call at the office of the Charles Nelson Co. for money due them.

Victor N. Kvenen, a native of Belgium, age 32, last heard of in Ashtabula, Ohio, April, 1909, inquired for by his brother John Kvenen, Route 2, Raleigh, Tenn.

Valetine (Walter) Zima from Lubiachowo, Kreis Schrimm, Province Posen, Germany; last address Sailors' Union Hall, Seattle. Please communicate with Imperial German Consul, Seattle, Wash.

Anyone who was on the schooner "Americana" on January 29, when Louis Buttner was injured, is respectfully requested to communicate with the injured man. Address Sailors' Union of the Pacific, San Francisco, Cal.

William McGrail, of Baltimore, Md., who sailed on the Atlantic and Gulf Coasts as cook for a number of years, is inquired for by his brother, George McGrail, 603 Decatur street, New Orleans, La.

Carl Julius Carlson, born in Sweden in 1877, is inquired for by his mother. There is about $2000 due him from his father's estate. Last heard of in September, 1902, on the Atlantic Coast. Previously sailed on the Clifford between St. Johns and New York. Address Fru Sophia Carlson, Klubbegard, Hallands Lan, Heberg, Sweden.

John Nurm is requested to communicate at once with F. R. Wall, 324 Merchants' Exchange, San Francisco.

William Fayette White, whose mother died recently, is inquired for by his brother. Anyone knowing his whereabouts please address S. A. White, 106 W. Salem Ave., Roanoke, Va.

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Eureka, Cal., Letter List.

Ahlstrom, Harry
Breien, Hans
Clausen, Fred
Ehlert, August
Ericksen, Anton
Gudmundsen, Gudmund
Hansen, Harold
Hansen, Harry -1827 (Photo)
Hansen, Hans M.
Jacobsen, W.
Jensen, George
Nilsen, Anton
Noel, Louis R.
Lutzen, Waldemar
Publicaties, August
Robertsen, A.
Schultz, F. J.
Sejversen, Paul
Thorssen, Fredrik
N.

Michael D. Harrington, who has been sailing on the Pacific Coast since 1910; last heard of on vessel sailing from San Francisco to Seattle; anyone knowing his whereabouts please notify Dennis J. Harrington, care of Winthrops Yacht Supply Co., Winthrops Beach, Mass.

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All Daily Papers—Coast Seamen's Journal.
RAYMOND WASHINGTON

Portland, Or., Letter List.

Abramis, George
Anderson, Sam
Anderson, Gust, -1808
Anderson, Nils
Anderson, Ole
Andersen, Mike
Anderson, Otto
Anderson, Erik B.
Allexander, John
Albrechtsen, Page
Androlio, A.
Bergman, Karl W.
Brodig, Wm. G.
Bults, Ernest
Buckmer, W.
Carlsen, Charlie
Chase, W. P.
Christensen, Albert
Colman, E.
Conway, M. E.
Collins, Frank
Cunnicham, W. P.
Dahl, Henry
Day, Aca
Dennis, Charlie
Dorff, William
Edstrom, John
Ehenbaugh, W. J.
Ekham, Frans
Fredrickson, H. G.
Gjortz, P.
Gordia, Piet
Gulliksen, Amandus
Hall, G. A.
Hansen, Bernard
Helin, Waldemar
Henriks, Waldemar
Henke, Ernest
Hellman, Albin
Helenius, Oskar
Hohm, E.
Huntington, E. R.
Hoch, Gore
Hultman, A.
Johansen, Johan F.
Johnsen, Chris
Johnson, Axel
Johnson, Jack
Johnson, Ole C.
Johnson, W.
Johnson, H.
Kalberg, Wm.
Karlson, K. E.
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Kikur, Allesander
Koop, Nick
Kronstrand, H. T.
Kristensen, W.
Koalvik, Oscar
Laine, Frank
Larsen, John
Larsen, George Lurberg
Larsen, Engvald
Larsen, Martin, -1710
Larsen, Soren
Lerch, Paul
Lewik, Karl
Lemarchand, Louis
Lendeman, Ruhtii
Lundsoor, Oskar
Lundmark, Heege
Lundquist, Ernest
Macrae, Allexander
Marchand, Louis
Mattson, Maurits
Miller, Chas.
McManus, John
McMahon, Jack
Meinke, Rudolf
Meyer, W.
Nelson, Anton
Nelsen, C. J.
Nielsen, Kristian
Nielsen, Edward
Nilsson, Osvold
Narberg, John
Narman, Ludwig
Ohlsen, Charles
Olsen, Severin
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Person, Charles
Perouse, Andre
Petrich, Theodore
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Peterson, Hans
Peterson, Heinie
Petterson, Einar
Pedersen, Peter
Pratt, M. L.
Rantio, Jacob
Raetz, August
Rasmussen, Thor
Roed, Halfdan
Sandstrom, Hugo
Sanders, Chas.
Simens, O. L.
Schulz, Robert
Saule, J. L.
Swanson, John
Swenson, Carl Oscar
Saukha, August
Swenson, John B.
Thomas, A.
Tamford, B. A.
Trost, Peter
Wall, W. H.
Warren, Chas. B.
Wadren, G. F.
Westlund, Gust
Wehi, J.
Wiejurecht, Ernest
Weshart, Jno.
Welsen, J.
Bunk, Bruno

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Andersen, -1352
Anderson, Ernest
Anderson, -1283
Andersen, F. C.
Anderson, Axel P.
Arntzen, Werner
Armstrong, Harry
Berger, C.
Behn, Alfred
Brown, C.
Carlstrom, John
Christensen, Albert
Carson, Edward
Calchnell, J.
Doyle, Wm.
Eklund, Chas.
Finth, Richard
Granberg, Eric
Graf, Otto
Glase, Gustav
Hohn, Arthur
Herman, Axel
Hansen, Ove
Heinig, Hans
Johnson, Gus
Jensen, Harry
Kallio, Frans
Kristiansen, Nils
Kuhnert, Walter
Loining, Hermand
Ljungberg, Herman
Lengtssen, Gottfried
Laine, Herman
Lorsin, G. L.
Larsen, Lars
Mallkoff, Pete
Michelsen, Chas.
Martin, James
Marlinee, Walter
Mertz, G.
Mekerman, Ernest
Nikolin, E. Miko
Olsen, Nils
Oksanen, Juko
Peterson, Axel
Rommel, Andrew
Richendsen, Hilmar
Sandstrom, Hugo
Strom, K. -2718
Schmidt, George
Wind, Jacob -1357
Walder, Olsen N.
Packages.
Hansen, John
MacGuire, O. F.

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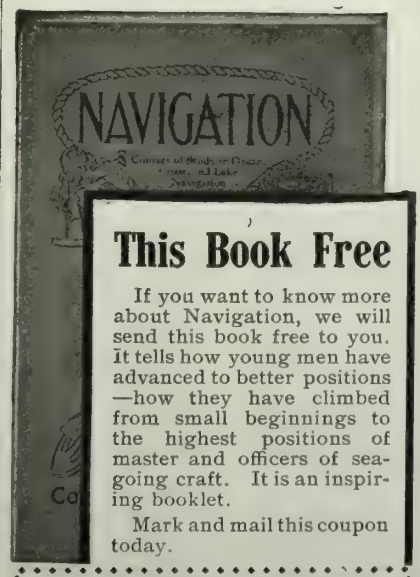
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Home News.

Hereafter public school teachers in Wisconsin are not to be paid less than $40 a month.

Postmaster General Burleson reported to Congress that during the year ended June 30, postal savings deposits increased from $20,237,084 to $33,818,870, and the number of depositors from 243,801 to 331,006. The average deposit increased to $102.

The Patent Office has reported a partial list of nearly 500 patents issued to negroes, among them twenty-seven to Granville T. Words, of New York, for electrical devices, many of which are in use throughout the country, one of particular value having been adopted by the Bell Telephone Company.

The $33,000,000 project for flood control in the Sacramento and San Joaquin valleys in California will be considered by the House Committee on Rivers and Harbors to be held in December. A California commission has been urging the need of Federal appropriation to stop floods and advocating a total of $32,000,000. There also are pending projects for flood control in the Mississippi valley.

San Francisco's long twelve-year fight for an adequate and pure water supply culminated on December 6, at a few minutes before 12 o'clock, when the Senate passed the Hetch Hetchy water bill by a vote of 43 to 25. Victory—complete, decisive and overwhelming—rested on San Francisco's banner when the voting on the amendments began, and after the first roll-call the result was never for a moment in doubt.

The production of petroleum in California in 1912 was 86,450,767 barrels, of which not less than 50,000,000 barrels were used directly for fuel. Large quantities of oil are also used in place of coal for gas making, and on the estimate that 3½ barrels of petroleum is equivalent to one ton of ordinary bituminous coal, it is probable that from 1,400,000 to 1,500,000 tons of coal would be required to perform in California the service now rendered by petroleum in the production of heat, light and power.

The first regular session of the Sixty-third Congress began at noon on Monday, December 1. In addition to the annual appropriation bills, which will carry, in round numbers, $1,000,000,000 for government expenses for the fiscal year beginning next July 1, there will come up various important items in the administration legislative policy, featured among which are the currency, now being debated in the Senate, and the trusts. The President read his annual message to both branches of Congress in joint session on Tuesday afternoon.

Bringing a huge cask, with seat inside, which they must roll continuously for the next seven and a half years to win a wager of 50,000 francs, Attillies Zanandi and Eugene Vianello were among the passengers arriving at New York recently from Europe. The seat in the cask revolves so that it is always in an upright position. Zanandi sits inside, while Vianello rolls the barrel, and then Vianello gets a ride while Zanandi supplies the motive power. They started to roll the cask in Venice June 20, 1909, and must keep at until June 20, 1921, meanwhile traveling around the world.

Domestic and Naval.

Recommendation is expected to be made by the Assistant Secretary of the Navy to reopen the New Orleans Navy Yard for the repair of light draft vessels.

A new line of steamers between Antwerp and the principal ports of Brazil has been organized by two Belgian companies, namely, the Antwerpsche Zeevaart Maatschappij and the Scheepvaart Maatschappij Gylsen.

The British super-dreadnaught "Warspite," which is to cost $14,000,000 and will be the most formidable battleship afloat, was launched at Devonport, England, on November 26, in the presence of an enormous crowd.

In connection with the improvements which are now being carried out at Valparaiso, the Government is considering a dry dock scheme for the port, to replace the two old floating docks of the Valparaiso Dock Co., which have now done duty in the bay for about 40 years.

Arrangements have been made by the United States Navy Department to provide a more frequent steamship service to the naval station at Guam, so that the officers and men on duty there will not be so isolated. In the future the naval auxiliary "Supply," formerly station ship at Guam, will make four trips a year to Manila.

The latest addition to the Cunard Co.'s fleet, the twin-screw steamer "Alaunia," was built by Scotts Shipbuilding and Engineering Co., Greenock. The "Alaunia" is of moderate dimensions, being 540 ft. long, 64 ft. wide, and 46 ft. deep, with a tonnage of 13,330, but her equipment brings her into the very forefront of the passenger steamers of the day. She has accommodation for 2,140 passengers, 520 one-class cabin, and 1,620 third class. The "Alaunia" has eight decks, six of which have been devoted to passenger accommodation.

The reduction in westbound steerage rates made by the Hamburg-American, following the recent breach with the North German Lloyd, has been followed by all the other steamship lines in the North Atlantic passenger conference. The steerage prepaid rates are now practically all on a parity—the British lines, the Holland-America and the Red Star coming down to $29.50 set for the ordinary steamers of the two great German lines. The Uranium's rate is reduced in a similar ratio, being still under those of the other company. The Russian line's rate from Libau is reduced from $39.75 to $38.25. The Canadian British line's rate continues to be $34.

France has projects in hand or improving its harbors, which will involve an expenditure of $212,000,000 and cover a period of over fifty years. Over $41,000,000 of this sum is to be devoted to the maritime canal from Grattequina to Bordeaux, along which will be constructed from time to time a series of docks. There is also to be built a breakwater at Havre behind which a port may be developed, and the rivers Seine, Loire and Gironde are to be deepened. At Marseilles a dock costing $2,995,000, and for general dock deepening practically a similar sum is to be devoted. Other ports that will be improved at considerable expense are Bologne, Rouen, Havre, Calais, Bordeaux, and Dunkirk.

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IMPORTANT NOTICE.

The members of the crew of the steamer "Hyades" who witnessed the assault upon Victor Petitmangen by the first officer of that vessel are requested to report immediately to the Secretary or any Agent of the Sailors' Union of the Pacific in order that depositions of their evidence may be forwarded to Honolulu.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Abolin, Chris.
Abrahams, A. M.
Abrahamsen, Johan
Aga, Johan
Ahl, Theodor
Alexanderson, Paul
Andersen, Albert
Andersen, Albert H.
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Baird, Robert B.
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Campell, Donald C.
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Cannon, Ed.
Carlson, Gustag
Carlson, L. C.
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Carlson, Thure
Carlsson, R. T.
Carlstrom, John
Carson, Charlie
Carter, Sidney
Ceelan, John
Chaler, Bautista
Charles.
Dahlgren, Niels
Davis, T. A.
De Bruin, B.
Dellas, James
Dempsey, H.
Denver, George
Dickens, D. W.
Dillon, Patrick
Donnelly, John
Donovan, John
Eaton, William
Edgerton, Jack
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Eggers, John
Elfstrom, Axel
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Ellingsen, Wilhelm
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Enstrom, Carl
Fahnke, Otto
Falk, Elis
Farrell, H. D.
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Flood, Rangvald
Foerg, Wm.
Form, Frank
Fraudsen, L. M.
Gabrielsen, Elling
Garbers, Gustav
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Garrinen, V.
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Blom, Gustaf
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Blumel, W.
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Boe, Karl R.
Bohnhoff, Heinr
Bordin, Hans
Bourns, Thos.
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Christesen, Cristens
Christensen, Erling
Christensen, Fred R.
Christensen, Harry
Christensen, Otto
Christiansen, Peter
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Dunn, Walter
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Gudmundsen, B.
Guldbrandsen, Jack
Gulbransen, Bjorn
Gumoes, Fredrick
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Haakonsson, Emil
Haaversen, Nas
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Holland, Ed
Hallgren, John -2027
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Hansen, Alf
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Jackisch, Magnus
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Jamsa, James
Jensen, C.
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Larsen, Erik J.
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McRae, J. W.
Mehrtens, H.
Nanjack, Gustav
Nar, Niles
Navstrom, Victor
Nedrevaag, A. T.
Neergaard, Victor C
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Hauschild, Fernand
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Helin, Paavo
Helt, I.
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Henry, H. H.
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Hofgard, Hans
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Holt, Carl C.
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Hoye, Haakon
Hunz, Chas.
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Lindrob, Otto
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Lubke, J.
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Lund, Chr.
Lude, Thorvald
Lundberg, Thorsten
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Lundquist, F.
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Lundquist, Vorald
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Morris, Oscar R.
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Murphy, Edward
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Murry, E.
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Raash, Otto
Radebricht, Alfred
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Randstrom, Gus
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Rastad, Erling
Rath, H.
Redpath, A.
Reinhold, Ernest
Rellas, Jack
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Richter, N.
Saarde, Als
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Sahlman, Chas.
Sandstrom, Hugo
Sanne, Rudolf
Sannenberg, H. J.
Salmela, Juljus
Salzer, Julius
Sammis, C. J.
Samuelsen, Leonard
Sandset, Ole
Saunders, James B.
Scaribosia, Mario
Schankat, H.
Schellenberg, H.
Scher, G.
Schlabis, Edward
Schmidt, George
Schmidt, Hans
Schrej, G. W.
Schroder, Ernst
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Shults, Max
Schultz, Fred
Schultz, O. L. A.
Schulz, John A.
Schutz, Alfred
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Schuster, Jakob
Scott, Ed
Seablom, Albert
Sederholm, Anton
Seidel, W. K. L.
Seidal, Peter
Selen, J.
Sewall, Harry
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Tamisar, P.
Tammon, Chr.
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Thielfsen, Karl
Thodal, H.
Thomasen, Benjamin
Thompson, C.
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Post, A.
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Prenpe, Fred
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Prinz, Carl
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Rivera, John
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Rosenblad, Axel
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Rudt, Walter
Rundquist, O.
Rusberg, H.
Russell, Jim
Rytke, Otto
Sjogren, John
Skedsmo, A.
Slettingdalen, Einar
Smith, F. O.
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Sorens, Hans -2273
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Stoaf, Louis
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Strom, Leonard
Strom, Olaf
Stuart James G.
Sullivan, Axel
Sundberg, K. K.
Sundquist, Ernst
Sundquist, W. W.
Svane, Albert
Svensson, G. A.
Swan, W. S.
Swarthey, Norman
Swanson, Listen
Thorsen, Jens
Tietjen, B. H
Torbjornsen, Andrev
Torgerson, C.
Trautmann, P.
Trede, Hans
Treiberg, P.
Treucrek
Tuhyanscki, Carl
Tuppit, C.
Turner, Fred
Tvede, Jens
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Uhlig, Carl
Ursin, J.
Vogt, Chas.
Volens, M.
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Vold, O. P.
Wifstrand, C. F.
Wilhelm, Ewald
Williamson, W. A.
Williams, Seth
Williams, Thomas
Williams, Trevor D.
Wilson, J.
Wittenborn, Hans
Woldhouse, John
Wold, Statius
Wold, Olaf
Zoe, Frank
Zoerb, Walter

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Apply to Secretary of Sailors' Union of the Pacific.

Anderson, A
Baardsen, Tillef
Balda, A
Bergstrom, A.
Bjorseth, Knut
Brevick, Johan
Buas, Tomas
Christoffersen, Olaf
Curran, Nicholas
Ellefsen, Otto
Ericson, Otto
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Giortz, Petrus W.
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Lude, Thorvald
Madson, Olaf
Malnin, Thormod
Moen, Robert
Mortensen, John
Nelson, Hasmund
Nordling, Aven -1065
Olsen, -1944
Olsen, Henrik
Petersen, Olav
Pettersen, Frank
Prieberg, P
Raasch, O.
Rasmussen, E
Smith, Johan
Strandquist, Louis
Summers, James
Torkildsen, Jonas
Trondsen, J M
Van Pratwijk, Johannes
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Walters, Albert B.
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Capital actually paid up in Cash	1,000,000.00
Reserve & Contingent Funds	1,757,148.57
Employees' Pension Fund..	158,261.32
Number of Depositors.....	62,134

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INFORMATION WANTED.

Anyone knowing the relatives of Chas. Green, who was drowned at Nome, Alaska, October 5, 1913, kindly notify Coast Seamen's Journal.

John West, who was on the steamer Horatius in June, 1912, is inquired for by P. Ivers, River Darling, via Wenthworth, Australia Please notify Sup't., No. 1 State street, New York.

Johannes Puun, born in Oesel, Arensburg, Russia, supposed to be sailing on the Pacific coast, is asked for by his mother. Anyone knowing his whereabouts please notify A. Lepp, Sailors' Union, San Francisco.



Capt Chas. J. Swanson

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Burman, Andrew	Larsen, Julius
Carlson, Arthur	Larson, C. L.
Carlson, Eric	Lizs, Otto
Cefalia, Vinzenco	Pinner, Robert
Erikse, Johan	Portanen, Alex
Ericksen, E. John	Petersen, F. V.
Hagen, L. P.	Swanson, John
Johanson, E. O.	Widlund, O. E.
Jeschke, Hans	Walrath, G. O.

Seattle, Wash.

Abolin, Adam	Osterlund, Albert
Borgen, K. Sigurdsen	Olsson, Sigfrid
	Peterson, Andrew K
Dahl, Ben.	Phister, Albert
Fister, Johannes	Polhome, Mr.
Finnigan, I. H.	Ridderstaff, Ernest
Hagen, Gunder	Rye, F. M. J
Jensen, Gustav	Selback, Chris.
Johansen, Ingvald	Slinning, Rasmus O
Johnson, Axel	Spellman, Tom.
Nelson, Nels Wilhelm	Starks, John
	Stein, George G.
Larsen, Fred	Stixrud, Jack
Magnuson, P. A.	Stromsness Oscar

Pt. Townsend Letter List.

Andersen, E. T.	Mertz, George E.
Alango, John	Nachtigall, H.
Hermansen, L.	Rosbeck, Gustaf
Johansen, John	Shold, Chas. A.
Johnson, Ole	Varner, C.
Moore, George	Wilson, Gus

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Tacoma Letter List.

Buckland, Wm.	Mynchmeyer, Harry
Christensen, Albert	Nielsen, C. W.
Conley, J. H.	Nissi, Clemmens
Ellison, Harry H.	Olsen, Martin
Foss, Alfred	Olsen, O.
Flinkenberg, Alno	Petterson, J. M.
Freeling, Chas.	Plesner, Levi J.
Hansel, C. M.	Seblom, John
Hansen, Johannes	Simonsen, Sivgard
Jorgensen, ePter A.	Strand, Chas.
Knappe, Adolph	Thoresen, Axel L.
Loren, A. L.	Wessman, John
Marin, Joe D.	

INFORMATION WANTED.

Johannes Larsen, age 22, born in Fitje, Norway, is inquired for by his brother, Ingolf Vestrick. Anybody knowing his whereabouts please notify his brother at 9 Mission street, San Francisco.

A. J. Nielson, who was injured on the "Minnie E. Kelton" at the time of her loss, please communicate with H. W. Hutton, 527 Pacific Building, San Francisco, Cal.

News from Abroad.

Employment bureaus have been provided for in the Philippines by the Government.

The Japanese Chamber of Commerce of Yokohama has memorialized the Ministry to establish a direct line of steamships between Japan and New York immediately the Panama canal is opened.

Ortie McManigal, confessed criminal degenerate, will not be allowed to land in Cuba, according to a statement emanating from the State Department. When it was learned that McManigal was en route to Cuba, the Cuban secret service was ordered to make a special effort to see that the degenerate did not pass the immigration officers.

Customs officers at Belfast, Ireland, recently seized a consignment of 200 rifles which arrived on board a freight steamer from Germany. This was the largest seizure since the issuance of the proclamation against the importation of arms and ammunition into Ireland.

Rear-Admiral Fletcher, commander of the American naval forces in Mexican waters, on December 12, ordered the rebels and federals fighting at Tampico to cease firing, threatening to open up on them with the guns of the gunboat Wheeling if his order was not obeyed. Both sides complied with the order.

The Mexican Congress has nullified the presidential elections. New elections are called for next July. Congress, according to this action, expects General Huerta to remain in the presidency for at least seven months more, and if the time necessary for the selection and installation of his successor is taken into consideration, it will be well toward the end of September next year before he yields his power to another.

Dr. Bosc, professor of pathological anatomy at the University of Montpellier, France, who has been making extensive investigation into cancer, claims to have discovered the microbe of the disease. It is of the protozoa type, and is found principally in water. A large number of insects, fish and warm-blooded animals act as carriers. Professor Bosc says he has traced a number of cases of cancer to insect bites and pricks from fish bones.

The threat of the militant suffragettes in Great Britain to resort to violent methods of revenge at the arrest of their leader, Mrs. Emmeline Pankhurst, was put into effect with the destruction of a mansion at Wemyss Bay, Scotland; several attempts to destroy letters by pouring acid into mail boxes and numerous isolated cases of window smashing. In the meantime Mrs. Pankhurst remained in Exeter Jail, the authorities not having decided to move her to Holloway.

All indications point to a big development of the emigration movement from Japan to South America, more particularly to Brazil, when the Panama Canal is available. Eight years ago a service was inaugurated by the Toyo Kisen Kaisha between Hongkong, Peru, and Chile, via Japan and the Hawaiian Islands, and in 1910 a subsidy of $305,000 was granted in support of it by the Department of Communications, Tokio. This year the payment is $365,000 for six complete round voyages, three steamers being employed on the route.

With the Wits.

Too Needy.—A friend in need generally needs too much.—New Orleans Picayune.

A Reason.—"Is your mother a suffragette?"

"You bet she ain't. Me father's a prizefighter."—Life.

In the Same Business.—"It seems strange that he could plunder a great corporation like that for years without being found out."

"Well, you see, the corporation was pretty busy itself."—Chicago Journal.

Competing Consumers.—"You used to say 'competition is the life of trade.'"

"So it is," replied Mr. Cumrox, "only instead of competing to sell things, the idea now is to corner 'em up and get people competing for a chance to buy."—Washington Star.

For the Collection.—Mrs. Murphy was getting the supper for the children on Saturday night when a young woman came to her door.

"I'm a collector for the Drunkards' Home," she said. "Could you help us?"

"Come around to-night and I'll give you Murphy," said the housewife as she went about her work.—Life.

Emporia's Aristides.—Two boys of Emporia, Kan., ran away from home to seek their fortune, after reading a biographical sketch of Dick Whittington. They got as far as Kansas City, where the centurions encompassed them and took them to the police station. There the captain questioned them closely, and, having drawn forth much useful information, finally asked:

"Why did you boys run away from Emporia?"

"Well," replied the elder of the pair, thoughtfully, "there's nothing there but William Allen White, and we got tired of hearing of him."—Collier's Weekly.

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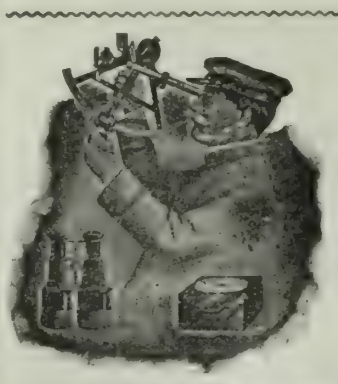


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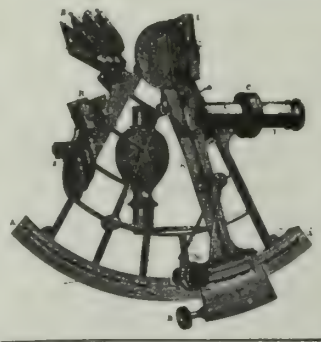
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Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization

VOL. XXVII, No. 15. SAN FRANCISCO, WEDNESDAY, DECEMBER 24, 1913. Whole No. 2257.

SAFETY OF PASSENGERS AT SEA.

"Some Thoughts on the Influence of Limited Liability of Shipowners Upon Safety."

Limitation of Shipowners' Liability was unknown to common law.

During the time preceding the enactment of Limitation of Shipowners' Liability, the shipowner was responsible in damages to the traveler or shipper or their heirs for any loss of life, or injury to life, or loss of or injury to property, other than arising out of "Acts of God" or "Acts of Public Enemies."

The shipowner might lose his all by Wrongful Act, Neglect, or Default if he failed in furnishing a vessel seaworthy in all respects, her hull, tackle, apparel, furniture and crew.

Thus safety of life and property at sea had for its support one of the dominating forces in individuals and associations, namely, that of self-interest and self-preservation.

In Great Britain, the laws of 1854, in the United States the laws of 1851, deprived safety of this powerful support, and it became necessary to enact laws providing for inspection of Passenger Vessels, in order that the traveler might have some consideration.

The Limitation of Shipowners' Liability began in Great Britain in the time of George II, and was extended under George III. It then dealt chiefly with collision, and had application to freight only. In 1854 it was extended so as to have application to life and injury. Liability was then limited so that no more than £15 per registered ton could be collected from the owners of the vessel; in 1862 the Liability was reduced to £8 per registered ton in case of freight; but Liability for loss of life and injury sustained was left at £15, which is the total liability in any case.

Limitation of Shipowners' Liability in the United States was enacted on March 3, 1851, amended on June 26, 1884, and further amended to the so-called Harter Act on February 13, 1893.

Laws providing for inspection and regulation of Emigrant Ships were enacted in 1854 in Great Britain. In the United States the Inspection Law was passed in 1871, the Passenger Act in 1882.

Laws are not enacted in either country except to meet and comply with a somewhat general demand and then only to deal with some recognized evil and the enactment of these laws signifies the recognition that something must be done to assist the conscience of the shipowner since his self-interest had been so much reduced.

The laws dealing with emigrant and passenger vessels were general in both countries, and the power to make rules under the general laws were conferred in Great Britain upon the Board of Trade, in the United States upon the Bureau of Inspection.

The power to make laws having been delegated any rules or laws made and obeyed would very largely act as a bar to any accusation of Wrongful Act, Negligence or Default and thus tend to an election on part of the shipowner to refrain from using the Limitation of Shipowners' Liability and to stand trial under the "Common Law." He may at any rate try one case, denying negligence, and if he loses he may seek shelter of Limitation of Liability in the rest. Laws or rules adopted must therefore be sufficient to guarantee reasonable safety or the shipowner will be able to shed responsibility while safety is diminishing.

After the enactment of "Inspection Laws" and "The Passenger Acts" it was found that whenever the rules were not sufficiently effective and definite—when the standards adopted were not sufficiently high—they served no practical purpose in securing safety but were used by shipowners as a shield against claims for damages and both the Parliament of Great Britain and the Congress of the United States from time to time laid down some additional principles, established new or higher standards, and extended the powers of their departments vested with power to make regulations.

Up to the enactment of the Passenger Act, the number of passengers to be carried was frankly based upon tonnage in so far as it was not based upon discretion arising out of possible loss to the owner. The Passenger Act of Great Britain defined the meaning of the words "Emigrant Ship" in paragraph 268 of "Merchant Shipping Act" and of "Passenger Steamer," in paragraph 267, "Merchant Shipping Act," and then based the number of passengers upon the deck space with the proviso that there should be no more than two passenger decks, and that the deck next below water-line should be the lowest passenger deck.

A further proviso was attached that a limited number of cabin passengers based upon the tonnage of the vessel might be carried in the cabins or deckhouses. The cabin passenger was provided with 36 clear superficial feet of space, and it was provided that no one should be considered a cabin passenger unless such space was allotted to him. All others were considered as steerage passengers, and they were to have 15 clear superficial feet on the upper passenger deck or 18 clear superficial feet on the lower deck, the height between these decks must not be less than 6 ft., and under certain conditions the passengers on the lower passenger deck were provided with 25 clear superficial feet.

The law providing that no passengers should be carried on more than two decks was repealed in 1906 to such extent as to make it read "no passengers on more than one deck below the water-line," thus leaving the shipowner to have as many passenger decks as might be consistent with stability. All passenger decks are measured in the tonnage, so that the number of passengers to be carried is still based upon the tonnage.

The Passenger Act of the United States provided for a minimum height between the decks, and that 21 superficial feet should be measured for each passenger on the lowest passenger deck or 18 superficial feet on other decks. The number of passenger decks was always left at the shipowners' discretion; but the equivalent of one ton space was allotted to each passenger.

It will be seen that the principle underlying the regulations as to the passengers is "tonnage." The same rule of "tonnage" has been followed as to life-saving appliances.

It is respectfully submitted that there is, or ought to be, a fundamental distinction between "cargo" and "passengers" and that no vessel should be permitted to take any more passengers than she can carry safely, with health and reasonable comfort.

No passenger vessel should be permitted to go to sea unless she has the proper appliances for the safety of passengers in case of disaster to the vessel herself. The best built vessels will under certain conditions float but a few hours: the only safety under these conditions consists in boats in which the passengers can take refuge while waiting assistance and the boats themselves are of little or no value unless the vessel is provided with a crew which can lower these boats, take them away from the ship's side, and with proper appliances can manage them in rough seas.

Of course, it is perfectly well understood that there are times at sea when boats cannot be used because they can neither be lowered nor managed after they are in the water. Those conditions, however, are rare; they are in the true

(Continued on Page 10.)

THE TRUTH ABOUT DISASTERS ON THE GREAT LAKES.

During the month of November, as a result of one storm on the Great Lakes, 30 ships were wrecked. Twelve of these foundered, every person on board being lost. Nearly 300 lives were sacrificed. Most of the vessels involved were modern steel steamships.

What caused these disasters? Undermanning and its attendant evils. Ships on the Great Lakes are navigated with such small crews, composed largely of inexperienced men, that proper precautionary measures, necessary to prepare any vessel for bad weather, are neglected.

A few months ago the passenger steamers "Iowa" and "Sheboygan" collided at the mouth of the Chicago River. The "Iowa" sank almost immediately. Fortunately no passengers were on board. What if that collision had taken place a mile or two outside the harbor, in deep water, with several hundred passengers on the ship?

In 1910 the passenger steamer "Pere Marquette No. 18" foundered in Lake Michigan, drowning 27 of her crew. Up to within a few days of the time she disappeared that vessel had been in the excursion business, carrying thousands of passengers out of Chicago daily. What if the usual great crowd of excursionists had been on board when the disaster occurred?

A few years ago the passenger steamer "City of Cleveland" was afire at the dock in Detroit, Mich. The fire burned so furiously that it was necessary to sink the steamer. What would have been the result if that vessel had been out of port with a couple of thousand men, women and children on board?

A law should be enacted to compel the proper manning of every ship, and its equipment with seaworthy lifeboats sufficient in number to carry every person on board such ship in event of disaster.

The Seamen's bill (S. 136) provides for such proper manning and equipment.

BIG BUSINESS "SQUEALS."

Several San Francisco papers have commented upon that historical "mass meeting" held recently by 58 coolie lovers in the assembly room of the local Chamber of Commerce for the purpose of protesting against the passage of the Seamen's bill. It is quite evident from all that has appeared in print that the "patriots" who so tearfully pleaded for cheap Asiatic labor did not fool anyone—not even a majority of their colleagues of the Chamber of Commerce.

The following appeared in the recent issue of "The Star" of San Francisco:

Those "Me Too" Resolutions.

"Whenever Big Business wishes to kill a bill in Congress or a State Legislature, it finds a ready and very willing tool in some Chamber of Commerce. When Big Business in California wishes to obstruct legislation for the benefit of The People, it calls a meeting of the "Directors" of the San Francisco Chamber of Commerce, which obediently passes resolutions prepared by the agents of Big Business; and then other Chambers of Commerce in the State are called upon to respond with 'Me Too' resolutions.

"Recently there was a meeting at the San Francisco Chamber of Commerce to protest against the passage of the Seamen's bill by the House of Representatives—it has already passed the Senate. Enemies of the bill were invited to be present, and the protesting congregation is said to have been a 'general meeting of the Chamber of Commerce.' The number present is not stated, and while resolutions were adopted, the vote is not given. It might have been 5,000 for the resolutions and 5 against them; or it may have been 7 to 4. . . .

"The resolutions prepared by the 'Directors' of the Chamber of Commerce, under the direction of Big Business, assert that it will be a hardship to require 75 per cent. of the crew in each department of a vessel 'to be able to understand any order given by the officers of such vessel.' Would it, indeed? A hardship? In every city fire department in the world it is required that 100 per cent. of the crew shall be able to understand any order given by the officers. Is that a hardship upon the fire department, or upon the taxpayers who maintain the fire department?

"What would the San Francisco Chamber of Commerce say, and what manner of resolutions would its 'Directors' prepare, if the Supervisors should pass an ordinance requiring only 75 per cent. of the members of the City Fire Department to be able to understand the orders of the Chief and the other officers? What would they say, and how would they resolute, if Congress should enact a law requiring only 75 per cent. of the enlisted men in the Navy to be able to understand the orders of the officers?

"However, 'The Star' is not objecting to these Big Business resolutions against the Seamen's bill—and against every other measure for benefiting humanity. It is important that The People know where Big Business stands in regard to all these matters. It is important for them to know that the enemies of progress are the exploiters of The People; that these enemies of progress have been maintaining a corrupting lobby at Washington, as they maintain corrupting lobbies at State capitals when legislatures are in session.

"After years of freedom to 'trim' The People and enslave employes, it is no wonder that Big Business objects when measures are taken to protect employes and the public. But the measures must be taken. It is time to free the seamen—and, incidentally, to free shipowners from their delusions and greed."

The Dollar vs. Human Life.

The San Francisco Daily News published some very interesting editorial comment, as follows:

"After listening to the assurances of President R. P. Schwerin of the Pacific Mail Steamship lines, the Chamber of Commerce, running true to form, adopts a Big Business resolution protesting against the vital provisions of the Seamen's bill, which recently passed the United States Senate.

"We presume that these folks have quite forgotten the 'Titanic' disaster and the more recent 'Volturno' horror. Certainly they must have forgotten the sinking of the 'Rio Janeiro' in our own port, even though they have no consideration whatever for the welfare of the seaman. Otherwise their worship of the dollar is more humble and pitiful than has been previously conceived.

"They object, first and above all, to the provision of the bill which requires that 75 per cent. of the crew in each department shall understand the language spoken by the officers in command of the vessel. If ever there was a wise provision designed to make sea travel reasonably safe, that is the one. How in the world does anybody suppose a crew can act intelligently in time of danger at the word of command which they cannot understand?

"Schwerin of the Pacific Mail and others of his ilk simply don't give a whoop. They carry crews of Jap and Chinese coolies because they are cheap. That's all.

"Schwerin objects further to the provisions of the bill which require a certain number of lifeboats, saying that life-rafts (they're cheaper and take less room) should be counted equally; which requires passengers to be assigned to seats in lifeboats to avoid confusion in face of disaster; and to provisions regulating numbers of men to run the vessel and their hours of employment, because that costs money.

"And after Schwerin and his fellow lobbyists have been hanging around Washington for years, and through powerful influences succeeded in blocking the Seamen's bill session after session, it is complained they have had no hearing.

"The Chamber of Commerce is usually expected to place the big iron dollar above human life and liberty, but it shouldn't make things so cold-bloodedly apparent."

New Jersey is the only State of any importance as a mineral producer in which the utilization of the clay resources constitutes the chief industry and represents over 50 per cent. of the total output of the State. The clay products of the State have included every variety of brick and tile and every variety of pottery produced in the United States, as classified by the federal survey.

WHO IS RESPONSIBLE?

That every man in receipt of a salary of $20 a week and more should contribute to the support of charitable organizations is the opinion of Julius Rosenwald, the Chicago philanthropist. Mr. Rosenwald explains his opinion on the ground that he holds that a job paying $20 a week is a fortune, and that since thousands and thousands are out of work, therefore the lucky holders of jobs should feel under obligations to help the less fortunate.

Mr. Rosenwald advances an argument that may or may not on examination prove to be correct. If correct it will apply equally to all cases of misfortune. Let us see how that would work out.

About two years ago there occurred in New York City the Triangle Waist factory fire in which 150 girls lost their lives. The immediate cause of the loss of life was that the doors leading to the fire escapes were locked. There were other and deeper causes as well, but these need not now be considered. If the doors had not been locked, many, if not all of those who perished, would have escaped. Now those who escaped in spite of the locked doors were lucky, quite as much so as Mr. Rosenwald's lucky $20 a week men. Because they were lucky enough to escape with their lives, were these employes under any obligation to contribute to a fund to pay damages to the families of those who lost their lives? If such a suggestion were offered would it not be at once declared absurd? Would it not be said that damages should be all paid by the employers who had ordered the doors locked? While they had a dollar felt could anyone else be properly called upon to contribute anything? If any one else would contribute would his contribution not be in fact a gift to the negligent employers whose obligation would be to that extent reduced?

The men who to-day are involuntarily idle are so on account of locking up through unjust laws of opportunities to work. Who is responsible for this? Citizens who, through acts of omission and commission, deliberately insist that these unjust laws be allowed to remain on the statute books. Should not those responsible for unemployment pay all the damages due the victims? If not, why not? Should not those who are not responsible for unemployment, who are devoting time and money to abolishing its cause, let the fact be known that they can not justly divert money needed for this to pay the debts of other people?

It seems that Mr. Rosenwald is on the wrong track. It is not the salary a man receives that should be used as an indication of his obligation to contribute to charity, but what he—as a citizen—has done or left undone to do away with the cause of poverty. The same principle of locating responsibility for damages, holds in the case of social mal-adjustments as in the private industrial world.

Mount Pleasant, Florida, is probably the smallest mountain as well as the least in elevation in this country. It is only 301 feet above sea level, and is the highest determined point in the State.

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WEEKLY NEWS LETTER

Contributed by American Federation of Labor

NATIONAL ASSOCIATION OF MANUFACTURERS REBUKED.

The House Lobby Investigation Committee has made its report to the House of Representatives. This report deals with the activities of the representatives of the National Association of Manufacturers and its allied associations and the legislative representatives of the American Federation of Labor. The findings of the committee severely condemn the methods and practices employed by the National Association of Manufacturers. On the other hand, the American Federation of Labor is given the credit for having conducted its campaigns for remedial legislation with openness, frankness, and honesty. The summary of the report upon the American Federation of Labor and the National Association of Manufacturers is not only edifying, but is peculiarly gratifying to the American Federation of Labor. These summaries are as follows:

American Federation of Labor.

It is a matter of common knowledge that Mr. Gompers in his capacity of president of the A. F. of L., took a most keen interest in this legislation, as great, if not greater, than in any other matter which has arisen. He states that from his office he directed the legislative committee of the A. F. of L. to go to the Capitol and render such assistance as they possibly could in having the Hughes amendment retained, and undoubtedly this committee obeyed instructions. This committee consisted of Messrs. Holder, Hamilton, and Moffitt. There seems to have been about all of the efforts of the A. F. of L. relative to legislative matters entire frankness and full publicity. In so far as the record discloses there have been no secret methods connected with the work of its representatives in this regard. As will hereinafter be pointed out, it has vigorously opposed for election candidates for office whose views and votes on public questions have been in opposition to its policies, but in its case, as in that of the other organizations referred to, your committee has no method of divining the extent, if any, to which Representatives have been influenced against their better judgments by fear of its political power. That the organization is actively and earnestly engaged in political and legislative effort and has been for many years is well known, but your committee has found nothing from the evidence taken before it to indicate it has done or attempted to do in these matters aught that is illegitimate or that is not within the rights and privileges of citizens of these United States. We do not find that its lobby has improperly effected or prevented legislation under the rule laid down.

National Association of Manufacturers.

We feel constrained to say that there is a limit beyond which men should not in decency go, even in argument, and we entertain the gravest doubt as to the propriety of the acts of Mulhall and Emery relative to this matter, and we hope that future Congresses may be trusted to legislate without the particular kind of aid rendered in the particular manner that those gentlemen then gave. We think it is offensive and outrageous that these associations should have their paid hirelings about this Capitol buttonholing Members of Congress, striving to induce them to remain away from the Chamber when a vote was being taken. We think they went beyond the limits of legitimate effort and that they deserve the severest censure as well as a pointed invitation and suggestion that they completely reform their methods or else remain away in the future. We have striven to make clear our opinion as to the right of persons and organizations to argue and appeal to Representatives and Senators. We would not place one of these upon an unapproachable pedestal and bid the world regard him with awe and silence. That is not the true theory of representative government; but the Congressman himself is entitled, and what is vastly more important, the public whom he represents is entitled to have him act free from the annoyances and efforts such as clearly were incident to these activities of Mulhall and Emery, whose conduct met the unreserved approval and enthusiastic acclamation of the officials of their respective organizations.

Sinister Motives Actuate.

There is quietly being worked up a sentiment among the large employers of labor against the Department of Labor and its chief, W. B. Wilson. Here and there in press dispatches and other items are found intimations that there is to be systematic opposition worked up against the new department. The act providing for a cabinet officer representing labor was secured over the objections of the "invisible government," but this same force may be responsible for the meager appropriation with which to keep the machinery of the Department of Labor in motion. It is well known that the strictest economy is necessary in order to meet the most urgent demands, thus crippling one of the most important arms of the government.

It is hinted that certain "business men" are investigating the activities of the Department of Labor, with the evident purpose of concocting some scheme whereby it will be attempted to force from the cabinet the present chief. It probably would not be far from the truth were the assertion made that the copper mining magnates of Michigan are the active spirits in this matter. It has been shown that these millionaire mine owners have drawn from their investments fabulous sums, but that their workmen have received little or no consideration at their hands. The brutal power of wealth in the copper miners' strike for a living wage has been surrounded with a fantastic setting and the arrogance of a few property owners has been one of the chief characteristics in the controversy.

The time is swiftly passing when the machinery of government will be permitted to exercise its power to protect the corporation or individual who has no regard

(Continued on Page 11.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeland Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts Maritimes de France, 33 rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S, Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federacion Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

New South Wales is really doing something to solve the "rent problem." The labor Government have had 110 houses erected and some shops, and more are to be built. These houses are rented to workers. Combine prices for material was a problem which was solved by State brickworks and timberworks.

Lloyd-George's new scheme of land and labor reform contemplates the establishment of a fair minimum wage for laborers and reasonable hours of work, with decent housing, and the prospect of a laborer obtaining land for himself would be within the scope of the powers of the commissioners, who would have authority to fix the price of the land in case of compulsory acquisition.

The Tokyo correspondent of the London Times says there are already signs of resentment at the proposed immigration legislation of the United States, but the Government deprecates the popular excitement and is anxious that there should be no necessity of a formal protest in view of Japan's promise to participate in the Panama-Pacific Exposition.

The German Reichstag has taken up the problem presented by the rapidly growing army of unemployed. Many mass meetings have been held in Berlin this week to discuss ways and means to relieve the serious condition. A commission of investigation reported that there are more than 25,000 organized workmen without employment. Thus with the immense number of unorganized workers there are altogether about 100,000 men without work, and this army will be increased after Christmas.

Provision has now been made for the institution of national schemes of compulsory insurance against sickness, invalidity and old age in Holland by a series of three Acts, dated June 5, 1913, and published in the Dutch official gazette (Nederlandsche Staatscourant) of June 8 and 9. Sickness insurance forms the subject of one of these Acts; a second deals with insurance against invalidity and old age; while the third provides for the setting up of Labor Councils and Insurance Committees, through which both schemes of insurance are to be worked.

The annual consular report from Amoy, China, says that labor conditions in Amoy are greatly affected by emigration. The cost of servants is 50 per cent. higher than in Foochow. No adequate explanation of the labor situation in Amoy is possible without a consideration of the guilds. From the strong merchants' guilds to the apparently unimportant chair coolie guild, practically all the industries and trades are governed by these organizations, which control the market price of labor and to some extent of manufactured products. Most important of all, however, they control the supply of labor, and employers needing labor must not offend them too seriously, or their most effective weapon, the boycott, will be put into operation, and it will be impossible for the employer to obtain workmen. The Chinese characteristic of passive resistance enables them to wait quietly for the solution of the questions at issue, quite oblivious to the passing of time. These conditions prevail principally in the cities.

SAN PEDRO, CAL.

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FOR THE BEST THERE IS IN TAILORING
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Next door to Postoffice,
Los Angeles "Waterfront"
SAN PEDRO, CAL.

INFORMATION WANTED.

Kasper Olsen, a native of Fredrikstad, Norway, age about 25, is inquired for. Address Christ Hansen, Port Ludlow, Wash.

UNION LABEL OF THE
United Hatters of N. A.

When you are buying a FUR HAT, either soft or stiff, see to it that the Genuine Union Label is sewed in it. The Genuine Union Label is perforated on the four edges exactly the same as a postage stamp. If a retailer has loose labels in his possession and offers to put one in a hat for you, do not patronize him. Loose labels in retail stores are counterfeits.

JOHN A. MOFFITT, President, Orange, N. J.
MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

WILL BE A MOTHER TO YOU
Fix your clothes, sew the rips, repair the tears, fasten the buttons, etc. We really clean your clothes by our
French Dry Cleaning Process
which is entirely different from the mere "sponging and pressing" method.
We Call and Deliver
The French Dye Works
612 BEACON STREET
SAN PEDRO, CAL.

INFORMATION WANTED.

This is to certify that on the 27th day of February, 1911, one Mathias Lagman, then nineteen years of age, was a seaman on board the S. S. "Paloma," Cuban flag; that when said vessel was lying at anchor in the Port of Cabarian, P. R., at about 8 o'clock in the evening, Lagman, who had been working with other men at painting, was walking between decks in the dark, when he fell through hatch No. 4, which had been left uncovered. He was picked up in the hold and it was found that he was paralyzed from the waist down. This young man was subsequently taken to Russia, where his mother, who is very poor, is taking care of him.

It is believed that the owners were negligent in failing to have the hatch covered, and in failing to have or furnish proper lighting for the 'tween decks at the point where Lagman fell. If these facts can be proven, some relief might be obtained for this unfortunate boy.

The following are the men who signed on the articles with Lagman, and who had been working with said Lagman:

C. Jones, C. J. Johnson, F. Johan, M. Lanhard, E. Randal, W. Paulson.

Any seaman who will locate these men or send their addresses to the Legal Aid Society, No. 1 Broadway, New York City, will be doing a great favor to said sailor, and to S. B. Axtell, attorney-in-charge.

For similar reasons we desire to communicate with the following men who were members of the crew of the "Lyman M. Law" in October, 1911, when Edward S. Tennberg was severely injured on the trip between Boston and Norfolk:

Adolph Dittmer, John Olson, Harold Herman, Charles Newberg, James J. Kelly.

San Pedro News Co.
Sixth and Beacon Streets, San Pedro, Cal.
Dealers in
CIGARS, TOBACCO, STATIONERY
Los Angeles Examiner and All San Francisco Papers on Sale. Agents Harbor Steam Laundry

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Don't forget the
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KANE & BRUCE, Props.
We have the best alleys and pool tables on the Pacific Coast.
Light and ventilation perfect.
Cool and pleasant at all seasons.
CIGARS TOBACCO SOFT DRINKS

INFORMATION WANTED.

Adolf Theining, a native of Vannersborg, Sweden, is inquired for by his mother. Address, Coast Seamen's Journal.

Walter Jorgesen Clang, born in Aaland Yetta, Ostro Yetta, is inquired for by his uncle, John Clang. Address Coast Seamen's Journal.

George Alfred Hall, last heard of on the Sch. "Sehome" in June, 1913, will please communicate with his brother, Walter Hall. Address 790 18th street, Oakland, Cal.

Rudolph Kurella, born January 5th, 1868, at Grabowo, Germany, is inquired for by the German Consul-General at San Francisco, Cal.

Oscar Osolin, John Lind, M. Elone, John Anderson, Thomas Pukki, Alex. Tuominen, Chas. Grouberg, who were on board the steamer "Fifild" April 7, 1913, please communicate with the Coast Seamen's Journal.

Anyone knowing the whereabouts of John Owens, age about 24, last heard of in Sydney on the barque Misbeck, November, 1912, please communicate with Coast Seamen's Journal.

Lasker Munter, of Spokane, Washington, born 1884, left home in 1903, is inquired for by his father, Adolph Munter, Spokane, Washington.

San Pedro Letter List.

Andersen, K. -1717	Lauritsen, Geo.
Arnell, John	Lindholm, Erik A.
Anderson, S.	Leino, G. F.
Ahlstrom, A. -1748	Lemke, Richard
Andersen, M. -1874	Loining, Herman
Anderson, A. -1045	Larsson, Axel
Anderson, Gust	Lindeberg, Gust
Anderson, Hemmind	Lundquist, A.
Anderson, Patrick	Malmberg, Elis
Anderson, Soren	Miller, Wm.
Anderson, George -1812	Manners, C.
	Marden, Gus
Anderson, Mr.	Makinen, Oskar
Andersen, M. -1897	Maatta, John
Andersen, E.	Miller, John
Andersen, Morris	Mayers, P. M.
Ahlquist, E. F.	Mikkelsen, Harald
Askvik, Ed. T.	Neuman, A. E.
Brien, Hans	Nurminen, J. W.
Bengtsson, C. -1924	Nardin, Gus
Bergman, L. J.	Nordberg, H.
Bodecker, A.	Nielsen, J.
Bergh, Borge	Olsen, A. -759
Bringsrud, Harald	Olsen, Nick
Bowman, J.	Olsen, W.
Behrsin, Jacob	Olsen, Sckutar
Carlson, Gust W.	Owen, Fred
Carlson, Gustif	Olsen, Marius
Christensen, Harry	Olsen, Olav
Carlson, Ernest	Paulson, Gustaf
Davey, Charles	Pedersen, A. -1564
Durara, Ciso	Petersen, Aage
Dangal, Gust.	Pedersen, Peder
Dreyer, O.	Phillips, K.
Dreger, Jack	Petterson, C. -1287
Ekholm, F.	Paul, Peter G.
Eriksson, C. -333	Penningrud, L.
Fries, W.	Pedis, A. (Reg. Letter)
Franke, Farl (Reg. Letter)	Rajala, Victor
Gronlund, Oscar	Roth, Svend
Grigoleit, E.	Repson, Ed.
Glasse, Gust	Rudowitz, H.
Gatz, Rudolf	Rignell, J. V.
Hansen, George	Schreff, Paul
Holm, Arthur J.	Senger, G.
Heeshe, Henry	Swenson, Axel
Hunt, Gust	Schultz, Axel
Homs, H.	Soderlund, Uno
Hogan, Mr.	Sjoblom, A.
Hovi, Andrew	Sparkes, A.
Hengst, Otto	Sellers, Wm.
Hausman, Mr.	Sanders, Chas.
Hansen, Herald	Sievers, G. P.
Hansen, Johannes	Thorn, Arvid -70
Helenius, Oskar	Tyskman, Henry
Johnson, J. -2266	Tamisar, P.
Johansson, C. A.	Townsend, R.
Jorgensen, Jorgen	Torgensen, Anton
Johansson, Fritz	Thomsen, Th.
Jorgensen, Fred	Voss, Henry
Jensen, Jens B.	Webber, Fred -1176
Johnson, G. -1452	Waaland, Lewis
Johanson, Algot	Wahlstedt, R. -778
Johnson, J. A. -1659	Wenneck, Andreas
Johnson, Nels	Wilsen, J.
Jarvinen, J. A.	Westvik, Johannes
Kari, Matti	Wilson, William
Kallberg, Arvid	Zoe, Frank
Kashluhn, Frank	Zorning, A.
Lindroth, Gustaf	

Honolulu, H. T.

Anderson, Arnfelt	Jackisch, Magnus
Anderson, E. R.	Jennings, George
Anderson, C. M.	Johnson, Abe
Anderson, A.	Karlson, Oscar
Anderson, Fred	Kjassgaaids, Hans
Austin, Frank	Karlson, Hans
Andowitz, H.	Langan, Robt.
Anderson, Axel W.	Lentinon, Ernest
Clancy, James	Lundberg, I.
Clarson, Axel	Nilsen, Nils
Chrishansen, Anton	Nordling, C.
Edgerton, J.	Nilsen, C. O.
Ehleit, August	Olander, Carl
Havner, F.	Olson, J. H.
Hansen, Jorg	Peron, E.
Hanson, Max	Stenraas, A. W.
Hapstad, Sigurd	Slattery, Wm.
Hansen, Christ	Sjoblom, Gustaf
Hencross, Harry B.	Sunders, O. F.
Hansen, Pet	Salversen, Swendrop
Hayke, Aloysius	Sienert, Herman
Irwin, Robert	Viloot, J.
Ivars, Carl	Werner, Paul
Jensen, Hans	Woonder Roach, J. F.
Jeiker, Willie	

INFORMATION WANTED.

Fred (Albin) Swanson, a native of Malmo, Sweden, aged about 25, is inquired for. Address, Coast Seamen's Journal

Nils Johnson, who was wrecked in the American bark Oasis, Sept. 2, 1887, is inquired for by W. F. Hohenschild, Berkeley, Cal.

Albert Christensen, native of Byrum Laso, last heard of in San Francisco in 1910, is inquired for by his brother. Address, H. C. Christensen, Scandinavian Sailors' Home, San Francisco.

Ten dollars reward will be paid by H. M. Hinchman, Room 509 Welch Building, No. 244 California street, for information concerning the present whereabouts of Olaf Pedersen, lookout, and Charles Johansen, quartermaster, who were members of the crew of the steamer Norwood in October, 1908.

George Albert Vaughan, aged 47, of Handsworth, Birmingham, England. Was in New York city in 1902; worked as steward on New York and South American boats. Important. Address, Rev. R. C. Cookson, 96 Monroe street, Brooklyn, N. Y.

Pacific Coast Marine.

On her present outward trip the Blue Funnel liner "Titan" has taken out one of the largest consignments of salmon which has ever left this Coast, including 100,000 odd cases from Vancouver, 40,000 cases from Seattle and 16,000 cases from Victoria.

Contracts for building a new steel hull for the dredge "Columbia" have been awarded to the Willamette Iron and Steel Works, Portland, at their bid of $46,000 and to Joseph Supple for building the house at $14,965. The contracts must be completed in four months.

The Marshfield (Or.) City Council has made new rates for wharfage charges at the city wharf. A rate of $10 a month will be charged seagoing vessels for dockage, or $2.50 a month up to three landings a month. Rates are also fixed for handling freight on the city wharf.

In the final decree of litigation over the loss of the steamer "Vashon" in 1908, Federal Judge Neterer at Seattle awarded the Independent Transportation Company $4952.80 from the Yang-tse Insurance Company, $5907.74 from the Canton Insurance Office and $3301.86 from the China Traders' Insurance Company.

With her hull damaged by fire, the barkentine "James Tuft" has arrived in Winslow, Wash., where she will be dry docked. The "Tuft" recently arrived at Vancouver from Newcastle, Australia, with coal cargo. While discharging it was found that the coal had ignited, presumably through spontaneous combustion, and had eaten into the keelson and slightly burned the skin.

Construction of the proposed Government breakwater at Monterey Bay is within the range of early inception, according to information received from the War Department. The attention of the Secretary of War was recently directed by the San Francisco Chamber of Commerce to the appropriation of $500,000 made by the United States Government for this work, to which an additional $200,000 has been added by the State of California.

The fall term of the public schools' evening class in navigation in the Ferry postoffice building at San Francisco closed during the past week. The term just closed is said to have been a successful one in attendance. The Board of Education has recently provided the school with some very important equipment—a deviascope—a device imported from London for use in explaining the operation of the adjustment and compensation of ships' compasses. A new term will commence January 5.

Captain Andreason of the steam-schooner "Katherine" alleges the fact that the black spar buoy on Humboldt bar had shifted was the cause of the vessel striking when attempting to cross the bar. The buoy is said to be at least 500 feet out of position. A diver ascertained that a portion of the vessel's keel had been torn off, along with the rudder post. The steamer "Tiverton" is expected to tow the "Katherine" to San Francisco for repairs. Her cargo of redwood lumber is to be reshipped on the "Tiverton" and after dropping the "Katherine" at San Francisco, the "Tiverton" will take the cargo to San Pedro.

The new Standard Oil tanker "Richmond," Captain Bridgett, arrived at San Francisco in ballast on December 18, seventy-nine days from New York and sixty-eight days from New Orleans, at which port she stopped to take on her supply of fuel oil for the long voyage through the Straits of Magellan. The "Richmond" is the latest of several new vessels which have been constructed for the oil trade on the Pacific Coast and is one of the largest in the Standard Oil fleet, having a capacity of 60,000 barrels. She proceeded directly to the Union Iron Works, where she is being overhauled preparatory to entering service as an oil carrier.

The new Matson liner "Matsonia," Captain Peter Johnson, en route to San Francisco from New York on her maiden trip, got away from Punta Arenas, the customary point of call in the Strait of Magellan, December 18, according to advices received recently by the marine department of the Chamber of Commerce. The arrival of the "Matsonia" is looked for with considerable interest. Photographs of her interior passenger cabins and accommodations received from the other side indicate that the new vessel will create a decided furore. There are quite a number of exclusive suites, each finished in a particular style, and the dining salon contains fifty separate tables, which is a new feature.

Lumber dealers are discussing the possibility of procuring lumber from the Philippines at advantageous prices, as the opening of the Panama Canal will afford a comparatively short water route. The Bureau of Insular Affairs at Washington is partially responsible for the sudden interest in Philippine lumber. The bureau says the islands offer to lumbermen chances for profit not excelled by any other field in the world. The forest officers of the Philippines state that there are 200,000,000 M feet of merchantable timber, for which there is a large present demand, and that practically all of it is owned by the Government and is available under favorable terms. The timber itself, it is pointed out, includes structural material of great value, in addition to many hardwoods particularly suited for cabinet work.

In the wake of the report brought by the French bark "Marie" of the finding of the British ship "Dalgonar," dismasted and abandoned off the coast of Chile, comes news of the rescue of twenty-five members of that vessel's crew and the death of Captain J. Ibester and three of his men. The solution of this tragic sea mystery became known at San Francisco in advices from England, which were received in a roundabout way by the owners of the lost vessel, "Gracie," Beazley & Co., of Liverpool. The survivors were picked up October 9 by the French ship "Loire," en route from Iquique for Dover. The "Loire," which is due at her destination in about two weeks, was spoken in the Atlantic by a steamer, which after receiving the news, wirelessed it to the Dakar radio station, whence it was transmitted to A. D. Bordes & Co., shipowners of Dunkirk, who in turn forwarded the startling intelligence to the "Dalgonar's" owners.

A new and modern ferry steamer, which will cost approximately $500,000 and which will be used on the run between San Francisco and Oakland, has been ordered by the Southern Pacific Company, and construction work will begin within a few weeks at the company's shipyards in West Oakland. The new steamer will be called the "San Mateo," and will be a sister ship of the "Alameda" and "Santa Clara," which are now in course of construction at the company's yards. All three ships will be completed by 1915, and are being counted on to facilitate handling the great volume of traffic during the Exposition year. The "San Mateo" will be 292 feet in length and have a beam of 42 feet. The hull of the "San Mateo" will be of steel, the superstructure re-enforced with steel frame. The vessel will have a seating capacity of 1845 passengers, and will be, with the "Alameda" and "Santa Clara," one of the fastest ferryboats on San Francisco Bay, making the trip in five minutes less time than is now required by other Southern Pacific boats.

It is said that although a guaranteed speed of only twenty-three miles an hour was prescribed in the specifications for the construction of the Hill steamers, a new invention in the marine turbine engines probably will make the speed of the big boats to ply between Astoria and San Francisco nearly twenty-six knots, or about thirty-five miles per hour. This was announced by W. J. Clune, private secretary to President Young, of the North Bank Railway. Clune has just returned from the East ahead of Young, who inspected the progress being made on the big steel hulls at the Cramp shipyards in Philadelphia. Work on the vessels is going on rapidly, Clune stated, though there may be a possibly delay because of the installation of the new speed feature. Some details in regard to a ballroom on the liners are also yet unsettled and a possible rearrangement of the piping may set the work back a few weeks. The Cramps gave assurance, however, Clune stated, that the work would be done in time for the delivery of the first ship in December, 1914, and the second one in January, 1915.

The Inter-Island Steam Navigation Co., of Honolulu, has erected for traffic a 4500-ton dry dock named the "Hoolana." The dock was designed by W. T. Donnelly, of New York, and is 352 feet long on keel blocks; the wings have a length of 310 feet. Between the wings the breadth is 76 feet. If necessary extra pontoons may be added. The wings are attached to the pontoons by links and steel wedges driven in such a way as to force the steel wings against the deck of the pontoons and make the whole structure secure and rigid. All pontoons are divided into two watertight compartments by a bulkhead located down the center of the dock. Each compartment is provided with a valve or gate for letting in the water and a pump for forcing it out. The vessel on entering the dock is controlled by lines attached to it and held by men moving along the top of the wings. The floating dock cost about $500,000, it is thoroughly modern in every respect. The Inter-Island Steam Navigation Company also owns a coaling plant costing about $300,000 and stocked with Australian coal. Already tramp steamers with lumber cargoes from Puget Sound and the Columbia River, call at Honolulu for coal and other supplies and are quickly handled and dispatched by the new plant.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone, Kearny 394; (Advt.)

International Seamen's Union of America.

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.

THOS. A. HANSON,
570 West Lake St., Chicago, Ill.

AFFILIATED UNIONS.

ATLANTIC DISTRICT.

EASTERN AND GULF SAILORS' ASSOCIATION.

Headquarters:
1½A Lewis St., Boston, Mass.

Branches:
NEW YORK CITY, 40 South St.
NEW ORLEANS, La., 1054 Magazine St.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC COAST.

Headquarters:
NEW YORK CITY, 4 South St. Telephone 1879 Broad. Night Call 8374 Spring.
New York Branch, 400 West St. Telephone 5153 Chelsea.

Branches:
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NEW ORLEANS, La., 53 St. Ann St.
BALTIMORE, Md., 802-804 South Broadway.
MOBILE, Ala., 4 Conti St.
PHILADELPHIA, Pa., 206 Moravian St.

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LAKE SEAMEN'S UNION.

Headquarters:
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Branches:
BUFFALO, N. Y., 55 Main St.
ASHTABULA HARBOR, O., 21 High St.
CLEVELAND, O., 1401 W. 9th St.
MILWAUKEE, Wis., 133 Clinton St.
N. TONAWANDA, N. Y., 152 Main St.
CONNEAUT HARBOR, O., 992 Day St.
ERIE, Pa., 107 E. Third St.
DETROIT, Mich., 7 Woodbridge St., East.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
OGDENSBURG, N. Y., 70 Isabella St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.
PORT HURON, Mich., 517 Water St.

MARINE FIREMEN, OILERS AND WATERTENDERS' BENEVOLENT ASSOCIATION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 71 Main St.

Branches:
CLEVELAND, O., 1185 W. Eleventh St.
CHICAGO, Ill., 445 La Salle Ave.
DETROIT, Mich., 27 Jefferson Ave.
MILWAUKEE, Wis., 151 Reed St.
SUPERIOR, Wis., 1814 Fourth St.
OGDENSBURG, N. Y., 70 Isabella St.
BAY CITY, Mich., 108 Fifth Ave.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 55 Main St., Tel. Seneca 2295.

Branches:
CLEVELAND, O., 1401 West Ninth St.
MILWAUKEE, Wis., 151 Reed St.
CHICAGO, Ill., 406 N. Clark St.
ASHTABULA, O., 74 Bridge St.
TOLEDO, O., 54 Main St.
DETROIT, Mich., 7 East Woodbridge St.
PT. HURON, Mich., 517 Water St.
CONNEAUT, O., 922 Day St.
OGDENSBURG, N. Y., 70 Isabella St.
N. TONAWANDA, N. Y., 152 Main St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
ERIE, Pa., 107 E. Third St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.

PACIFIC DISTRICT.

SAILORS' UNION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 84 Embarcadero.

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(Continued on Page 11.)

Coast Seamen's Journal

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BY THE

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Established in 1887

PAUL SCHARRENBERG.....Editor
I. M. HOLT.....Manager

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

LABEL PRINTING TRADES UNION LABEL COUNCIL SAN FRANCISCO

WEDNESDAY, DECEMBER 24, 1913.

SEAMEN SCARCE IN SWEDEN.

It is not very often that we hear about shipowners who voluntarily increase the wages of their crews. However, word has just been received from Sweden that at the recent annual meeting of the Swedish Shipowners' Federation it was decided to increase the wages of certain seamen sailing on Swedish ships in the foreign trade by 5 crowns per month. This decision was surprising to say the least, as the seamen of Sweden have not been accustomed to such benevolence at the hands of their employers. Since the decision was arrived at without any apparent motive, the organized seamen of Sweden immediately endeavored to learn the meaning of this move. And they did not have to look far, for the conservative newspapers gave a clear explanation of the shipowners' apparent benevolence. They declared that the increase in wages was granted as a means of retaining those seamen experienced in the service; because with this increase, they would have less reason to seek employment in foreign lands, particularly since it is believed that the wage level attained was as high as in the other Scandinavian countries and higher than in Germany. Whether or not the assertion in respect to the wages is correct we can not very well say without further inquiry into the matter. On the other hand, it seems to be a generally acknowledged fact that there is a scarcity of seamen in all Scandinavian countries, Sweden suffering especially on account of the seemingly endless emigration of its seafaring people to other countries.

Of course, it is quite clear that the increase is not attributable to any desire to exercise justice, since all seamen engaged on coasters as well as all apprentices and trimmers on the foreign-going steamers were excluded. Had it really been a matter of justice, then those working on coasting steamers and performing the hardest work, ought to have been considered first. Such, however, was not the case, no doubt because it was believed that the exempted men had less opportunity to desert.

It remains to be seen if this slight voluntary improvement in the economic conditions of the Swedish seamen in the foreign trade will really stop that bothersome flight of good seamen to other countries where better conditions prevail. One thing is quite certain, however, the Swedish shipowners have at least begun to realize that they are facing a problem which must be met and solved. The American and the British shipowners still assume the attitude of the ostrich, so far as the manning problem is concerned. And since that carefree process does not seem to remedy the situation they cast their eyes toward the Orient with its teeming millions always anxious to work for a pittance.

Driving the white men from the sea and filling their places with natives of Asia is the only plan by which most American and British shipowners would solve the manning problem—but such is the way of those who live in a fool's paradise.

MUNICIPAL OWNERSHIP.

San Francisco's municipal street-car system is expanding. At midnight of December 10 the Union-street line was taken over by the city, the franchise of the private corporation having expired. One of the advantages of having street cars operated by the people instead of private capital readily appeared in evidence when it was announced by the new superintendent that he had arranged for an immediate increase in the number of platform men on the line. The company has had a ten-hour day for its men, while the city has an eight-hour day, and the difference in working hours made necessary the employment of between fifteen and twenty more men.

In this manner some of the dividends which were formerly paid to private investors are now diverted to promote the welfare, comfort and happiness of the employes of the road.

But there is another phase to San Francisco's acquisition of her public utilities. The management of the old Calhoun monopoly, known as the "United Railroads of San Francisco," fears that the germ of unionism, so splendidly fostered by the municipal line, is again taking hold of its underpaid and overworked employes; therefore, the President of that corporation has made the public announcement that he is greatly concerned about the "welfare of the employes." And in order to take the wind out of the sails of any labor-union organizers, the company has published plans about a proposed "free" life insurance scheme and a raise of one and two cents per hour for those of its employes who have been with the company six months and one year respectively.

All of which proves that municipal ownership has a tendency to make traction magnates sit up and take notice. Municipal ownership is not only right in principle and highly beneficial for those directly affected, but it is also exceedingly helpful to better the conditions of the non-union employes of privately-owned competing systems.

Boost for the municipal ownership of all public utilities!

Man's first duty is to organize.

"COUCHES" FOR FIREMEN.

"Leslie's Weekly" is to the nation what the "Times" is to Los Angeles, or the "Chronicle" to San Francisco. All three are always championing the cause of those who have a-plenty against those whose life is a constant struggle for the wherewithal.

It is scarcely necessary to state that "Leslie's Weekly" is strongly and energetically fighting the Seamen's bill. That is a matter of fact which every one takes for granted. But the manner and method in which the opposition is manifested is highly amusing to say the least. For example, the Washington, D. C., scribe of "Leslie's" quotes a "marine (?) superintendent," whose name is discreetly withheld, but who is alleged to have said that "the bill would do away with all discipline." The same authority is quoted as citing an instance "where a big passenger liner was held up in San Francisco for five hours by a union delegate who contended that the sheets on the firemen's couches had not been properly laundered."

Who wouldn't become a fireman when "couches" are furnished for those who may desire to take a nap for the purpose of driving away that "ennui" caused by lack of exercise during the watch in the fireroom?

And who wouldn't go to sea when that dear "union delegate" gives his personal attention to the sheets and sees to it that all the "linen" is properly "perfumed and laundered"?

Talk about your luxuries ashore—why, where are the landlubbers who can afford to have a special representative to insist upon "properly laundered" sheets at all times and hours?

But to be serious—if it is possible to be serious after reading about "couches," etc., for firemen—has there ever been in print a more ridiculous, silly lot of foolish talk than that furnished by the eminently respectable press in their opposition to the Seamen's bill? Old Munchausen has a well established reputation, but the yarns that are now being told by plutocratic lackeys about "a life on the ocean wave" should be sufficient to make the old fellow turn in his grave for sheer envy. It requires some extraordinary mendacity to concoct a tale about couches for firemen. But what shall we say about the papers which print such nonsense?

The following self-explanatory cablegram was received during the week by the Secretary of the Sailors' Union of the Pacific in answer to a message forwarded to the Wellington (N. Z.) Branch of the Federated Seamen's Union of Australasia, inquiring if financial aid was required:

Wellington, New Zealand, Dec. 19, 1913.
John H. Tennison, Secretary,
Sailors' Union of the Pacific, San Francisco.
San Francisco.

Many thanks. Seamen's strike declared off today. All resuming work, old conditions. Good luck. YOUNG.

Labor is a necessity to human existence; being such, it is obvious that under natural conditions it should be a pleasure, not a penance.

As we see in the rainbow the harbinger of fine weather, so labor may see the glories of its future through its tears.

The JOURNAL extends to its readers, afloat and ashore, all good wishes for a Merry Christmas and a Happy New Year.

IS THIS FAIR PLAY?

On Sunday, December 21, the San Francisco "Examiner" published a double column, front-page article purporting to be a copy of a telegram sent to Mr. Hearst by about seventy-eight persons and business firms of San Francisco (most of whom have achieved fame as employers of cheap Asiatic labor), in opposition to the Seamen's bill. The telegram was loaded with so many obvious misrepresentations and deliberate misstatements, that it was thought proper to supply the "Examiner" with the other side of the story. Here is the statement which was furnished to the "Examiner," but has been refused publication to date:

Editor "The Examiner":

The statement of the San Francisco Chamber of Commerce in opposition to the Seamen's bill, published in "The Examiner" of the 21st inst., contains many serious misrepresentations. In justice to the seamen and to the readers of "The Examiner," we submit the following facts, with the request that they be given due publicity.

The chief feature of the statement issued by the Chamber of Commerce is a plea for a hearing. The statement says: "The bill passed the Senate without an opportunity given to any commercial interest of the United States to be heard on this measure of so vital a character." This assertion is repeated in various forms throughout the entire statement.

To say that this assertion misrepresents the facts, is to put the case very mildly. The simple truth is that the Seamen's bill, in substantially the form in which it passed the Senate on October 29, has been before Congress for many years. During all this time the bill has been fully discussed before the committees of both houses. Throughout the discussion the shipowners, Chambers of Commerce and other opponents have been represented by the best talent at their command.

The so-called La Follette bill (S. 136), now pending in the House of Representatives, is practically the same as the bill which passed the House in the last Congress (July, 1912). The measure was then known as the Wilson bill.

The bill had been before that Congress from the first day of its sitting. It was referred to the Committee on Merchant Marine and Fisheries. Hearings were had before that committee extending over many months. Every interest was represented at the hearings.

At the conclusion of the hearings it was freely admitted that the deliberations were the longest and most complete ever had upon a similar measure. The testimony comprised several bulky volumes, the larger part of which was submitted by the opponents of the bill.

When the bill went over to the Senate, it was referred to the Committee on Commerce. Here, again, a long deliberation ensued. Both sides were heard at great length. Again the shipowners' testimony constituted the larger part of the proceedings.

At the end of several months the hearings were formally pronounced closed. Afterward it was learned that a special hearing had been given to the opponents of the bill. The seamen's representatives had not been notified of this hearing, and knew nothing of the proceedings until the testimony taken from one of their most pronounced opponents appeared in print.

When the bill was reported to the Senate, it was found that the Senate Committee had practically substituted the so-called Nelson bill for the Seamen's bill as passed by the House. The Nelson bill was the measure approved by the shipowners. Of course, the shipowners had no fault to find with the proceedings in this instance.

The Nelson bill was passed by the Senate and sent back to the House. This was in the closing days of Congress. Owing to lack of time, the seamen's friends in the House were forced to content themselves with a few amendments, removing the more obnoxious features of the bill as it came from the Senate.

In this shape the bill was finally passed, in the early morning of March 4, 1913, as the Congress was about to expire. President Taft refused to sign the bill, upon the ground that he had not been given time to consider its provisions. When the present Congress met in extra session, the same two bills were reintroduced in the Senate, the Seamen's bill by Senator La Follette, and the shipowners' bill by Senator Nelson. Inasmuch as these bills had already been fully discussed in the committees of both houses, no hearings were given to either side.

The Senate committee was evenly divided, but it was finally agreed to report the Nelson, or shipowners' bill. When the bill was taken up for action on the floor of the Senate, Senator La Follette succeeded in having the Seamen's bill, for which he stood sponsor, substituted for the Nelson bill as reported by the committee.

In this instance the substitution was made openly on the floor of the Senate, by the votes of the Senators, and before the bill had been acted upon by the other house. In the former instance, the substitution of the Nelson, or shipowners' bill was made in committee, behind closed doors, after the bill had been passed by the House, and when it was too late for the members of the House to assert their own views effectively.

Thus it will be seen that the present plea for a hearing is without justification. That plea is simply a bid for delay. The opponents of the Seamen's bill hope, by playing upon the sympathy of the public, to delay action in the House of Representatives and thus ultimately defeat the measure, or secure its amendment in such a way as to deprive it of all real force or effect.

The statement of the Chamber of Commerce contains a number of generalizations such as that the Seamen's bill will "add to the dangers of the sea"; that it "nullifies every attempt to effect the highest standard of efficiency"; that it "prevents the American boy from becoming an American sailor," and that it will "positively, definitely and absolutely turn over to the ships of Japan the shipping industry of this coast."

The statement gives no particulars concerning the basis of these charges. They are simply generalizations.

It is sufficient, in reply, to say that these charges are without the slightest foundation in fact. They do not exist even in the imagination of the shipowners. They are a mere invention, conceived on the general principle of, anything for delay.

In their present attitude the shipowners are following the traditions of their class, in opposition to anything and everything proposed by the seamen.

The shipowners intimate that they are in favor of laws which will, "by international action, increase safety at sea, every effort in which attainment we cheerfully and earnestly join." The fact, however, is that the shipowners have opposed every step toward increasing safety at sea. They have opposed every step taken by the seamen toward freedom from the drastic laws of ancient times.

As for the Chamber of Commerce, it too is following the traditions of its kind, as the mouthpiece of every element and cause that is opposed to human progress.

In conclusion, we respectfully suggest that the Chamber of Commerce is not San Francisco, and has no authority to speak for the city or its people. This is not a generalization; it is a fact demonstrated by the action of the people themselves upon innumerable occasions.

We are convinced that the attitude of the people of San Francisco toward the Seamen's bill is directly contrary to that of the Chamber of Commerce, as they have so declared whenever given an opportunity to do so.

(Signed) JOHN H. TENNISON,
Secretary, Sailors' Union of the Pacific.
JOHN CLARK,
Secretary, Marine Firemen, Oilers and Watertenders' Union of the Pacific.
EUGENE STEIDLE,
Secretary, Marine Cooks and Stewards' Association of the Pacific Coast.
A. B. GIBSON,
Business Manager, Marine Engineers' Association.
I. N. HYLEN,
Secretary, Alaska Fishermen's Union.
PAUL SCHARRENBERG,
Editor, Coast Seamen's Journal.

Rum was introduced in the English service early in the eighteenth century as a substitute for beer, but in 1745 Admiral Vernon, known in the service as "Old Grog," on account of the grogan breeches he always wore, came to the conclusion that his men would be rendered less disorderly by the daily tots if he mixed the rum with water. Before long this reform was universally adopted and thenceforth the new drink bore Admiral Vernon's nickname. Grog still is prepared with all ceremony at 12:30 p. m. each day on board every British ship of war. But the number of men who take it is becoming smaller every year.

As a result of the recent boom in South Polar exploration a considerable supply of albatross wing bones, ordinarily excessively rare, has been placed on the market. These bones, when dressed, polished, and mounted in silver, make ideal connecting stems for the best quality brier and meerschaum pipes. They are greatly prized when made into cigarette and cigar holders, although it is only very rarely that specimens are brought home that are sufficiently large and perfect for this purpose.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Dec. 22, 1913.

Regular weekly meeting came to order at 7 p. m., E. A. Erickson presiding. Secretary reported shipping slack with plenty of men ashore. Voting for officers for the ensuing term was proceeded with.

JOHN H. TENNISON, Secretary pro tem.
84 Embarcadero. Phone Kearny 2228

Victoria, B. C., Dec. 15, 1913.
Shipping improving, with few men ashore.
ARCHIE KING, Agent.
Old Court Rooms, Bastion Square.

Vancouver, B. C., Dec. 15, 1913.
Shipping and prospects poor.
W. S. BURNS, Agent.
N. E. corner of Hastings and Main streets. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Dec. 15, 1913.
Shipping dull; prospects uncertain.
H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, Dec. 15, 1913.
Shipping and prospects poor.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Dec. 15, 1913.
Shipping dull; prospects uncertain.
JACK ROSEN, Agent.
P. O. Box 6. Tel. Main 557.

Portland Agency, Dec. 15, 1913.
Shipping dull.
G. A. SVENSON, Agent.
P. O. Box 2100. 51 Union Ave. Tel. East 4912.

Eureka Agency, Dec. 15, 1913.
Shipping and prospects poor.
JOHN ANDERSEN, Agent.
227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, Dec. 15, 1913.
Shipping dull; plenty of men ashore.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Dec. 8, 1913.
Shipping and prospects poor.
JACK EDWARDSEN, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Dec. 19, 1913.

Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping dull. Balloting on officers for the ensuing term was proceeded with. Harry Frazer and T. McGlinchey were declared elected delegates to the International Seamen's Union Convention.

EUGENE STEIDLE, Secretary.
Phone Kearny 5955.

Seattle Agency, Dec. 11, 1913.
Shipping slow. Voted on officers for the ensuing term.
LEONARD NORKGAUER, Agent.
Grand Trunk Dock, Rooms 203-205. P. O. Box 214. Phone Main 2233.

San Pedro Agency, Dec. 12, 1913.
Shipping very slack. Voted on officers for the ensuing term.
HARRY POTHOFF, Agent.
P. O. Box 54.

Portland Agency, Dec. 8, 1913.
No meeting. Shipping fair.
THOMAS BAKER, Agent.
27½ Second St. Bickle Bldg., Room 10. Phone Main 9731.

DIED.

John Williams, No. 580, a native of New York, age 54, died at San Francisco, Cal., December 18, 1913.

John Mokala, No. 49, a native of Finland, age 60, died at San Francisco, Cal., December 21, 1913.

HUNTING THE PORPOISE.

Nowadays the playful porpoise, little known to landlubbers except as a gamboling, glistening creature that amuses itself by leaping from one wave to another, is hunted as systematically as the whale used to be. For a long time the blubber of the porpoise has been valuable for the oil it contains, but only of late has its body been known to contain a lubricant of unusually fine quality. It seems that fishermen have discovered that the lower jaw of the porpoise yields an oil that is peculiarly fitted to serve as a lubricant for watches, clocks, and chronometers, and from no other source can an oil of the requisite qualities be obtained. The industry is carried on by a special class of fishermen along the Atlantic coast of this country, who are busy during the cooler months, because it is then the porpoise puts on its winter underwear in the form of a thick protective layer of fat, which makes the work more profitable than in summer. The New York Sun tells the story:

A few years ago nearly a quarter of a million clocks just out of their makers' hands went wrong. It was not merely that they lost time, but they actually came to a full stop and would not work at all. There was no question about their skilful fabrication and assembling. The whole trouble was due to an imperfect lubricant, and a goodly sum of money and much time was spent before those clocks were in running order and fit for distribution. From this may be appreciated the value of the contribution which the porpoise makes to the daily life of mankind.

For years the porpoise was taken principally as a side issue in other fishing. The increase in the demand for the oil led to the creation of a business having for its sole end the capture of porpoises in large numbers and under circumstances that could be controlled to meet commercial demands.

Harpooning had previously been the method of taking them, but this had many drawbacks. An oil refiner in New Bedford learned that the Turks on the Black Sea used drag-nets to land the native porpoise when swimming near shore in quest of certain small fish upon which they feed. This was a practice unknown here, and conditions were not identical, but that clever Yankee believed that the facilities could be adapted to suit the requirements. From New Jersey to Florida are now scattered fishing stations organized by that refiner of the old whaling city, and from November to April they are busy seining porpoises as they pass up and down the Atlantic shore-line. Porpoises can be caught at other seasons, but in winter they are fattest and furnish the best and most profitable yield.

To the uninitiated the fat of the body and the fat of the lower jaw appear much of a kind, but the oils produced from them are radically different in their characteristics. The oil from the body fat is worth in the raw state about 40 cents a gallon, while a like quantity of the yield of the jaw pans and the marrow of the jawbone brings $10. The blubber, or body fat, of a large porpoise furnishes from five to six gallons of oil, and the lower jaws of a fish of the same size give probably about two quarts on an average, and this quantity is greatly reduced before the various stages of refining have made the oil fit for the market. When ready for sale to watch and clock-makers the oil is worth nearly double its value in the raw or unrefined condition.

The equipment at each fishing station consists principally of the boats and the special nets designed for the work. A working unit is composed of four boats and a mile of seine. The seines are heavy and exceptionally stout, and it is something of a task to handle them properly. The boats are a cross between a skiff and the fishing dory of Newfoundland and our own down-East coast.

It is not possible to put out after the porpoises from sheltered points; the boats have to be launched right into the surf and carried safely beyond the dangerline of the tumbling breakers. Loaded with its quarter of a mile of net, it is a hard task to shove one of these boats through the broken water near the beach. The most fruitful porpoise-hunting station is close to Cape Hatteras, and it is well known what hazards lurk in the waters of that part of the coast of the Carolinas.

Because of the risks run and the skill required in this occupation the crews are recruited from local fishermen who are perfectly familiar with the coast and are quite at home in the surf. They must have clear heads, steady nerves, and the ability to act quickly. The surfmen are ever ready for their work when a school of porpoises draws near, provided the sea gives them half a chance, and it takes but little imagination to grasp something of the excitement and the peril of their occupation.

The habit of the porpoise is to swim in schools within a mile or so of the shore, very close to the beach when feeding. When they are near the beach it is possible for fishermen to intercept their course and drag them ashore after they have stranded in shallow water. Though simple to describe, catching them is a difficult job. The Sun goes on:

Sometimes the sea is so smooth that the fish detect the presence of their foe soon enough to go scurrying off at great speed. Again, the waters may be so troublous that prompt handling of the nets and the interception of the approaching school become impossible. Perhaps one or more of the boats may be swamped before getting clear of the breakers, making further successful efforts at the time out of the question, or the porpoises may be swimming too far off shore to be reached with a fair chance of drawing them to shallow water before they can get away.

There are many times when the efforts of the fishermen are fruitless, and days may pass without a single porpoise putting in an appearance. Sometimes a haul will net less than a dozen; perhaps the surfmen may land half a hundred; and there have been occasions when more than double this number have been reached at a single try. As several thousand must be caught during the season to supply the annual consumption of oil for this country, it is easy to understand why there are stations for this work located along the Atlantic seaboard from New Jersey to Florida.

Porpoises vary from six to twelve feet in length, and the biggest of them weigh fully a quarter of a ton. Their speed in frightened flight and their beautiful leaps above the water's surface tell of their great strength; and one can easily picture the task involved in drawing the heavy seines with the added burden of a goodly number of these excited mammals making their utmost efforts to break their way to freedom.

The porpoise is the largest denizen of the deep caught by seines within the waters of the United States, and for excitement the nearest approach is the taking of the tunny in the waters of Europe. As soon as the porpoises are stranded in shallow water, the fishermen rush in among them, taking good care to avoid the slashing sweep of their powerful tails, and hook them so that they may be dragged high and dry upon the beach. Strange as it may seem, the fish are not infrequently drowned or suffocated before they can be pulled ashore. This is because they can not breathe properly when resting on their sides or their bellies.

No time is lost after these graceful creatures of the sea have been landed in stripping them of their fat. The head is severed from the body, and the precious tissue of the lower jaw and cheeks is tried out separately from the body blubber. The reason for this is that the two oils are quite unlike as lubricants, and haste is needful in order to prevent the fatty tissue from becoming rancid before rendering. Rancid fat seriously affects the final product, and seemingly trifling conditions bear importantly upon the ultimate suitability of the lubricant.

At the fishing stations the oil produced is essentially raw or crude by comparison with the finished article and contains a good deal of foreign substance which must be removed before the stuff is fit for the market.

As soon as the oil is received by the refiner it is heated gently in order to complete the cooking process begun by the fishermen at the seining stations. Up to this point man has done his work, and now time and Nature take up the task. The oil is allowed to rest for eight months and is exposed during that time to the clarifying effects of the sun and also to the influences of climatic heat and cold. Then it is strained or filtered through suitable fabrics further to cleanse it.

CALIFORNIA'S HIGH MOUNTAINS.

The State of California has 70 named mountain peaks and 60 or more unnamed mountains, a total of at least 130, whose altitudes are greater than 13,000 feet above sea level. Twelve of these are 14,000 feet or more high. The highest is Mount Whitney, which is also the highest peak in the United States, with an elevation of 14,501, Mount Williamson is the next highest, 14,384 feet. The elevation of Mount Shasta, probably the third highest peak in the State, has not been determined exactly, but it is generally credited with being about 14,380 feet high. Other mountains attaining more than 14,000 feet are: South Peak of White Mountain, North Palisade Mountain, Mount Russell, Split Mountain, Middle Palisade Mountain, Mount Langley, Mount Muir, Mount Tyndall, and Mount Barnard.

Demand the union label upon all purchases!

SALT WATER BAILIFFS.

By international law, each nation is supposed to "own" the sea for a distance of three miles from her coasts. And with that strip of sea she also owns the fish that swim therein; so any foreign craft that venture inside the three-mile limit are poachers, and may be treated as such.

But it is no use making laws against poachers unless you have the means to enforce them. A man who owns a stretch of good fishing on a river or loch keeps a water bailiff to guard his rights and arrest poachers. Our salt water bailiffs are a number of smart little gunboats of the Circe and Skipjack type.

They are the prettiest craft imaginable, with lines like those of a millionaire's yacht, and each of about 800 tons' displacement. They are skippered, as a rule, by lieutenants; they carry small, but efficient, guns; and, though not heavily engined, have sufficient pace to overhaul even the speedy French trawlers.

Some of the finest trawling grounds are those which lie within the British three-mile limit, and these are a standing temptation to the big, speedy French and Dutch trawlers. As any fisherman will tell you, we have nothing like a sufficient number of these water police, and the foreigner knows this, and comes dodging in, sweeping our choicest grounds, and going off with big hauls of the best of our soles and plaice.

They do worse than this, these French trawlers. They are not only poachers, but pirates. They literally play havoc with our English boats.

The "havoc" in this case is a sort of grapnel made of steel, long and many clawed, and towed at the end of a long and powerful rope. It is evening, and a lugger out of Brixham or Plymouth is riding to her nets on the trawling grounds off the Eddystone. Suddenly out of the dusk swoops a big French steam trawler. Over her bulwark rails are hung sails which hide her name and number, so as to prevent her victims from having any chance of identifying her.

The Englishmen, seeing her, at once set to work with all their might to haul in their nets. But there is no time. The contrivance towing astern of the Frenchman picks up their nets. The trawler gets steam on her capstan, brings the nets rattling in, tumbles their contents on to her own deck, cuts the riding ropes, and is off.

In mackerel time there may be as many as 150 of these foreigners along our shores, all poaching whenever they get a chance, while there are only two cruisers to look after a hundred miles of seaboard. And even when these do catch a poacher, the penalties inflicted are quite inadequate.

Two French boats brought into St. Marys, Scilly, and convicted of poaching, were fined only £7 10s. each. In the same year seventy-seven British boats caught poaching in foreign waters paid £1,781 in fines, and besides that had nearly a thousand pounds' worth of nets confiscated.

Another branch of the work of our fishery protection vessels is to scour the North Sea for the Dutch "copers," the floating grogships which slip in among the fishing fleets on the banks, and tempt the poor fellows with fiery spirits which have paid no duty. Dozens of stout craft have been wrecked because their crews were stupefied by the poisonous stuff sold by these scoundrels.

Ever since the Boer war there has been deep feud between Dutch and English fishermen, and sometimes furious fights take place between the crews of rival drifters or trawlers. On one occasion thirteen men from a Dutch boat boarded a Ramsgate smack, and a desperate battle followed. Three of the Ramsgate men were badly hurt.—Answers.

THE SEA'S INHABITANTS.

To understand what life means is the object of the great research institution that has been built up in Southern California—the Scripps Institution for Biological Research, at La Jolla, near San Diego. Now, in order that the people of Southern California may have opportunity to know of the new light the Scrips Institution is shedding on the problems of living beings, the University of California is planning to have six University Extension lectures given in each of five Southern California towns by Dr. William E. Ritter, the distinguished biologist, long Professor of Zoology in the University, and now Director as well of the Scripps Institution for Biological Research. With its scientific staff, its publications, its pier, sea-going ship, laboratories, and modern equipment, the Institution is now widely known in the world of sciences, but the University wishes laymen as well as scientists to profit by the Institution's finding of new truth.

"The Sea and Its Inhabitants" will be the subject of Dr. Ritter's lectures. He describes this as "a course of science for the imagination as well as for the intellect." His individual lectures will be as follows:

1. From Superstition to Understanding about the Sea and its Life.
2. What the Pacific Ocean does for California.
3. Sea Marvels of Fact vs. Sea Monsters of Fiction.
4. The Unnoticed Myriads of Sea-Dwellers.
5. What Sea Animals do for a Living and How They do It.
6. As to the "Oldest Families" Among Sea Creatures.

It has not yet been decided in just what Southern California cities and towns the course shall be given. The course is available for any community at a cost of $125 and local expenses. For each center Professor Ritter would lecture once a week for six weeks.

University Extension courses are now given in many parts of California. Centers have been organized by local committees of school officials, business men, teachers, professional men, etc., in Santa Barbara, Long Beach, Los Angeles, Ontario, Colusa, San Francisco, Santa Rosa, Waterman, and various other towns. Such lecture courses have proven one of the most popular and successful of the varied activities of the new University Extension work of the University of California.

The union label is the best guarantee of a decent minimum wage. Demand it on all products!

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,

V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION

570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y.....55 Main Street
Telephone Seneca 936 R.

CLEVELAND, O.....1401 W. Ninth Street
Telephone Bell Main 1842.

MILWAUKEE, WIS.....133 Clinton Street
Telephone South 240.

ASHTABULA, O.....21 High Street
Telephone 552.

NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

DETROIT, MICH.....7 Woodbridge Street, East
Telephone 3724.

SUPERIOR, WIS.....1721 N. Third Street
Telephone, New, Broad 385.

BAY CITY, MICH.....108 Fifth Avenue
OGDENSBURG, N. Y.....70 Isabella Street
CONNEAUT, O.....922 Day Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue
PORT HURON, MICH.....517 Water Street
ERIE, PA.....107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

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71 Main Street, Buffalo, N. Y.
Telephone Seneca 48.

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SUPERIOR, WIS.....1814 Fourth Street
OGDENSBURG, N. Y.....70 Isabella Street
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MARINE COOKS AND STEWARDS' UNION.

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BUFFALO, N. Y., 55 Main St. Tel. Seneca 2295

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CHICAGO, ILL.....314 N. Clark Street
ASHTABULA, O.....74 Bridge Street
TOLEDO, O.....54 Main Street
DETROIT, MICH.....7 East Woodbridge Street
PORT HURON, MICH.....517 Water Street
CONNEAUT, O.....922 Day Street
OGDENSBURG, N. Y.....70 Isabella Street
NORTH TONAWANDA, N. Y.....152 Main Street
SUPERIOR, WIS.....1721 N. Third Street
BAY CITY, MICH.....108 Fifth Avenue
ERIE, PA.....107 E. Third Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue

UNITED STATES MARINE HOSPITALS AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS.

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS.

Ashland, Wis.	Ogdensburg, N. Y.
Ashtabula Harbor, O.	Oswego, N. Y.
Buffalo, N. Y.	Port Huron, Mich.
Duluth, Minn.	Manitowoc, Wis.
Escanaba, Mich.	Marquette, Mich.
Grand Haven, Mich.	Milwaukee, Wis.
Green Bay, Mich.	Saginaw, Mich.
Houghton, Mich.	Sandusky, O.
Ludington, Mich.	Sault St. Marie, Mich.
Manistee, Mich.	Sheboygan, Wis.
Erie, Pa.	Superior, Wis.
Menominee, Mich.	Toledo, O.

JUDGE DOOLING BARS HINDOOS.

Judge Maurice T. Dooling, of the United States District Court of Appeals, has sustained Secretary of Labor Wilson in his deportation order against twenty-one Hindoos by refusing a writ of habeas corpus. The decision will unquestionably have a far-reaching effect, since it states plainly that the qualifications under the law for admission to our insular possessions are not of themselves sufficient for admission to the mainland.

On the main contention in behalf of the Hindoos that because having already been permitted to land at Manila, they are entitled to land on the mainland as a matter of right and without further examination, the judge says in part as follows:

"The department (of labor) has the power to pass upon the facts of each individual case. And if it determines upon any substantial evidence that there is no demand for the labor of an alien applying for admission, and that a prejudice exists against him, and for these reasons concludes that if admitted he would be likely to become a public charge, the court cannot say, where the alien must depend upon securing labor in order to subsist, that this conclusion is so without support as to require it to be set aside. But, let there be no delusion that this power, once conceded, can be used only in the case of Hindoos. It is equally applicable to every other race. . . . It is a vast power and one upon which, upon the argument of this case, I was very unwilling to believe was lodged in any executive department of the government. But an examination of the adjudicated cases shows a uniform holding that whenever an alien has had an opportunity to present such testimony as he desired to present, the conclusions of the Department of Commerce and Labor, upon the facts, are not open to review if there be any testimony to support them. Nor can the courts inquire whether or no such conclusions are wrong. In the present cases, therefore, the department having the right to determine the fact as to whether these petitioners are persons likely to become public charges, has determined that they are. The fact that this determination is based upon conditions existing in this country rather than upon any particular physical or mental defect in the individual petitioners does not in my judgment make such determination any less final, or render it any more open to review by the courts. For a strong man unable to obtain an opportunity to labor is just as helpless as a weak one unable to perform such labor if the opportunity were afforded him."

In another part of the opinion, Judge Dooling says:

"There may be reasons for rejecting an alien at continental ports which would not exist if he were applying to enter the Philippines. Labor and climatic conditions, and standards of living are so diverse, that one going to the Philippines would not there be likely to become a public charge, might well be likely to become such if he proceed thence to the mainland. A more rigid test may therefore well be applied to those seeking admission to the mainland than that applied to those seeking admission to the Philippines."

The proof of the fact that the Hindoos in question were likely to become public charges, consisted in testimony and affidavits to the effect that there were few avenues of labor open to Hindoo laborers on account of prejudices existing on the Pacific Coast against the employment of such labor. Accordingly the Department of Labor concluded that on account of the small demand for such labor these Hindoo immigrants were likely to become public charges. As intimated by the court, the same conclusion may prevent immigrants of other races also from being landed here. Thus, we may imagine the far-reaching effect of this decision if upheld by the United States Supreme Court.

GREATEST CEMENT REGION.

The Lehigh cement district of eastern Pennsylvania, with a few plants in New Jersey, is the most important cement-making region in the world. As a whole the Lehigh district makes nearly one-third of the cement produced in the United States. The production of cement in Pennsylvania in 1911 was 27,024,725 barrels, valued at $19,306,349, against 27,625,340 barrels, valued at $18,945,835, in 1912. Pennsylvania is by far the leading State in the production of cement, with approximately one-third of the total output of the country.

The production of limestone is the principal factor in giving Pennsylvania first place as a producer of stone. The State is also first in the production of slate, sand and gravel, and lime. In 1911 the total value of the stone quarried in Pennsylvania, exclusive of slate and of limestone made into lime, was $8,147,505; in 1912 it was $9,144,214. In the production of slate Pennsylvania is credited with nearly 60 per cent. of the total output of the United States, the value of the output in 1912 being $3,474,247. Pennsylvania has nearly one-half the total number of lime producers in the United States, and its production is about 25 per cent. of the total quantity and 20 per cent. of the total value, in 1912 the production being 849,159 short tons, valued at $2,679,420. Lime burning as an industry is scattered pretty well over the State.

The combined production of sand and gravel in Pennsylvania in 1911 of 5,689,059 short tons, valued at $3,025,267, increased to 6,509,333 short tons, valued at $3,371,513 in 1912.

COAL IN THE KLONDIKE.

The Northern Light, Power & Coal Co., of Dawson, shipped 10 tons of coal to Fairbanks, Alaska, in mid-August from its mines at Coal Creek, which is near the Alaska-Canadian line on the Canadian side

This shipment was made as a test, and if it gives satisfaction in quality and cost large quantities will be shipped next year to Fairbanks and other places in Alaska. This is not a high-grade coal; it contains a large per cent. of pitch, which causes it to burn quite freely, and for many purposes too freely. It burns to an ash and leaves no clinkers. The coal is now selling at the company's yards in Dawson at $7.75 per ton.

The Five Fingers Coal Co., whose mines are about midway between Dawson and Whitehorse, on the Yukon River, in Yukon Territory, is selling coal in Dawson at $14 per ton. Although a higher grade of coal than that of the other company, it contains a lower per cent. of pitch and forms more or less clinkers in burning.

SAFETY OF PASSENGERS AT SEA.

(Continued from Page 1.)

sense the "act of God" and should have no consideration in any discussion or in any regulations dealing with "Safety of Life at Sea."

They are a condition in which the handiwork of man and the powers of man are of no avail.

It is notable in the legislation of both countries that shipowners have resisted new and specific legislation as long as the public would in any way tolerate such resistance; but step by step as disasters proved the necesity for them, beyond any peradventure, specific rules have been made for the building and the interior arrangement of the vessel for the engine and boilers, and for such life-saving appliances as were calculated to be used by single individuals for the purpose of flotation for a very short time; boats and men to handle them had received no real consideration up to the loss of the "Titanic." There had been many serious disasters at sea but they had not produced the earnest feeling that something must be done.

The development has now reached the point at which the question is of life-saving appliances that are to be used by several at one time, for a longer period, and of the manning and the management of those appliances.

Safety demands that boats and men to handle them be based upon the number of passengers as distinct from tonnage. Up to the present it has been a question of tonnage and the property interests involved.

Shipowners are resisting the present demand for "boats for all" because it will reduce the number of passengers that may now be carried. Boats occupy room, which could otherwise be occupied by passengers. They resist it for the further reason that boats predicate skilled men to handle them and this means additional expense. Boats reduce earning capacity; men increase expense.

It is true that the owner will shift the expense on to the traveler and shipper by higher rates, but he now permits the public to believe that the vessels are thoroughly seaworthy both in their hull, equipment and manning: he points to the certificate of inspection, and discreetly keeps silent about its real meaning. To insure reasonable safety the certificate should really mean what it suggests to the average reader, otherwise it should state that this particular vessel is exempt from the rule of "boats for all," and "efficient men to manage the boats" when boats and men are needed.

This fact should be clearly placed on all the passenger tickets sold for such vessels, and should further be plainly stated in all advertisements issued by or on behalf of the vessel.

The prospectus should tell the truth and if the passenger then chooses to go in such a vessel he would do so with his eyes open. He would not be paying for reasonable safety under the mistaken idea that the Government had examined and certified the vessel as properly equipped with life-saving appliances and seamen for the efficient handling of same.

The element of safety dependent upon self-interest having been swept away by the law, the law must furnish an equivalent in some other law that shall give at least equal safety, and shall be equally binding upon all shipowners.—Andrew Furuseth.

MARINE ENGINEERS' ELECTION.

The annual election of the Marine Engineers' Association, No. 35, of San Francisco, was held Tuesday, December 16, 1913. The following were elected to serve as the officers of the association for the ensuing year:

John S. Purdie, President.

Ernest Pegg, 1st Vice-President.

John M. Riley, 2nd Vice-President.

Vincent Carroll, Recording and Financial Secretary.

A. B. Gibson, Corresponding Secretary and Business Manager.

John M. Powell, Treasurer.

E. C. Mausshardt, Trustee.

Delegates to represent the association at the convention to be held at Washington, D. C., on January 19, 1914—John M. Powell, E. C. Mausshardt, John S. Purdie; alternate, J. J. Wosser.

A law limiting the hours of labor for females in the factories of the State of Pennsylvania, to fifty-four per week, not to exceed ten in any day, went into force on November 1, 1913. The law also provides forty-five minutes for the midday meal. The Department of Labor and Industry is charged with the enforcement of the law.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

for human rights. The Department of Labor was created because of an insistent demand that labor should be represented in the highest councils of the nation—a nation that is largely industrial and whose population mainly consists of wage earners.

The Department of Labor was not intended to be so conducted as to further the schemes of employers to secure workmen at starvation wages, but for the purpose of protecting the material interests of that great majority of citizens that comprise the bread winners of the country. The Department of Commerce, in exercising its functions, seeks to protect the best interest of those engaged in commerce, and so also is the Department of Agriculture engaged in the same mission in conserving the best interests of the agricultural population. The same process of reasoning must be accepted as logical with regard to the Department of Labor.

But labor fully realizes that it must fight for justice. It has also realized that efforts would be made by gradgrind employers to discredit the Department of Labor if its work measured up to the standard designed. While the department has been handicapped it has attempted to perform its duty in accordance with the spirit which created it.

The present effort may be continued and receive some airing, but the labor forces of this country do not propose that unscrupulous employers shall rob them of the right to be heard, nor will they supinely permit the only department of government instituted in their interest to be destroyed because the employers cannot appropriate it to their questionable uses.

Report Convict Labor Bill.

Early in the regular session of Congress the House Labor Committee has begun the consideration of measures referred to it. This is in refreshing contradistinction to the annals of the House Labor Committee prior to the Sixty-second Congress. Upon the appointment of committees at the opening of that Congress W. B. Wilson, now a member of the President's Cabinet, as Secretary of the Department of Labor, was selected chairman of the House Labor Committee, and with him were associated three other trade union representatives. The balance of the committee was also conspicuous for its sympathetic attitude toward all measures proposed to remedy industrial wrongs. This committee gave consideration to every important measure referred to it, and this course will undoubtedly be continued by the present committee, which is headed by Representative David J. Lewis of Maryland, a union coal miner, and made up of a number of trade unionists and others sympathetically inclined. The committee has reported out the Booher-Hensley Bill, conferring on States the right to prohibit the sale of convict-made goods in original packages imported from another State. It is believed that the passage of this bill will correct many of the evils now complained of by States which have prohibited or regulated convict labor within their own borders, but whose products suffer in competition with goods made by convicts in other States. The report states that although the product of convict labor is comparatively small, when the great mass of products from free labor is considered, yet when convict goods are thrown upon the market demoralization and depression is the result. The report asserts that the labor of convicts has attracted both public and private cupidity, and in some of the commonwealths the convict has been exploited not only to the profit of the State, but the products of his labor have become a menace to the economic welfare of the entire community. "The object sought," continues the report, "is to lift the protecting hand of Congress from convict goods shipped from State to State, which shipments, of course, constitute an act of interstate commerce—and subject them upon arrival at their destination to the local law of the State into which they have passed."

Carpenters Amalgamate.

The plan to amalgamate the United Brotherhood of Carpenters and Joiners and the Amalgamated Society of Carpenters and Joiners has been ratified by a referendum vote of the general membership of both organizations and the result publicly announced. The amalgamation is to take place on January 1, 1914, and on that date approximately 9000 members of the Amalgamated Society who live in this country will become members of the United Brotherhood. The Amalgamated Society of Carpenters and Joiners is an English organization, maintaining headquarters in London, England, the American portion of the organization being represented by a Secretary located in New York City. One of the serious obstacles in the way of amalgamation has been the system of benefits provided for by the Amalgamated Association. This matter, however, was settled satisfactorily to the membership of the Amalgamated Association before the referendum vote was sent out. The benefits to which the members of the Amalgaamted Association are entitled will be protected under the terms of the amalgamation.

Children 11 Hours; Men 10.

The employment of women and children under intolerable conditions has not been eliminated in the South, despite vigorous agitation for anti-child labor laws, according to a letter received from a citizen of North Carolina by the National Child Labor Committee. The correspondent tells of conditions under which men work ten hours a day and women and children eleven. "Last week I saw in two counties of North Carolina what seems to me to be about the most successful butchery of the laws of chivalry that I have ever known. At two different places I saw women and children go to work at 6 o'clock in the morning, scores of them. Just one hour after the women and children went to work I saw the men go to work. Men are working ten hours and women and children eleven hours! If women and children can work eleven hours, why not the men? They can, but they have learned that it does not pay to have men work so long. Nobody seems to have given much thought to the women and children. They simply take what is coming. They are not in a position to raise any objection."

The labor movement is a thing not of idealism but of instinct.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

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Branches:
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SAN PEDRO, Cal., P. O. Box 54.

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Branches:
LA CONNER FISHERMEN'S UNION.
LA CONNER, Wash.
GRAYS HARBOR FISHERMEN'S UNION.
ABERDEEN, Wash., P. O. Box 34.
DUWAMISH FISHERMEN'S UNION.
GEORGETOWN, Wash.
SKAGIT RIVER FISHERMEN'S UNION.
FIR, Wash., P. O. Box 6.
COQUILLE RIVER FISHERMEN'S UNION.
PROSPER, Ore.
ALASKA FISHERMEN'S UNION (Local No. 2), KETCHIKAN.
LORING, Alaska.
ALASKA FISHERMEN'S UNION (Local No. 3).
PETERSBURG, Alaska.

ALASKA FISHERMEN'S UNION.

Headquarters:
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Agencies:
SEATTLE, Wash., 84 Seneca St., P. O. Box 42.
ASTORIA, Ore., P. O. Box 138.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA

29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

Over 300 employes of the Fore River Shipbuilding Company at Quincy, Mass., who struck recently, have returned to work, the difference with the management having been settled.

Congressman Raker's Japanese Exclusion bill will be given a hearing before the House Immigration Committee January 22. The Raker bill not only provides for the exclusion of all Asiatic laborers, but also strengthens the Administration features of the present Chinese Exclusion law, particularly as to registration and issuance of certificates.

Over half of the 3,000 striking teamsters and chauffeurs at Indianapolis have returned to work under new agreements, providing for better working conditions and an increase in wages. It is confidently believed that the team owners now refusing to enter into an agreement with the teamsters will soon capitulate and thus end what appeared to be at first the beginning of a long-drawn-out contest.

William J. French, a member of the California Industrial Accident Board, has been appointed a director of the National Committee for Industrial Safety. This organization has a very large membership, including representatives from all branches of industrial work and other associations interested in conservation of life. Mr. French, who is a member of the Typographical Union, has the honor of being the first representative of the committee on the Pacific Coast.

The continued increase in cost of living is indicated in a report made to the Assistant Secretary of the Treasury by the government's general supply committee on the contracts it has let for supplies for the executive departments. It is shown that the cost of groceries and household supplies has increased 17 per cent. as compared with last year; lumber, 10 per cent.; fuel and ice, 7 per cent., and dry goods, 5 per cent. A decrease is shown in the prices of forage, flour, and feed, 20 per cent.; paints and oils, 12 per cent.; hardware, 7 per cent., and furniture, stationery, and electrical engineering supplies, 5 per cent. each. Drugs and chemicals, laboratory apparatus, photographic supplies, engraving, and printing supplies, and incandescent gas lamp supplies are recorded as being stationary in price.

Senator Stone has submitted three resolutions in the Senate for the purpose of securing information from various departments of government with reference to the importation of convict-made goods. There has been a law upon the statute books for the last twenty-five years prohibiting the importation of convict-made goods. Recently complaint has been made that these goods were being imported, notwithstanding the fact that the new tariff expressly prohibits their importation. In the European penal institutions the manufacture of commodities takes a wide range. The information sought by the resolutions introduced by Senator Stone is for the purpose of forming a basis upon which to construct legislation to cover the defects, if any, which will be brought out by the compliance with the resolutions referred to.

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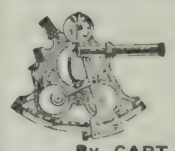
Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Aagaard, A.
Abrahamsen, Johan
Alonzo, Julius
Anderson, T.
Anderson, H. -1352
Anderson, A. -1638
Anderson, Martin
Behr, Henry
Bishop, Patrick
Brunstrom, Gust.
Bartsch, W.
Balk, Marius
Berger, C.
Brandlung, G.
Burholtp, F.
Carlsen, Rudolf
Chevalier, U.
Christiansen, Nels
Christiansen, Anton
Chudelow, Geo.
Carlson, Harold
Christensen, H. -1366
Christensen, Trygar
Daughty, Pearly
Edvardsen, Anton
Engstrom, Fred
Engebrietsen, E.
Erlandsen, E. L.
Ferguson, Robert
Fonslund, Victor
Freeman, J.
Frammess, Ivar
Graa, P. C.
Grant, Dave
Grant, J. J.
Gangsrud, O. K.
Gunther, Max
Hallnes, M.
Heiam, Dan
Hagen, Carl
Helpap, A.
Holst, L.
Iversen, A. S.
Johnson, Charles O.
Jensen, Hans
Jensen, Jens
Jacobs, Wm.
Jacobsen, Johan
Johansen, O. K.
Johnson, Ernest
Klebnikoff, I. W.
King, Frederick
Kirwan, M. L.
Kohlmasher, O.
Kealy, James
Kenny, James
Kristiansen, K. F.
Ludicar, K.
Ludulgsen, Arni
Larsen, L. A.
Larsen, G. -1692
Larsen, Harry
Larsen, G. E.
Lillian, Ole
Lunder, B.
McPherson, R.
McNeary, J.
Mikkelsen, K. -1620
Mattson, Taivo
Matson, F.
McGoldrick, J.
Mehut, Joseph
Monsen, S.
Matson, M.
Martinsen, Chr.
Martinsolin, P. A.
Maitak, M.
Martens, Paul
McManigal, Thos.
Moen, R.
Nilsen, Martin
Nilsen, Oscar J.
Nissen, Louis
Nelson, Ed.
Nelson, Ludick
Nelson, Carl
Nelson, Albert
Noeri, H.
Olsen, O. P.
Owens, J. H.
Olsen, Albert
Olsen, Christ
Olsen, M. E. -1231
Olsen, Edwin
Owen, J. H.
Pedersen, Peder
Petersen, Vic.
Petterson, Richard
Petterson, S.
Peterson, Alf. -723
Richardsen, Adam
Roos, B.
Strasdin, A. W.
Sorensen, Geo.
Saar, J.
Satveit, Geo.
Smith, Clayton
Steffensen, F.
Stjerne, P. A.
Sund, K. A.
Thomson, W. Reg.
Taede, Jens
Thompson, T.
Terkelsen, A.
Taktz, R. Package
Waho, M.
Weekdroup, H.
Valentine, G.

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INFORMATION WANTED.

Axel Peterson, F. Lundberg, J. Gustafson, M. Garcia, crew of the steamer Riverside, at the time she towed in the Oceana Vance, kindly call at the office of the Charles Nelson Co. for money due them.

Victor N. Kvenen, a native of Belgium, age 32, last heard of in Ashtabula, Ohio, April, 1909, inquired for by his brother John Kvenen, Route 2, Raleigh, Tenn.

Valetine (Walter) Zima from Lubiachowo, Kreis Schrimm, Province Posen, Germany; last address Sailors' Union Hall, Seattle. Please communicate with Imperial German Consul, Seattle, Wash.

Anyone who was on the schooner "Americana" on January 29, when Louis Buttner was injured, is respectfully requested to communicate with the injured man. Address Sailors' Union of the Pacific, San Francisco, Cal

William McGrail, of Baltimore, Md., who sailed on the Atlantic and Gulf Coasts as cook for a number of years, is inquired for by his brother, George McGrail, 603 Decatur street, New Orleans, La

Carl Julius Carlson, born in Sweden in 1877, is inquired for by his mother. There is about $2000 due him from his father's estate. Last heard of in September, 1902, on the Atlantic Coast. Previously sailed on the Clifford between St. Johns and New York. Address Fru Sophia Carlson, Klubbegard, Hallands Lan, Heberg, Sweden.

John Nurm is requested to communicate at once with F. R. Wall, 324 Merchants' Exchange, San Francisco.

William Fayette White, whose mother died recently, is inquired for by his brother. Anyone knowing his whereabouts please address S. A. White, 106 W. Salem Ave., Roanoke, Va.

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Eureka, Cal., Letter List.

Ahlstrom, Harry
Breien, Hans
Clausen, Fred
Ehlert, August
Ericksen, Anton
Gudmundsen, Gudmund
Hansen, Harold
Hansen, Harry -1827 (Photo)
Hansen, Hans M.
Jacobsen, W.
Jensen, George
Nilsen, Anton
Noel, Louis R.
Lutzen, Waldemar
Publicaties, August
Robertsen, A.
Schultz, F. J.
Sejversen, Paul
Thorssen, Fredrik N.

Michael D. Harrington, who has been sailing on the Pacific Coast since 1910; last heard of on vessel sailing from San Francisco to Seattle; anyone knowing his whereabouts please notify Dennis J. Harrington, care of Winthrops Yacht Supply Co., Winthrops Beach, Mass.

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RAYMOND, WASH.

THE OLYMPIC CLUB
CIGARS, TOBACCO, POOL and BILLIARDS
All Daily Papers—Coast Seamen's Journal
RAYMOND WASHINGTON

Portland, Or., Letter List.

Anderson, Gust	Larsen, Hans -1677
-1808	Larsen, Alfred
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Backanan, Paul	Lemarchand, Louis
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Bergman, Karl W.	Lipclasey, John
Berglund, Ed.	Lierch, Paul
Boyard, C. E.	Lallwer, Alexander
Bohm, Franc	Mattson, Maurits
Bultz, Ernest	Macrae, Alexander
Carlsen, Charlie	Mikalsen, Andreas
Carlson, Jack	Miller, H. B.
Cagdell, D. J.	Maxnes, Kristian
Day, Aca	Miller, Chas.
Dahl, Henry	Neuling, Albert
Drenkholn, M.	Nelson, C. J.
Edstrom, John	Nielsen, Kristian
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Essen, Carl Axel	O'Brien, Jack
Ekham, Frans	Olsen, Ansgar
Goralia, Piet	Olsson, J. W.
Gynther, John	Olsen, John Andreas
Hall, G. A.	Olsen, Andy
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Hansen, Bernhard	Pakeman, Paul
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Mikalsen	Sandbarg, Alfred
Hock, Garve	Larsen
Johanson, John F.	Schroda, Peter H.
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Johnson, Ole C.	Schulz, Alfred
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Johnsen, J. -983	Schmidt, Louis
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Kirker, Alexander	Thomel, Martin
Koap, Nick	Warren, C.
Kristensen, Otta	Welson, J.
Kranstrand, H. T.	Wishart, John
Laine, Frank	Wieprecht, Ernest
Larsen, Laren	Wikstram, W.

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Aberdeen, Wash., Letter List.

Andersen, -1352	Kuhnert, Walter
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Arntzen, Werner	Lorsin, G. L.
Armstrong, Harry	Larsen, Lars
Berger, C.	Mallkoff, Pete
Behn, Alfred	Michelsen, Chas.
Brown, C.	Martin, James
Carlstrom, John	Marlinee, Walter
Christensen, Albert	Mertz, G.
Carson, Edward	Mekerman, Ernest
Calchnell, J.	Nikolin, E. Miko
Doyle, Wm.	Olsen, Nils
Eklund, Chas.	Oksanen, Juko
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Granberg, Eric	Rommel, Andrew
Graf, Otto	Richendsen, Hilmar
Glase, Gustav	Sandstrom, Hugo
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Johnson, Gus	Packages.
Jensen, Harry	Hansen, John
Kallio, Frans	MacGuire, O. F.
Kristiansen, Nils	

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INFORMATION WANTED.

Any one knowing the whereabouts of Enoch Joseph Horsfold, 18 years old, native of New Zealand, please communicate with Coast Seamen's Journal.

Any one knowing the address of Thos. Symington, age 59, last heard from in Seattle, Wash., 1908, will please communicate with John Sym- Chicago, Ill.

Any one knowing the whereabouts of John Burke No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

Albert Smith, a native of Cork, Ireland, who left the American ship John C. Meyer, on Feb. 20, 1911, is very anxiously inquired for by his wife. Please notify British Consul General at San Francisco.

Reiar Gundersen is inquired for by his brother, B. C. Gundersen. Anyone knowing his whereabouts please communicate with the Coast Seamen's Journal.

Home News.

The New York Legislature passed all the measures advocated by Governor Glynn, appropriated $1,450,000, of which $160,000 was to pay for the Sulzer impeachment trial, and adjourned.

Judge M. T. Dooling of the United States District Court at San Francisco, has handed down a decision which will doubtless create no little excitement in immigration cricles on both coasts when he ruled that Hindoos cannot enter the United States through Manila, P. I., despite the fact that Manila is an American possession. By this ruling he denied the writ of habeas corpus sought by Attorneys John L. McNab and Timothy Healy for twenty-two Hindoos who had been ordered deported.

The savings banks of the country have abandoned their opposition to the postal savings banks, according to R. C. Stephenson, of South Bend, Ind., president of the savings bank section of the American Bankers' Association. The report of the president of the section to its annual meeting shows that savings banks have not suffered appreciably by the introduction of the postal savings system, it being stated that the money deposited with the government probably would not have gone into the savings banks.

The prison management at San Quentin, Cal., has determined to abolish the old system of clothing the convicts with striped suits. The only instance in which the striped suit will be used will be in the case of men who are in solitary confinement. The suits which have been worn were destroyed by being burned, and nearly 2,000 convicts in gray cadet suits witnessed a custom of many years standing going up in smoke. Hereafter there will be marks for the different classes. Broad black bands on the cap and black crescents on the sleeve will be the marks of distinction.

Secretary of Commerce Redfield recommended the consolidation of the revenue cutter and lifesaving services into one organization to be known as the Coast Guard. Such a consolidation, he thinks, would increase the efficiency of each service, with the idea that the new coast guard should become a first naval reserve in time of war. The increase in cost would be about $400,000. He also recommends the passage of legislation for the retirement of lifesavers on pensions. He gives point to his argument by showing that the revenue cutter and lifesaving services saved 4,423 lives in 1913 and salvaged property worth more than $16,000,000.

Commissioner General of Immigration Caminetti is reported to have said that upon his return to Washington he would urge an appropriation for a fast power-boat to be used on Puget Sound to suppress smuggling of Chinese and forbidden goods; a border patrol from the Cascades to the coast; new regulations requiring both Chinese students here on their own initiative and the authorities of the schools they attend to make more complete and more frequent reports, and would seek, through mediation with Great Britain, regulations that will minimize the Hindoo immigration and will endeavor to strengthen the immigration laws generally before the Panama canal opens in 1915.

Domestic and Naval.

The "Seward" and the "Wright," two army transports out of commission in the Philippines, will be sold if Congress assents to War Department's recommendation.

The Secretary of the Navy has ordered the torpedo boat destroyer "Stringham," built by Harlan & Hollingsworth in 1905 to be stricken from the Navy list. She will be sold in the near future, with four similar craft, to the highest bidders.

Floating barrooms within harbor limits of cities must comply with city liquor regulations. The Supreme Court so decided on December 1 in the case of William Raab, who contended that New Orleans regulations did not extend to an excursion steamer on interstate waters.

It is reported that the British Admiralty has purchased several large tank steamers from one of the oil companies. The new vessels, it is stated, are to be added to the small fleet of oil-carriers already employed in transporting oil, which is now required by the British Navy in large quantities.

Galveston's second cargo of import corn, consisting of approximately 200,000 bushels, arrived recently on board the British steamship "Beckenham" from Buenos Aires. The corn is consigned to a Wichita Falls company and is all sacked, there being on board 103,029 bags, each bag weighing about 140 pounds.

The date of the official opening of the Cape Cod canal has been set for July 4, 1914. A pageant is to be arranged to celebrate the opening. Beginning at the head of Buzzard's Bay, the canal cuts Cape Cod through to Massachusetts Bay at Sandwich, making it possible for coastwise shipping to avoid the dangerous shoals of the present route.

Government supplies and war materials for use by the army, navy or civil force in the Panama Canal Zone shall be transported from the United States in American vessels only, under a joint resolution introduced in the Senate December 1 by Senator Weeks. The measure also provides that the carrying shall be done by the lowest bidders.

An extensive system of wireless-telegraph stations on the continent and in its colonies has been planned by the Portuguese Government. The preliminary work at the Lisbon and Oporto stations is well advanced. The station at Lisbon will be equipped with powerful apparatus capable of communicating 2,200 miles by day and double the distance at night.

The White Star liner "Britannic" will be launched during February next. It was thought that the introduction of the ash ejectors in the bottom and other alterations in the construction of the hull would have resulted in the vessel being kept back until later in the year; but such excellent progress has been made that the great vessel should be in the water within the next two months.

G. M. Pynchon, of New York, owner of the racing sloop "Istalena," will look after the interests of the syndicate of Philadelphia, New York and Boston men who will finance a 75-foot sloop to enter the America's Cup trial races next year. The design, as drawn up by George Owen, of Boston, provides for a draft of 13 feet on an overall length of 108 feet. The boat is expected to be built at Bath, Me.

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IMPORTANT NOTICE.

The members of the crew of the steamer "Hyades" who witnessed the assault upon Victor Petitmangen by the first officer of that vessel are requested to report immediately to the Secretary or any Agent of the Sailors' Union of the Pacific in order that depositions of their evidence may be forwarded to Honolulu.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Abolin, Chris.
Abrahams, A. M.
Abrahamsen, Johan
Aga, Johan
Alexanderson, Paul
Andersen, Albert
Andersen, Albert H.
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Anderson, A.
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Ballot, John
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Barr, Gustav
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Campbel, Wm. H.
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Carlson, Henning
Carlson, Julius
Carlson, O. S.
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Carson, Charlie
Carter, Sidney
Ceelan, John
Chaler, Bautista
Charles.
Dahlgren, Niels
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Anderson, Fritz
Anderson, Harry
Anderson, Henry
Anderson, Vittor
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Andersson, P. A.
Andstrom, Ivar
Anderson, Jim
Anderson, Josef
Anderson, Peter
Anderson, S. A.
Anderson, Thorus
Anderson, Wm.
Andreassen, Ole
Applequest, Otto
Arndt, Mike
Bloomfield, S.
Blom, Gustaf
Blucker, John
Bode, Wilh.
Boe, Karl R.
Bohm, Emil
Bohnhoff, Heinr
Bordin, Hans
Boss, Leander
Bourns, Thos.
Boyes, C.
Bradic, Frank
Brams, Carl
Brander, W.
Brandt, Birger
Brennesser, Otto
Broberg, Charles
Brooke, Oswald A.
Broun, Frank
Brownell, W.
Bryan, Geo. F.
Buaas, Thomas
Buck Arthur
Burgess, A.
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Hanson, August
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Hansen, C. T.
Hansen, Emanuel
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Haugen, Hans C.
Hansen, Hans M.
Hansen, Henry
Hansen, John
Hansen, Oluf
Hansen, O. R.
Hansen, Tarleif
Hansen, Walter
Iversen, Tom
Jacobsen, Olaf
Jackisch, Magnus
Jacobsen, Martin
Jahuke, Otto
Jamsa, James
Jensen, C.
Jansen, Hans
Jensen, Just
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Jepsen, S. W.
Jersch, William
Jespersen, Martin
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Johansen, E. O.
Johansen, Harold V.
Johansen, H. B.
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Joranson, Frank
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Kaeh, R.
Kylander, H.
Kalnin, E.
Kallasman, E.
Kralvik, Oskar
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Karlsen, Gustav
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Lagerquist, G.
Lahmeyer, Herman
Lakashas, H. -1684
Lambert, Edward
Lanne, Rudolph
Larison, Hens
Larka, Edvard
Larsen, Erik J.
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Larssen, Finval
Larsson, Axel
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Lefevre, L.
Macdonald, George
Madsen, C.
Mahoney, F. E.
Makinen, Karl
Malmberg, Ellis
Malmin, Tom
Manus, J. M.
Mariner, R. W.
Martin, Dan
Martin, Jack
Martinsen, Ingvald
Mason, George
Mathiesen, Ludvig
Mattson, Chas.
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McKency, William
McKeating, R.
McLellan, John
Nanberg, Gus
Nanjack, Gustav
Naystrom, Victor
Neergaard, Anton C
Nelson, Christ
Nelson, Lewis
Nelson, W.
Nerlicht, Arthur
Never, Aug.
Nielsen, Ed.
Nick, Peter
Nielsen, Chas.
Nelsen, Hans
Nielsen, N. J.
Ober, John
Oberg, C. V. -790
Olman, P.
Olsen, Charles A.
Olsen, Frank
Olsen, Harry
Olsen, Jorgen
Olsen, Marius
Olsen, O.
Olsen, O. -1283
Olsen, Olaf
Olsen, Olaf D.
Hansen, Wilhelm
Hanson, G.
Hatwyk, Ivar.
Hauschild, Fernand
Hedberg, Alfred
Hedlund, Olof
Heiberger, Morgan
Heisterman, P. H.
Helgesen, Einar
Hellpap, August
Helt, I.
Hendry, John
Henry, H. A.
Henry, H. H.
Henry, James
Heyne, H. -1927
Hjorth, John
Hogan, A.
Holberg, John
Holland, Ed
Holman, William
Holt, Adolf
Holt, Carl C.
Horse, Frank
Hoye, Haakon
Hubert, Emil
Hubner, C. F. W.
Huse, Eduard
Johannessen, Anton
Johansson, Carl
Johansson, Johan
Johansen, J. -2021
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Johansen, Thos. W.
Johnsen, T. -1343
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Johnson, Eric
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Jorgensen, Fred
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Jorgensen, Peter A.
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Jurishuck, O. A.
Kesberg, Karl
Kilgore, George
Klausen, C.
Klehingat, Fred
Kleishman, Frank
Kninling, F.
Koak, Hermann
Kopatz, Oscar
Koso, Bett
Kramer, Fred
Kristiansen, Hans
Krogset, S. H.
Krohn, Heinrich
Krulisch, Frans
Krysmann, Karl
Lekschass, M.
Lester, J. O.
Liberg, R.
Lill, Charles
Lindrob, Otto
Lindsay, P. J.
Littlestorm
Ljungquist, H.
Lofgren, Richard
Louis, Cain
Lovera, Paul
Lubke, J.
Ludwig, Jack
Lundberg, C. J.
Lund, Chr.
Lundberg, Thorsten
Lundh, Harry
Lundholm, Frans
Lundkrist, O. E.
Lundquist, Vorald
McMahon, J. T.
McRae, J. W.
Mehrtens, H.
Mersman, A.
Mertens, H.
Meyer, Erwien
Meyer, Frank
Mikkelson, Alfred
Minor, C. F.
Moen, Robert
Mohr, Ernest
Mollyhus, Ingvar
Monk, Chas.
Morris, Oscar R.
Mortensen, John R.
Muller, Albert R.
Muller, John
Murphy, Edward
Murray, C. P.
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Nielsen, N. P.
Nielsen, Pete
Nikolaisen, Carl
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Nilsen, Axel
Nilsen, Edan E.
Nilsen, Oscar F.
Nordin, Gus
Nordling, S. B.
Nordstrom, Charles
Nordstrom, Wiektor
Nylund, John
Olsen, Robert
Olsen, Senerin
Olson, Arne
Olson, Henrik
Olssen, Oscar
Olsson, -677
Olsson, -1187
Olsson, Gustaf B.
Orfano, Vappo
Orman, Verney
Osterberg, J.
Osterhoff, H.
Olsen, Olair S.
Olsen, Olav T.
Olsen, Oscar F.
Olsen, Oscar Wil-
Olsen, Oswald
Palludon, Charles
Pankhurst, Thos.
Patterson, P. A.
Pearson, J. S.
Pearson, J. T.
Pedersen, Eilif
Pedersen, Ole
Pedersen, Paul
Pedersen, Petter A.
Pedersen, Vilhelm
Pedersen, -1560
Pedersen, Reinhold
Pederson, S. R.
Pennell, Jim
Pernki, C.
Perrin, H.
Person, C. -1508
Peters, J.
Quigley, R. O.
Raash, Otto
Randrop, John
Randstrom, Gus
Rastad, Erling
Rath, H.
Redpath, A.
Reimer, Peter
Reinhold, Ernest
Rellas, Jack
Renvald
Richter, N.
Saarde, Als
Sahke, John F.
Sahlman, Chas.
Sandstrom, Hugo
Sandy, Oskar
Sanne, Rudolf
Salzer, Julius
Samuelsen, Leonard
Sandset, Ole
Saunders, James B.
Scaribosia, Mario
Schellenberg, H.
Scher, G.
Schlabis, Edward
Schmidt, George
Schmidt, Hans
Schrej, G. W.
Schroder, Ernst
Schroder, Hans,
Shults, Max
Schultz, O. L. A.
Schulz, John A.
Schuster, Jakob
Scott, Ed
Seablom, Albert
Sederholm, Anton
Seidel, W. K. L.
Selander, John
Selander, W.
Seldal, Peter
Selen, J.
Sewall, Harry
Shmensen, Rihlart
Shultman, Jacob
Sievers, G. P.
Sikman, Andrei
Silpy, Mike
Siogren, John
Sjoros, J.
Skedsmo, A.
Taivola, Gust
Tamisar, P.
Tammon, Chr.
Taylor, J.
Thee, Rudolf
Tenneson, E.
Theorin, John E.
Tergeson, T.
Thieltsen, Karl
Thodal, H.
Thomasen, Benjamin
Thompson, Theodor
Thorkilsen, Jonas
Thorsen, Chas.
Thorsen, Herman
Thorsen, Jens
Uderkull, Karl
Uesair, M.
Uhl, Theodore
Uhlig, Carl
Valboe, Harry
Vaittl, Jalmar
Velure, Hilge
Vermagoret, Anatole
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Wahl, Robert
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West, Wakon A.
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Whiteworth
Wickstrom, Anton
Williamson, W. A.
Williams, Seth
Williams, Thomas
Ziehr, Ernest
Zihrul, M.
Zoe, Francis
Ouckberlong, Fred
Owens, G.
Owens, John -1158
Owens, Peter
Petersen, Frank
Petersen, John
Petersen, Karl
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Pettersen, Anders L.
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Punis, Anthony
Rils, Harry
Rivera, John
Roalsen, Fred
Rohan, Billy
Rose, Wm.
Rosenquist, A.
Rudt, Walter
Rundquist, O.
Rusberg, H.
Russell, Jim
Skoglund, H.
Slangeland, P. P.
Slettingdalen, Einar
Smith, Ernest
Smith, G.
Smith, Johan
Smith, Max
Smyth, Wm.
Soneson, Wm.
Sonnenberg, J. C.
Sorne, F.
Sparch, Tom
Spark, A. V.
Sping, James
Stange, A. -2063
Stangeland, P. A.
Steen, Harold
Stein, Emil
Steiner, John
Stelle, John
Stenman, Dick
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Stoaf, Louis
Stolt, Andes
Strand, Louis
Strandquist, Louis
Strasdin, Hans
Straus, Walter
Strom, Leonard
Stuart, James G.
Sullivan, Axel
Sullivan, John
Sundberg, K. K.
Sund, Alexander
Sundquist, Ernst
Sundquist, W. W.
Swan, W. S.
Swarthey, Norman
Swanson, Listen
Tietjen, B. H.
Tollefsen, Andreas
Tollefsen, Hans
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Torbjornsen, Andrev
Torgerson, C.
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Trautmann, P.
Trede, Hans
Treiberg, P.
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Turner, Fred
Tvede, Jens
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Ulle, Ole O.
Uppit, Walter
Ursin, J.
Viereck, Henry -142
Vittemajor, W. U.
Vold, O. P.
Voss, Bernhard
Williams, Trevor D.
Wilson, J.
Wittenborn, Hans
Wattgren, T. M.
Wendel, Emil
Wickstrom, Axel
Willmann, Will
Wills, George
Wilson, Robert
Winkel, August
Woldhouse, John
Wold, Statius
Zoe, Frank
Zoerb, Walter

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Andersen, E. -1739
Andreasen, H. -1477
Anderson, A.
Baardsen, Tillef
Balda, A.
Beling, Oscar
Bertelsen, Alf.
Bjorseth, Knut
Brevick, Johan
Eriksen, Gerhard
Buas, Tomas
Christoffersen, Olaf
Ellefsen, Otto
Ericson, Otto
Gasman, Geo. A.
Gumoes, Fredrick
Hansen, Chr. M.
Hansen, Hans
Hansen, Karl
Hanson, Marins
Hartog, John
Haye, Haakon
Hendriksen, H. -1333
Iversen, Reidar
Jensen, Just.
Jespersen, Martin
Johansen, E. M.
Johnson, Ivar
Johansen, J. J. -2021
Johanson, Nils A.
Johnson, W.
Jorgensen, Jorgen
Jorgensen, Oluv
Kaspersen, Henrik
Korsberg, Wolmar
Laydon, D.
Lindroth, Erik
Madson, Olaf
Moen, Robert
Mortensen, John
Nelson, Hasmund
Nilsen, Emil
Olsen, -1244
Olsen, Henrik
Ottem, Aksel
Persson, Oscar
Petersen, Olav
Prieberg, P.
Raasch, O.
Rasmussen, E.
Rimmer, Chas.
Smith, Johan
Strandquist, Louis
Summers, James
Thorsell, Chas.
Thorsen, Jens
Torkildsen, Jonas
Trondsen, J. M.
Van Pratwijk, Johannes
Wakely, R. E.
Walters, Albert B.
Weishaar, Hans
Willander, -876

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Capital actually paid up in Cash	1,000,000.00
Reserve & Contingent Funds	1,757,148.57
Employees' Pension Fund..	158,261.32
Number of Depositors.....	62,134

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Pt. Townsend Letter List.

Andersen, E. T.	Mertz, George E.
Alango, John	Nachtigall, H.
Hermansen, L.	Rosbeck, Gustaf
Johansen, John	Shold, Chas. A.
Johnson, Ole	Varner, C.
Moore, George	Wilson, Gus

INFORMATION WANTED.

Anyone knowing the relatives of Chas. Green, who was drowned at Nome, Alaska, October 5, 1913, kindly notify Coast Seamen's Journal.

Marcus Andersen, a native of Norway, age 24, five feet seven inches tall, dark hair, fair complexion; sailing on the Lakes when last heard from, in 1911. Any noe knowing his whereabouts please notify Geo. Johnson, 5727 Sangamon street, Chicago, Ill.



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Carlson, Eric	Lizs, Otto
Cefalia, Vinzenco	Pinner, Robert
Erikse, Johan	Portanen, Alex
Ericksen, E. John	Petersen, F. V.
Hagen, L. P.	Swanson, John
Johanson, E. O.	Widlund, O. E.
Jeschke, Hans	Walrath, G. O.

Seattle, Wash.

Abolin, Adam	Osterlund, Albert
Borgen, K. Sigurdsen	Olsson, Sigfrid
	Peterson, Andrew K
Dahl, Ben.	Phister, Albert
Fister, Johannes	Polhome, Mr.
Finnigan, I. H.	Ridderstaff, Ernest
Hagen, Gunder	Rye, F. M. J.
Jensen, Gustav	Selback, Chris.
Johansen, Ingvald	Slinning, Rasmus O
Johnson, Axel	Spellman, Tom.
Nelson, Nels Wilhelm	Starks, John
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Tacoma Letter List.

Buckland, Wm.	Mynchmeyer, Harry
Christensen, Albert	Nielsen, C. W.
Conley, J. H.	Nissi, Clemmens
Ellison, Harry H.	Olsen, Martin
Foss, Alfred	Olsen, O.
Flinkenberg, Alno	Petterson, J. M.
Freeling, Chas.	Plesner, Levi J.
Hansel, C. M.	Seblom, John
Hansen, Johannes	Simonsen, Sivgard
Jorgensen, ePter A.	Strand, Chas.
Knappe, Adolph	Thoresen, Axel L.
Loren, A. L.	Wessman, John
Marin, Joe D.	

INFORMATION WANTED.

Johannes Larsen, age 22, born in Fitje, Norway, is inquired for by his brother, Ingolf Vestrick. Anybody knowing his whereabouts please notify his brother at 9 Mission street, San Francisco.

A. J. Nielson, who was injured on the "Minnie E. Kelton" at the time of her loss, please communicate with H. W. Hutton, 527 Pacific Building, San Francisco, Cal.

News from Abroad.

The Russian Government proposed to the Powers the withdrawal of all foreign troops, including even legation guards, from China proper.

It was announced that an international committee was organizing at Basel, Switzerland, for a world-wide campaign to stop the wholesale destruction of wild animals.

The American Tobacco Trust was reported to have acquired a foothold in Russia, having effected an amalgamation of the leading tobacco concerns there and concluded a working agreement with them.

Germany signified her acceptance of the invitation of the United States to send warships to represent her at the opening of the Panama Canal. The Reichstag took recess until January 13 without a decision on the bill appropriating $500,000 for the Panama-Pacific Exposition.

The Italian Government was interrogated in the Chamber of Deputies recently regarding the exclusion from the United States of illiterate immigrants, with special reference to what measures it intended to take in the way of a remedy. It was stated in behalf of the Government that intervention in the internal affairs of the United States was impossible. It was suggested that the only means to combat exclusion was through diplomatic influence and by establishing schools in Italy for emigrants.

Sir Harry Johnson, presiding at a meeting of the African Society in London, said it has been proved that South Africa has a very ancient civilization. He said: "Startling intelligence will shortly be received from South Africa concerning the antiquity of man there. I am not empowered to mention in detail the discoveries to which I refer, but they concern skulls and art, indicating that South Africa has a very ancient human history. Some of the skulls seem to indicate Caucasian rather than a negro origin."

A minimum wage for women employed in the making of clothes and who work and eat in their homes has been adopted by the French Chamber. During the discussion on the bill it was proved that many women did a day's work for less than two francs pay. The case of a girl who received fr. 1 40c for an embroidered collar which had taken 37 hours to do was mentioned. The inadequacy of the rate of pay was shown to be due to the competition of married women who are content to do work for very little merely to add to the money earned by their husbands.

The Canadian Government has taken drastic action in dealing with the Hindu problem. An order has been issued prohibiting until March 31 the entry to British Columbia of all artisans and laborers. The order is general in its application and is not restricted to any particular race or people coming from any particular country. Officially, the reason set for the Government's action is the present congested condition of labor on the Pacific Coast. However, the matter was brought to a head by the Hindu question, arising out of the judgment of Chief Justice Hunter of British Columbia declaring in effect that the restrictions heretofore imposed by the Government in respect to immigration of this class are untenable and not contsitutionally operative.

With the Wits.

Never Quit.—"In the old days doctors used to bleed patients for most of the diseases."

"They still do, my boy; they still do."—Detroit Free Press.

Unavoidable.—"Have you been able to meet all the demands of your creditors?"

"Meet them? I haven't been able to avoid them."—Pueblo Express.

Legal Procedure.—The Sinner had been weighed in the balance and found wanting.

Whereupon the attorneys for the Sinner filed a motion for a new trial on the ground that the scales were out of order.—Cincinnati Enquirer.

Double Trouble.—"We've got a great road now," said an enthusiastic Western railroader to his friend. "We've got it double-tracked clear through to Chicago."

"H'm," said the friend. "I don't see what you want a double track for. You can't keep your trains on one."—Everybody's.

Just a Hint.—They had scrambled through the first dance on the program and he was leading her back to a seat.

"I could die dancing, couldn't you?" he asked.

"No," she replied. "There are pleasanter ways than being trampled to death."—Cincinnati Enquirer.

Limited Advice.—An Irish priest had labored hard with one of his flock to induce him to give up the habit of drinking, but the man was reluctant.

"I tell you, Michael," said the priest, "whisky is your worst enemy, and you should keep as far away from it as you can."

"My inimy, is it, father?" responded Michael. "And it was your riverince's silf that was tellin' us in the pulpit only last Sunday to love our inimies!"

"So I was, Michael," rejoined the priest; "but was I anywhere telling you to swallow 'em?"—Tit-Bits.

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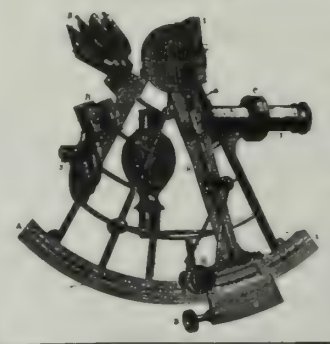
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Gents' Clothing and Furnishings

Furnishing Goods, Hats, Caps, Trunks, Valises, Bags, Etc., Boots, Shoes, Rubber Boots and Oil Clothing. Seamen's Outfits a specialty.

If you want first-class goods at the lowest market price, give us a call. Do not make a mistake—Look for the Name and Number.

Joint Accounts

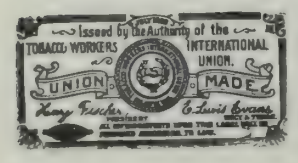
This bank will open accounts in the name of two individuals, for instance, man and wife, either of whom may deposit money for or draw against the account

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San Francisco

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CAN'T BUST 'EM

OVERALLS & PANTS

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ARGONAUT SHIRTS

COAST SEAMEN'S JOURNAL

FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XXVII, No. 16. SAN FRANCISCO, WEDNESDAY, DECEMBER 31, 1913. Whole No. 2258.

CORRUPT LOBBY AT WORK.

A recent issue of La Follette's Weekly deals at some length with the tactics of the corrupt shipping lobby which is and has been hovering about Congress in a last desperate effort to stem the popular tide which demands effective legislation for greater safety of life at sea. In order to prove the weakness of the opponents' case some of the contemptible misrepresentations resorted to by the shipping interests are ably analyzed by Senator La Follette, as follows:

Unmoved by the fearful toll of life taken in the recent storm upon the Great Lakes, the shipping lobby is bearing down harder than ever upon the House to defeat the Seamen's bill.

The Lake Michigan Association of Passenger and Package Freight Steamboat lines, and similar organizations, are continuing the campaign to break down the legislation proposed in Senator La Follette's bill which passed the Senate and is pending before the Committee on Merchant Marine and Fisheries of the House of Representatives.

These boatowners and operators misrepresent this legislation and through their misrepresentations are misleading commercial bodies and well-intentioned merchants to take action in opposition to this measure.

A Campaign of Misrepresentation.

The association named above has sent out a circular letter saying: "The La Follette Seamen's bill requires that lake as well as ocean steamers be equipped with lifeboats to the entire exclusion of all other apparatus, formerly approved by the Government."

This is not so. The La Follette bill does not exclude other apparatus. It requires that they shall have sufficient lifeboat capacity to take care of all on board. They can have as many other kinds of apparatus as suits their fancy and they must have such other apparatus as the law requires.

This letter states that the bill as originally drafted was constructed to cover conditions on the ocean only.

This is not so. The bill as originally drafted covered the Great Lakes as well as the ocean.

The letter states that the Great Lakes are as much entitled to exemption as are the steamers plying rivers.

The fate of about twenty ships wrecked in the recent storm with the more than 250 lives they carried down is a sufficient answer to this plea.

The letter states that the bill calls for no standard of efficiency; that in three years' service at sea a man may have no experience in handling a lifeboat.

The bill provides that a man shall have had three years' experience on deck at sea or in the Great Lakes before he shall be rated as an able seaman; that there shall be at least two of such men to man each lifeboat; and that these men shall be "drilled" in the handling and lowering of lifeboats under rules and regulations prescribed by the Board of Supervising Inspectors. There is nothing in the bill that prevents the training of the entire crew in the handling of lifeboats.

This same charge was made on the floor of the Senate and was so successfully refuted that the effort of the enemies of this legislation to load the bill down with unnecessary verbiage, and to substitute mere skill in harbor drill for experience at sea, was overwhelmingly defeated.

The letter complains because the bill gives the seaman the right to compel the payment of his wages upon demand.

There is every reason why the seaman should be permitted to have his wages upon demand. The seaman should be permitted to have his wages when he comes into port. The bill gives him permission to leave the employment of the vessel, and he should have not only the right to liberty but the means which he has earned to avail himself of that liberty. It is a liberty that is accorded to every workman in every other employment. It takes the seaman out of slavery. It will win for him the same decent consideration that has long been accorded to workmen in other employments.

The Old Corporation Outcry.

These letters, which have been sent broadcast, represent that many of the lines upon the Great Lakes will be compelled to go out of the passenger and freight business, and that the communities that use these boats for the freight and passenger business will suffer thereby. It is the old corporation cry hardly changed in form. It is the same howl that was made when the State of Wisconsin started to efficiently regulate its railroads.

The owners of lake craft that are engaged wholly in the freight business and a large number of those that are engaged in freight and passenger business are now equipped so as to comply with the lifeboat provision of this bill. The only boats on the lakes that are not so equipped, speaking in a general sense, are those that make a business of carrying large numbers of passengers.

The "Christopher Columbus," for instance, is licensed to carry 250 passengers throughout the year. From May 15th to October 15th it is licensed to carry 1,617 passengers. Provided this boat does not run "more than five miles from land" between May 15th and October 15th, it is licensed to carry 3,800 passengers.

Why the latter regulation should be made at all is a mystery to any one familiar with the navigation of Lake Michigan between Milwaukee and Chicago. It is safer sailing between those cities to go more than five miles from shore than it is to hug the shore within the five miles distance all of the way.

The lifeboat capacity of the "Christopher Columbus" is but a small fraction of the total number that the boat is licensed to carry during the summer months.

The shipowners have scored no point against this legislation other than that they will not be able to make as many dollars if they have to give lifeboats some of the space they have been permitted to coin into dollars by packing it with human freight.

The bill merely compels them to have some regard for the obligations they assume when they accept the passenger's money. To state the proposition is to answer it.

The legislation does not interfere with any legitimate enterprise. The packing of human beings on to these excursion steamers in the way that has been permitted is not a legitimate enterprise.

Will It Win?

Will gross misrepresentation succeed in breaking down this legislation—one of the most important measures ever brought before Congress?

Will dollars stand in the way of completing a work begun by Abraham Lincoln more than half a century ago?

STEAMBOAT-INSPECTION REPORT.

The annual report of the Supervising Inspector-General of the Steamboat-Inspection Service to the Secretary of Commerce, for the fiscal year ended June 30, 1913, has been published.

During the year 7,965 vessels of all classes having a gross tonnage of 9,071,992 were inspected, an increase of 129 vessels and 316,712 tons gross. Of the vessels inspected, 450 were foreign passenger steamers of gross tonnage amounting to 3,427,314.

There were 26,482 officers of all grades licensed. Of the 7,670 applicants for original or renewal of licenses who were examined for visual defects, 84 were found color-blind or with other defects, and licenses refused.

Accidents resulting in loss of life during the year numbered 66, with a total life loss of 436. Of the lives lost 226 were from suicide, accidental drowning, and other similar causes, which leaves only 210 that can fairly be chargeable to accident, collision, explosion, or foundering. During the fiscal year 303,263,033 passengers were carried on steam vessels that are required by law to report the number of passengers carried. Taking the total number of lives lost as 436, it is seen that 695,557 passengers were carried for each life lost, whether of passengers or crew, and from all causes.

Particular attention was paid to the prevention of the overloading of steamers carrying passengers, and this practice has been materially reduced. One factor which has substantially controlled the allowance of passengers is the rules in force in regard to lifeboat equipment, for where steamers are boated according to the number of passengers carried they can not carry a larger number of passengers than justified by their lifeboat capacity.

The actual counting of passengers carried by steam vessels has been done by the inspectors of the Steamboat-Inspection Service as far as they have been able and the balance by customs officers. The belief is expressed that this work should be entirely under the control of this Service, which would require additional inspectors, the present available force being too small.

Careful and studious attention has been given to the matter of boiler construction and inspection, and the General Rules and Regulations in this regard are respected and are frequently referred to by various authorities in this and other countries. During the fiscal year 3,208 boiler plates were inspected, of which 3,000 were accepted and 208 rejected for various reasons.

A very rigid examination of vessels is made at the annual inspection, but steamers would not be kept in good condition were it not for the reinspections required. Every excursion and ferry steamer is reinspected at least three times during the year for which the certificate of inspection was issued or during the season of navigation, and, while these reinspections require an increased expenditure, the added expense is more than justified by the results obtained.

There are said to be 250,000 motor boats in the United States, and over these no direct power can be wielded either as regards passengers or machinery. The hull, tanks, and piping can be inspected, but only when the vessel is of 15 tons or more and when it carries passengers and freight for hire. The number of passengers can not be limited except by fixing the lifeboat equipment. Over motor vessels smaller than 15 tons, powers are limited to seeing them provided with the necessary life-saving equipment, lights, life preservers, and means of extinguishing gasoline fires. Of the 26,482 officers licensed, 9,410 were operators of motor boats for whom no examination was required. To obtain such license one need not be a citizen of the United States, 21 years of age, or able to read and write, and no questions can be asked regarding accuracy of vision or knowledge and understanding of pilot rules. Recommendation is made that applicants for licenses as operators of motor boats be required to pass an examination as to their color sense and visual acuity and also as to their knowledge of the pilot rules and laws.

The Steamboat-Inspection Service is given by law a certain control and jurisdiction over the transportation of dangerous articles, but this control is confined to steamers carrying passengers and does not extend to freight vessels. Because of unsafe conditions, which may arise in the transportation of articles not covered by the law and because of perils incident to the transportation of dangerous articles on freight vessels, the report recommends that the law be amended to give the Service control over the entire situation with authority to make regulations covering the water transportation of dangerous articles.

The first supervising inspection district embraces all waters and rivers of the United States west of the Rocky Mountains and the Hawaiian Islands. The territory covered is enormous, and, therefore, a recommendation is made that the work of this district be divided, that the supervising inspector at San Francisco be required to supervise only the local districts of San Francisco, Los Angeles, and Honolulu, and that a new supervising inspector be stationed in Seattle, Wash., to supervise the local districts of Seattle, Portland, Ore., St. Michael and Juneau, Alaska.

The work of this Service has become so greatly varied that the name "Steamboat-Inspection Service" no longer describes correctly its activities. Therefore it is recommended that the name be changed to Marine-Inspection Service.

Though diving bells were taken to Ceylon in 1825 for use in the pearl fishery, neither they nor the European diving dress can compete with the naked native. Arab divers use a sort of horn clip with which to close their nostrils when under water, but the Ceylon diver holds his nostrils with his hand only until such time as he reaches the sea bottom. The average time that a Tamil remains below is between fifty and sixty seconds, while an Arab remains under water between eighty and ninety seconds. Occasionally men, either from greed or over-estimation of their strength, collapse at the bottom and are brought up dead. Tradition says that King Solomon's pearls were from Ceylon and the Phoenicians came to the coasts for them.

Demand the union label upon all purchases!

TRAINING FOR CITIZENSHIP.

"The Winston-Salem plan of Training for Citizenship," is a pamphlet distributed under the frank of Senator Fletcher of Florida. It tells of a method instituted in Winston-Salem, N. C., by Leroy Hodges of Petersburg, Va., to interest boys in public questions. As an example some statistics gathered by these boys are presented, which show manufacturing conditions in Winston-Salem during 1912. These statistics shows that the city has 86 industrial establishments employing 12,100 persons. The product of these establishments for the year is given as $37,000,000 from raw material that cost $15,500,000, making a gross profit of $21,500,000. Of this $4,380,000 was paid in wages, salaries or fees, and $725,000 in other expenses, leaving more than $16,000,000 of profit unaccounted for. If the boys are to receive a thorough training in citizenship, they will be encouraged to trace this unaccounted balance, learn where it went, and why, and to also note how much of it went to non-producers, and why. Then they should be encouraged to investigate by what methods, if any, it might be possible to shut off the non-producers and assure the entire product to producers.

If the statistics secured by these Winston-Salem boys are reliable, then it is evident that there is not much prosperity in the town. Of the 12,100 persons receiving wages, salaries or fees, 11,000 are listed as wage-earners receiving a total of $3,000,000 or an average of less than $273 a year. They should be encouraged to investigate how these wage-earners live, and to solve the great mystery why so few of them have bank accounts.

CENSUS OF GREENLAND.

The last census of Greenland, dated October 1, 1911, shows that that Danish colony has a total population of 13,459, as against 11,893 in 1901. The increase during the past 10 years is the largest on record for a similar period. The native population, which numbers 13,075, constitutes almost the entire number of inhabitants, and immigration is practically of no consequence. Europeans number only 384, as against 272 in 1901. The slight increase is due to importation of European labor to work some newly discovered copper mines. Of the 384 Europeans, 70 were born in Greenland, 286 in Denmark, 4 on the Faroe Islands, and 24 in other lands.

The largest settlement in Greenland is Sydproven, which has a population of 766, and the smallest is Skansen, in North Greenland, with 46 inhabitants.

Only 26 of the male population are over 60 years of age, while 44 of the female population have passed their sixtieth year. Out of every 1,000 of the male population there were found 650 unmarried, 319 married, and 31 widowers. Among the women the ratio per thousand was discovered to be 597 unmarried, 288 married, and 115 widows. The number of natives has doubled in the last 100 years. Denmark is slowly but surely giving the people of Greenland civilization. Polygamy does not now exist. In 1901 there were only 3 men who had more than 1 wife.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Interesting Document.

The Vice-President of the United States, Hon. Thomas R. Marshall, and also President of the United States Senate, recently presented to the Senate a letter from Hon. Henry W. Blair, former United States Senator from New Hampshire, and asked that this letter, together with an accompanying communication, be printed as a Senate document. The subject of the letter was school statistics. The document is Number 224 and can be secured by addressing any Senator. The document contains a letter addressed to Mr. Blair by Alex. Summers, statistician of the Bureau of Education, and contains a table of actual expenses of all of the States in the Union for primary mental training, this not including the high schools. It is stated that the educators of the country agree that $28 per capita is the least annual expenditure which will give the American child a good—not the best—common school education. It is shown in the table of expenditures, that the average amount of money expended by the State totals $446,726,929, while if $28 per capita had been expended, the least amount which the educators say will provide a common school education, there should have been expended $692,875,664. It is a valuable document and should be in the possession of those who are interested in the expenditures made for education.

A Warning.

The Omaha Building Trades Council has issued a public letter in which it informs the organized labor movement that the scheme now being employed for the alleged purpose of securing funds to build a labor temple is not legitimate. The circular being sent out states that the American Security Company, a real estate concern, is behind this deal, and that the company is paying all expenses in promoting the labor temple proposition, and that all donors are directed to send donations to its office. The appeal for donations being sent out by the American Security Company, according to the circular, states it is "to aid us in the completion of our new Labor Temple, which we had under way when the terrible cyclone swept over our city." The Building Trades circular further says: "You would naturally conclude from this that building operations had already been started, or at least that a payment had been made upon a lot. Such is not the case. No location has been chosen, and only a sketch of the proposed building has been gotten out up to this time. The above statement seems to us to be a deliberate attempt to misrepresent the facts, and should be condemned by all right-thinking men." The concluding paragraph of the circular says: "Up to this time not one of the local labor bodies has contributed one cent to the new labor temple proposition," and it is asserted "that the local resources should first of all be exhausted before appealing for outside aid. Our only desire is to protect the trade-unionists against being victimized. We would expect the same protection from you if our positions were reversed. The Labor Movement and our good name is more to us that the private profit of any individual or group."

Law Resulting in Much Good.

The complaints of hardships that come to the Pennsylvania State Commissioner of Labor with regard to the enforcement of the new women's labor law are inconsequential compared to the gratification expressed and the good done by limiting the working hours of women. So far the law has not been enforced with regard to actresses, but the Commission is of the opinion that the law does apply, but there has been considerable controversy over this point and as a result an opinion has been asked from the Attorney-General upon this phase of the question. It is said that the telephone companies have already complied with the law, but the railroads maintain that their women employes who act as station agents come under a Federal act passed by Congress in March, 1907, which allows women to work in railway stations for nine hours continuously day and night. The limiting of the hours of women has already made a vast difference in the lives of thousands of women workers. The Commissioner of Labor has announced that labor laws will be strictly enforced, and has requested all labor organizations to report all violations coming under their observation.

Right to Organize Conceded.

Early in September an attempt was made to organize the harness makers of Ottawa, Can., under the legitimate international union. There appeared no difficulties at first in forming a strong organization, but one of the larger firms immediately took a hostile position and insisted that its employes sign an agreement which had been drawn by the firm that bound the employes not to join any labor organization or participate in any strike, with numerous other provisions which were extremely obnoxious. The matter was taken up by the Ottawa Central Body and in turn by the Trades and Labor Congress of Canada. Negotiations were opened agreeable to action taken by the Trades and Labor Congress with the end in view of annulling the agreement mentioned. Being unsuccessful in this, the assistance of the Minister of Labor was enlisted, with the result that the company capitulated, the department being in receipt of letters from the company to the effect that the agreement has been unconditionally withdrawn, and that the employes are absolutely free to form an organization if they so desire.

Immigration Bill Reported.

By an overwhelming majority the House Committee on Immigration on December 15 voted to report favorably the Burnett Immigration Bill in practically the same form as the similarly named measure which passed the Sixty-second Congress only to

(Continued on Page 11.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeland Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts Maritimes de France, 33 rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S, Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federacion Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

The South African labor party boycotted the banquet at Johannesburg to the British parliamentarians, and refused to associate with those indirectly responsible for the slaughter of the people during the general strike in Johannesburg.

The South Australian Parliament is considering a bill to provide for a Government labor exchange for women, and for legislation to control the rates charged by registry agents. At present the Government professes to send immigrants to employment, but Australians are entirely at the mercy of the registry exploiters of the unemployed.

The total number of claims to unemployment benefit made at Labor Exchanges and other local offices of the Unemployment Fund in the United Kingdom during the five weeks ended October 31, 1913, was 110,242—a weekly average of 22,048. During the four weeks ended September 26 the total was 77,266, and the weekly average 19,317.

A six months' sentence was imposed upon a telegraph operator in the Canadian Pacific Railway station at Sortin Junction, Montreal, for being intoxicated while on duty. The maximum penalty provided by the Criminal Code in an offense of this nature is five years in the penitentiary or a fine of $400. The defendant's record, however, was a good one and the sentence was imposed as mentioned above.

Reports from Zululand show that the Indian strike has extended to the sugar mills of Amatikulu and Umhlatuzi. The coolies at Ispingo having struck work a number of the leaders were arrested for intimidation. The Indians thereupon attacked the police, who, armed with staves, charged the crowd. At Verulam and Tongaat collisions with the police are also reported. The South African Indian committee has written to the Under Secretary for the Interior stating that the Government will take no steps toward the repeal of the £3 tax as long as the strike continues.

Exclusive of seamen, the number of workpeople in the United Kingdom reported as killed in the course of their employment during October, 1913, was 706, an increase of 442 on a month ago and of 422 on a year ago. The increase is accounted for by the lamentable loss of life owing to an explosion at the Senghenydd Colliery. The mean number for October during the five years 1908-12 was 259, the maximum being 284, and the minimum 240 deaths. Fatal accidents in the railway service in October, 1913, numbered 33, an increase of 1 on September, 1913, and a decrease of 7 on October, 1912. The total number of fatal accidents at mines in October, 1913, was 562, an increase of 457 on a month ago and of 450 on a year ago. Fatal accidents at quarries numbered 9 during October, 1913, as compared with 9 a month ago and 3 a year ago. The total number of fatal accidents reported under the Factory and Workshop Act in October, 1913, was 101, a decrease of 15 on a month ago and of 28 on a year ago. The total number of fatal accidents to seamen reported during October, 1913, was 109, an increase of 66 on September, 1913, and of 18 on October, 1912.

SAN PEDRO, CAL.

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UNION-MADE CLOTHING FOR SEAFARING MEN
Special Low Price on
SEA BOOTS AND OIL CLOTHING
Men's Suits Made to Order
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M. BROWN
THE SAN FRANCISCO CLOTHING STORE AND OUTFITTER
EXCLUSIVE AGENT FOR
DOUGLAS SHOES
427 FRONT STREET SAN PEDRO

S. G. SWANSON
FOR THE BEST THERE IS IN TAILORING
641 SOUTH BEACON STREET
Next door to Postoffice,
Los Angeles "Waterfront"
SAN PEDRO, CAL.

INFORMATION WANTED.

Kasper Olsen, a native of Fredrikstad, Norway, age about 25, is inquired for. Address Christ Hansen, Port Ludlow, Wash.

UNION LABEL OF THE
United Hatters of N. A.

When you are buying a FUR HAT, either soft or stiff, see to it that the Genuine Union Label is sewed in it. The Genuine Union Label is perforated on the four edges exactly the same as a postage stamp. If a retailer has loose labels in his possession and offers to put one in a hat for you, do not patronize him. Loose labels in retail stores are counterfeits.

JOHN A. MOFFITT, President, Orange, N. J.
MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

WILL BE A MOTHER TO YOU
Fix your clothes, sew the rips, repair the tears, fasten the buttons, etc. We really clean your clothes by our
French Dry Cleaning Process
which is entirely different from the mere "sponging and pressing" method.
We Call and Deliver
The French Dye Works
612 BEACON STREET
SAN PEDRO, CAL.

INFORMATION WANTED.

This is to certify that on the 27th day of February, 1911, one Mathias Lagman, then nineteen years of age, was a seaman on board the S. S. "Paloma," Cuban flag; that when said vessel was lying at anchor in the Port of Cabarian, P. R., at about 8 o'clock in the evening, Lagman, who had been working with other men at painting, was walking between decks in the dark, when he fell through hatch No. 4, which had been left uncovered. He was picked up in the hold and it was found that he was paralyzed from the waist down. This young man was subsequently taken to Russia, where his mother, who is very poor, is taking care of him.

It is believed that the owners were negligent in failing to have the hatch covered, and in failing to have or furnish proper lighting for the 'tween decks at the point where Lagman fell. If these facts can be proven, some relief might be obtained for this unfortunate boy.

The following are the men who signed on the articles with Lagman, and who had been working with said Lagman:

C. Jones, C. J. Johnson, F. Johan, M. Lanhard, E. Randal, W. Paulson.

Any seaman who will locate these men or send their addresses to the Legal Aid Society, No. 1 Broadway, New York City, will be doing a great favor to said sailor, and to S. B. Axtell, attorney-in-charge.

For similar reasons we desire to communicate with the following men who were members of the crew of the "Lyman M. Law" in October, 1911, when Edward S. Tennberg was severely injured on the trip between Boston and Norfolk:

Adolph Dittmer, John Olson, Harold Herman, Charles Newberg, James J. Kelly.

San Pedro News Co.
Sixth and Beacon Streets, San Pedro, Cal.
Dealers in
CIGARS, TOBACCO, STATIONERY
Los Angeles Examiner and All San Francisco Papers on Sale. Agents Harbor Steam Laundry

ALEX. KANE C. A. BRUCE
WHEN IN SAN PEDRO
Don't forget the
GLOBE BOWLING ALLEY AND BILLIARD ROOM
UNDER GLOBE THEATRE, SIXTH ST.
(Next building west of Sailors' Union Hall.)
KANE & BRUCE, Props.
We have the best alleys and pool tables on the Pacific Coast.
Light and ventilation perfect.
Cool and pleasant at all seasons.
CIGARS TOBACCO SOFT DRINKS

INFORMATION WANTED.

Adolf Theining, a native of Vannersborg, Sweden, is inquired for by his mother. Address, Coast Seamen's Journal.

Walter Jorgesen Clang, born in Aaland Yetta, Ostro Yetta, is inquired for by his uncle, John Clang. Address Coast Seamen's Journal.

George Alfred Hall, last heard of on the Sch. "Sehome" in June, 1913, will please communicate with his brother, Walter Hall. Address 790 18th street, Oakland, Cal.

Rudolph Kurella, born January 5th, 1868, at Grabowo, Germany, is inquired for by the German Consul-General at San Francisco, Cal.

Oscar Osolin, John Lind, M. Elone, John Anderson, Thomas Pukki, Alex. Tuominen, Chas. Grouberg, who were on board the steamer "Fifild" April 7, 1913, please communicate with the Coast Seamen's Journal.

Anyone knowing the whereabouts of John Owens, age about 24, last heard of in Sydney on the barque Misbeck, November, 1912, please communicate with Coast Seamen's Journal.

Lasker Munter, of Spokane, Washington, born 1884, left home in 1903, is inquired for by his father, Adolph Munter, Spokane, Washington.

San Pedro Letter List.

Andersen, K. -1717	Lauritsen, Geo.
Arnell, John	Lindholm, Erik A.
Anderson, S.	Leino, G. F.
Ahlstrom, A. -1748	Lemke, Richard
Andersen, M. -1874	Loining, Herman
Anderson, A. -1045	Larsson, Axel
Anderson, Gust	Lindeberg, Gust
Anderson, Hemmind	Lundquist, A.
Anderson, Patrick	Malmberg, Elis
Anderson, Soren	Miller, Wm.
Anderson, George -1812	Manners, C.
	Marden, Gus
Anderson, Mr.	Makinen, Oskar
Andersen, M. -1897	Maatta, John
Andersen, E.	Miller, John
Andersen, Morris	Mayers, P. M.
Ahquist, E. F.	Mikkelsen, Harald
Askvik, Ed. T.	Neuman, A. E.
Brien, Hans	Nurminen, J. W.
Bengtsson, C. -1924	Nardin, Gus
Bergman, L. J.	Nordberg, H.
Bodecker, A.	Nielsen, J.
Bergh, Borge	Olsen, A. -759
Bringsrud, Harald	Olsen, Nick
Bowman, J.	Olsen, W.
Behrsin, Jacob	Olsen, Sckutar
Carlson, Gust W.	Owen, Fred
Carlson, Gustif	Olsen, Marius
Christensen, Harry	Olsen, Olav
Carlson, Ernest	Paulson, Gustaf
Davey, Charles	Pedersen, A. -1564
Durara, Ciso	Petersen, Aage
Daugal, Gust.	Pedersen, Peder
Dreyer, O.	Phillips, K.
Dreger, Jack	Petterson, C. -1287
Ekholm, F.	Paul, Peter G.
Eriksson, C. -333	Penningrud, L.
Fries, W.	Pedis, A. (Reg. Letter)
Franke, Farl (Reg. Letter)	Rajala, Victor
Gronlund, Oscar	Roth, Svend
Grigoleit, E.	Repson, Ed.
Glasse, Gust	Rudowitz, H.
Gatz, Rudolf	Rignell, J. V.
Hansen, George	Schreff, Paul
Holm, Arthur J.	Senger, G.
Heeshe, Henry	Swenson, Axel
Hunt, Gust	Schultz, Axel
Holms, H.	Soderlund, Uno
Hogan, Mr.	Sjoblom, A.
Hovi, Andrew	Sparkes, A.
Hengst, Otto	Sellers, Wm.
Hausman, Mr.	Sanders, Chas.
Hansen, Herald	Sievers, G. P.
Hansen, Johannes	Thorn, Arvid -70
Helenius, Oskar	Tyskman, Henry
Johnson, J. -2266	Tamisar, P.
Johansson, C. A.	Townsend, R.
Jorgensen, Jorgen	Torgensen, Anton
Johansson, Fritz	Thomsen, Th.
Jorgensen, Fred	Voss, Henry
Jensen, Jens B.	Webber, Fred -1176
Johnson, G. -1452	Waaland, Lewis
Johanson, Algot	Wahlstedt, R. -778
Johnson, J. A. -1659	Wenneck, Andreas
Johnson, Nels	Wilsen, J.
Jarvinen, J. A.	Westvik, Johannes
Kari, Matti	Wilson, William
Kallberg, Arvid	Zoe, Frank
Kashluhn, Frank	Zorning, A.
Lindroth, Gustaf	

Honolulu, H. T.

Anderson, Arnfelt	Jackisch, Magnus
Anderson, E. R.	Jennings, George
Anderson, C. M.	Johnson, Abe
Anderson, A.	Karlson, Oscar
Anderson, Fred	Kjassgaaids, Hans
Austin, Frank	Karlson, Hans
Andowitz, H.	Langan, Robt.
Anderson, Axel W.	Lentinon, Ernest
Clancy, James	Lundberg, I.
Clarson, Axel	Nilsen, Nils
Chrishansen, Anton	Nordling, C.
Edgerton, J.	Nilsen, C. O.
Ehleit, August	Olander, Carl
Havner, F.	Olson, J. H.
Hansen, Jorg	Peron, E.
Hanson, Max	Stenraas, A. W.
Hapstad, Sigurd	Slattery, Wm.
Hansen, Christ	Sjoblom, Gustaf
Hencross, Harry B.	Sunders, O. F.
Hansen, Pet	Salversen, Swendrop
Hayke, Aloysius	Sienert, Herman
Irwin, Robert	Viloot, J.
Ivars, Carl	Werner, Paul
Jensen, Hans	Woonder Roach, J.
Jeiker, Willie	F.

Dividend Notices.

THE GERMAN SAVINGS AND LOAN SOCIETY,
(THE GERMAN BANK)
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Richmond District Branch, corner Clement St. and 7th Ave.
Haight Street Branch, corner Haight and Belvedere Sts.
For the half year ending December 31, 1913, a dividend has been declared at the rate of four (4) per cent. per annum on all deposits, payable on and after Friday, January 2, 1914. Dividends not called for are added to the deposit account and earn dividends from January 1, 1914.
GEORGE TOURNY, Manager.

HUMBOLDT SAVINGS BANK,
783 Market St., near Fourth.
For the half year ending December 31, 1913, a dividend has been declared at the rate of four (4) per cent. per annum on all savings deposits, payable on and after Friday, January 2, 1914. Dividends not called for are added to and bear the same rate of interest as the principal from January 1, 1914.
H. C. KLEVESAHL, Cashier.

INFORMATION WANTED.

Fred (Albin) Swanson, a native of Malmo, Sweden, aged about 25, is inquired for. Address, Coast Seamen's Journal.

Albert Christensen, native of Byrum Laso, last heard of in San Francisco in 1910, is inquired for by his brother. Address, H. C. Christensen, Scandinavian Sailors' Home, San Francisco.

Pacific Coast Marine.

The keel of the new navy oil tanker "Kanawha," to cost not in excess of $1,100,000, has been laid at the Mare Island Navy Yard. As soon as she is launched work will be begun on a sister ship, the "Naumee."

Balfour, Guthrie & Co. have contracted with the Seattle port commission for 1,700 feet of dockage on the west side of the east waterway, and nearly as much on the east side; they have asked for a dock for general merchandise and a quay for grain.

Officials of the various companies operating steamships in the Pacific coastwise service state that the usual heavy travel of the holiday season has increased this year and that ships on both the northern and southern runs are carrying capacity lists.

A report is current in Army circles that the United States Government may take over the construction of the Pearl Harbor dry dock, which private contractors have tried without success to build. Elaborate foundation work for the dry dock collapsed a year ago.

Grave fear is being felt for the safety of the British ship Inveravon, Captain Ledingham, which left Callao in ballast for Portland, October 5. She has been out from twenty-five to thirty days above the average passage, between the West Coast port and the Columbia River.

Nearly a week behind schedule as a result of the longshoremen's strike at Valparaiso, the Kosmos liner Sisak arrived at San Francisco with silver ore from Peru and European freight. She also brought three officers and five sailors from the Chilean navy to man the submarines Iquique and Antofagasta building at Seattle.

The British barks Thistlebank and Hinemoa, both wheat laden for Europe, were badly damaged at Astoria when the Thistlebank dragged her anchor before a twenty-mile wind and a strong ebb tide and crashed into the Hinemoa, which was also at anchor in the harbor. The Hinemoa was damaged about the bulwarks and the rigging of both ships was torn. The barks were locked together aloft and tugs worked several hours to clear them.

The steamer Jeanie struck on the southern end of Calvert Island on December 18 and was abandoned to the underwriters, who sent a tug from Victoria, B. C., to look at the wreck. Mail from Alaska was saved, but a cargo valued at $12,000 is said to be a total loss. All of her crew of 28 were saved. The Jeanie was built at Bath, Me., in 1883. Her gross tonnage was 1071. She was owned by the Alaska Coast Company.

The Inter-Island steamer Kauai went ashore near Mahukona, H. T., on December 26 and will be a total loss, according to a special cable from Honolulu to the Marine Exchange at San Francisco. There was no insurance. The Kauai is one of the oldest wooden vessels in the service of the Inter-Island Steam and Navigation Company, having been built in 1887 at San Francisco. For the last few years she has carried sugar and cattle between Hilo and Mahukona. There was no loss of life.

Transpacific passenger travel for the new year bids fair to show an increase over that of the past season, according to H. N. Thomas, general passenger agent of the Pacific Mail, who announced recently that 190 passengers have already been booked to sail on the liner Korea. The Korea is the first big outward passenger carrier for 1914 and will steam for the Far East via Honolulu on January 15. The bookings are particularly heavy for the first month of the year and, in the opinion of the passenger agents, indicate that the travel will continue at an increase.

For the first time, it is said, since she has been in commission and on the transpacific run, the Pacific Mail liner Korea, which steamed from Yokohama recently, will make the voyage to San Francisco via the Great Circle route, eliminating Honolulu from her ports of call and coming direct to San Francisco. By taking this route the Korea should reach here within twelve days and will make up the time lost owing to the disablement of her port engine, which necessitated a prolonged stop at Shanghai, where temporary repairs were made. Upon her arrival at San Francisco she will be taken to the Union Iron Works for permanent repairs.

Navigators have been warned to keep a sharp lookout for the derelict schooner Aloha, which is drifting around in the vicinity of Destruction Island. According to reports from the Coast wireless stations nothing has been seen of the schooner since she was abandoned in a waterlogged condition. The life-saving tug Snohomish has made a thorough search of the coast both north and south of Tatoosh. A few days ago the Government cutter picked up a schooner's gaff four miles north by northwest of the Umatilla lightship. The wreckage, which is believed to have belonged to the Aloha, had been painted yellow, and it was badly broken and chafed. No other sign of the waterlogged derelict, which is a decided menace to coastwise shipping, could be found. The wrecked vessel is believed to be floating southward.

"Stefansson's exploring ship, the Karluk, never will get out of the Arctic ice. Captain Robert Bartlett and those with him on the vessel have already, or ultimately, will perish and the vessel will be destroyed." This is the opinion of Captain Louis L. Lane, of the schooner Polar Bear, now ice-imprisoned near Herschell Island, who arrived recently from the Arctic. Accompanying Lane were Eben Draper of Massachusetts, Dunbar Lockwood and Will T. Hudson. "Of more than 100 vessels carried into the outside ice from Point Barrow only one, the whaler Harvard, ever was picked up," continued Lane. "From the others nothing ever was heard, nor was one of the crews ever picked up." Captain Lane said it was a mystery among whalers and natives of the Arctic just why Stefansson left the Karluk and went ashore at Point Barrow. His statement that he intended to hunt is not accepted as a real cause.

Captain T. P. H. Whitelaw, the wrecker, after four months' persistent effort in endeavoring to raise the sunken schooner "H. J. Lunsman" off Black Point in San Francisco Bay has been compelled to give up the task. The sunken schooner will probably be blown up by the Government engineers, as it is apparent that further salvage operations will be futile. A dose of dynamite will in a second do the work. Captain Whitelaw, who has had many setbacks in his attempts to float the vessel, received his final discouragement, when the planking which had been placed over the holes buckled with the pressure from the powerful pumps. Also, the captain says, the rough weather of the last few weeks caused the wreck to shift around on the bottom to such an extent that she took to leaking like a sieve. It is expected that the Government engineers will remove the obstruction to navigation within a few weeks.

The crew of the lost schooner Eldorado which was wrecked on Easter Island, are destined to remain there for some time. At present the United States Government has no available craft to be dispatched to the far southern waters, but it is likely that the British sloop-of-war Shearwater, which is shortly to leave Esquimalt for Mexican waters and for her annual cruise through the south seas, will call at Easter Island. Whether the sailors wish to leave the island is a question. It is reported that a number of them were pierced by Cupid's darts soon after they landed in small boats on the isle, and it may be that they desire to settle down and become permanent residents of the island. The skipper of the Eldorado, who made the long trip from Easter Island to Papeete and who arrived at San Francisco recently on the steamer Moana, reported that his crew was happy and enjoying food and plenty on the far-away island. On their annual cruises it is customary for the British sloops Algerine and Shearwater to put into Easter Island, while they are searching uninhabited places for castaways. These are the only two vessels that are likely to call at Easter Island in the near future although sailing vessels sometimes heave to off the island and send ashore parties for fresh supplies while en route on long passages.

The new Danish motor ship Siam of the East Asiatic Company is due to reach San Francisco shortly from Antwerp on her maiden voyage to the Coast. The Siam, which is the only craft of her type on the Pacific, has already been fixed for an outward voyage, having been chartered to load general cargo here and on the Sound for the Orient. With the absence of anything resembling the customary smokestack, the Siam presents a very striking appearance and her arrival at the Golden Gate is being awaited with interest by shipping men. Since she was launched the Siam has been operated, in conjunction with other motor ships of the Danish fleet, between Copenhagen and ports in the Far East, via the Suez Canal. By making a trip from San Francisco to the Orient, the steamer will complete her first circuit of the world. The Siam, like her sister ship, the Annam, is a twin screw, motor oil propelled vessel, with a registered tonnage of 3311 tons and a carrying capacity of 9400 tons. She averages a speed of eleven and a half knots. The owning company ranks as the pioneer of large vessels driven by oil engines. It has been previously reported that the East Asiatic Company contemplates a service between European ports and this Coast via the Panama Canal, and it is likely that the motor ships will be used in the trade.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone, Kearny 394; (Advt.)

International Seamen's Union of America.

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.

THOS. A. HANSON,
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(Continued on Page 11.)

Coast Seamen's Journal

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PAUL SCHARRENBERG.....Editor
I. M. HOLT.....Manager

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Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, DECEMBER 31, 1913.

CHINESE "MORE SATISFACTORY."

The Canadian Pacific Railway Company has operated a transpacific steamship line for twenty-two years and during the entire period the deck crews of these vessels were composed of white men. The personnel of the fireroom and the steward's department was always made up of Chinese. Of course, the licensed officers have always been "white."

Now comes the news from Vancouver that the officials of the C. P. R. have made the startling discovery and a subsequent public announcement that Chinese labor is not only cheaper, but also far more satisfactory—and as a result the edict has gone forth that white deck crews must go. That Chinese crews are cheaper is very generally acknowledged, except perhaps by such patriots as R. P. Schwerin and Robert Dollar, who employ Orientals "just because they love them." In the case of the C. P. R. the white sailors' pay was $30 per month and that of the quartermasters was $35. The Chinese who are now taking the white men's places are receiving from $7 to $10 per month, while the cost of their daily rations is estimated at 10 cents per head. So, if the C. P. R. needs the money here certainly is the opportunity and the time and the place to get it. Moreover, if the company needs the money real bad there are a few thousand other white men employed in its various enterprises in Canada, and since the salt water traveling public cheerfully accepts the substitution of Asiatics for white men, why should the dry land traveling public object to Chinese conductors, brakemen, firemen, etc.? Just think of the possibilities for increasing dividends! Why, the measly few dollars which the company saves by economizing on its steamers will pale into nothingness when compared with the saving that might be made if the economy streak is followed up clear across the American continent.

Besides the question of cheapness there remains the other more serious reason advanced for the discharge of white crews. It has been said by C. P. R. officials that Chinese labor is "more satisfactory" and it is certainly interesting to know what constitutes "satisfactory" labor. In searching for a clue we find an official definition of satisfactory labor in the news columns of the "News-Advertiser" of Vancouver, as given by the "leading marine C. P. R. official" at Vancouver. It appears that the official in question was interviewed because several of the discharged white seamen had taken strenuous exception to certain newspaper stories purporting to have emanated from a "minor" C. P. R. official to the effect that the discharged white men were "no good," incompetents and so forth. Here is the result of that interview:

> The leading marine C. P. R. official, who was seen by "The News-Advertiser," was by no means extreme in his criticisms of the crews of the Empresses—of whom he has seen a great deal, both ashore and afloat for many years.
>
> This official made it clear that he was not saying that the particular men discharged from the Empress of India were by any means all—or even a majority—no good as seamen as he did not know them personally, but he added, there is absolutely no question that Chinese labor is not only cheaper, but it is far more satisfactory. During the twenty years I was on the Empresses I never had a Chinaman brought before me, and it was a common thing for white members of the crew to go off "on a spree" and miss duty. My experience was that, in nearly every case, you can absolutely rely upon a Chinaman being on duty and they seldom go ashore in port, not even in Hong Kong, where many of them have wives and families. If, say, Ah Sing is taken ill while ashore, you may be pretty sure that he will send aboard another man as substitute, and that other man will be as good a "greaser" as Ah Sing himself. This being able to rely upon your men means a great deal.

Here we have a pretty clear statement of what are regarded as "satisfactory" crews. A man who seldom goes ashore—not even to see his wife and children—he is the ideal mariner of modern times. Really, it is too bad that white men must relinquish their jobs to Chinese just because the former, like most human beings, have a foolish desire to go ashore—once in awhile—and mingle with their fellow men and sometimes actually "go off on a spree." About the only occasion when a Chinaman wants to go ashore very bad and usually in a great hurry, is when disaster overtakes the ship. At such times these "more satisfactory" yellow crews usually manage to get ashore without the passengers whose lives they are then supposed to save and protect.

There is something remarkably strange about the indifference of the public toward the utter disregard for human lives which is constantly shown by many steamship companies in giving employment to crews which have repeatedly demonstrated that they can not be relied upon in an emergency. Nations maintain armies and navies and the personnel of both are trained at tremendous cost and kept in a state of readiness for an emergency which may never come. The various governments maintain life-saving stations and keep in constant training an efficient force of men to man those lifeboats in an emergency. Every city has its well organized and carefully trained fire department and every man from the chief down to the youngest member is expected to give an accounting of himself in case of emergency.

But ocean liners are still permitted to depart from the shores of civilized countries carrying as passengers hundreds and thousands of human beings—with crews known to be absolutely unreliable in any emergency.

"THE INNOCENT THIRD PARTY."

"The Western Woman's Outlook" of Seattle, Wash., has blossomed out as an advocate of compulsory servitude—i. e., compulsory arbitration. Says our esteemed contemporary:

> In the next few weeks Seattle's charter is to be recast. Why not include in the forthcoming organic law a provision for the establishment of a board of arbitration, clothed with proper authority to settle all labor disputes and to enforce such settlements. This, it would seem, would be a far better means of adjusting the differences between capital and labor than by constantly exposing the city to the dangers, wastes and discomforts of the boycott, strikes, strikebreaking riots and shooting down men in the streets.

Nay, nay, compulsory arbitration will not prevent strikes nor will it eliminate those "discomforts" resulting from disputes between labor and capital. The authority which is clothed with power to settle labor disputes and to "enforce" such settlements will be vested with greater power than is now delegated to any agency in the land. And it is self-evident that no government can be really free when it proposes to dictate the disposition of man's labor.

The old fable about "the land without strikes" has been exploded so many times that it seems a waste of space to repeat that no such land exists. But it doubtless is always in order to suggest to our well-meaning friends who would establish compulsory servitude, that reformers generally would succeed better if they were to give less attention to the effects of strikes and more to the causes thereof. And in conclusion, it may be said that those who profess to be in a position to speak impartially for the "innocent third party" are usually the ones who would have peace at any price in order that they themselves may be spared the inconveniences attendant upon strikes.

> I wish that our people would stop raving against the introduction of the Hindus who are coming in to this land and would start a little raving against the Canadian Pacific Railway, which recently discharged all its white help on its Oriental ships with the exception of a few officers and so forth, and hired Chinese in their places. We should make it so difficult for these ships to land at our ports that they would have to revert to their old system. They try to make a Chinaman white on the outside, but they can't change his nature and you have only to get a look at the stuff they give you to eat in order to decide that a white man is better than a Chinaman any day.

The foregoing words were not uttered by a labor agitator, but by a regularly ordained minister of the gospel, Dr. H. W. Fraser, pastor of the First Presbyterian Church at Vancouver, B. C. Nor is this all. According to the British Columbia Federationist, Dr. Fraser delivered a philippic against our commercialized civilization which is all the more creditable because it is only rarely that we hear such plain talk from ministers of the gospel. More power to his elbows.

The Alaska Fishermen's Union will hold a regular business meeting at its headquarters in San Francisco on Friday, January 2, at 8 p. m. Matters of the greatest importance will come up at this meeting for discussion and action. A good attendance is imperative and special effort should be made by all members residing in the vicinity of San Francisco to attend this gathering. Regular weekly meetings will be held hereafter on every Friday until further notice.

For fair products of all kinds consult the JOURNAL's ad columns.

STRAIGHT TALK.

The Secretary of Commerce, Mr. Redfield, was among those who were invited to address the annual banquet of the Association of Passenger Steamboat Lines, held recently at Washington, D. C.

It appears that the principal purpose of the meeting was to inspire the invited guests and the legislators at Washington in general with a wholesome respect for the bitter opposition which the association very naturally harbors against the La Follette Seamen's bill. Mr. Redfield listened intently to the various speakers who predicted disaster and dire catastrophe if the Seamen's bill should be enacted into law, but when his turn at orating finally arrived many of the smug gentlemen, who had expected an address in the nature of an apology, received the surprise of their lives. The Secretary of Commerce did not apologize and he did not mince words in making plain his position upon legislation which aims to give as much consideration to human life as to the sign of the almighty Dollar.

Mr. Redfield said:

"If the door is not to open wide to a happier future for the workmen's children, together with cause for prosperity to his employer—if those two things are not to coexist, our civilization is a grand mistake.

"Public opinion should not and will not tolerate an industry which operates to deprive of all opportunity the men employed in it. In America there is no class which has a preferential right to the finer homes and social distinctions. What is now needed is not accession to the wealthy class, but a diminishing of the poverty class.

"While the shipping interests may not earn as much under this policy, they should bear in mind the spirit which holds that men in the shop or on the ship are worth as much to the nation as are its officers or directors.

"We shall quite misinterpret the spirit of the time if we do not understand the public thought to be less and less concentrated on money and more and more concentrated upon men. Our men and women, all of our men and women, and not a part of them, are even in an economic sense our most valuable possession. Public opinion should not, and I think will not, tolerate any industry which operates in such a way as to deprive of all opportunity, much less to injure, the men employed in it.

"There is a higher law of conscience awake in the land which is rather intolerant of the old excuse for low wages—that they are the market price—which takes advantage of this alleged truth to pay men and women sums on which they cannot live in decency. He will be the wise and far-sighted manager of a ship as well as of a factory, that recognizes his men as the most important factor in its successful operation. There is no permanent profit to be made out of the lowest wages which poverty forces the worker to take, neither is it an answer to the demand for better wages, that the business cannot be run profitably on that basis, and with its present methods. If that is so—if the choice has to be made between a business run at a profit through holding human beings down to a less-than-living wage and under hurtful conditions, and abandoning that particular business—if that hard choice has to be made—I am quite sure the public mind, after patiently considering the matter, will decide to do without the industry and get what it wants in some other way.

"Here in America there is no business class for whom 'men must work and women must weep,' and for whom our laws are made, who have a preferential right to the finer homes and the social distinctions and the choicer bits of life. It is far better that there should be more modest and comfortable homes for the poor than that there should be more gilded mansions for the rich. Possibly a corporation may not earn as largely as to-day under the spirit which says the men in its shop or on its vessel are worth as much to the nation as are its officers or directors. If it cannot so earn it will have to be content with less. But it will be better so for the nation, if contentment and some degree of comfort comes into the homes of the workers."

Our German contemporary, "Der Seemann," refers sarcastically to the personnel of the German delegation in attendance at the International Conference on Safety of Life at Sea. It appears that members of Reichstag repeatedly requested the Government to include in the German delegation one or more men who represented the men before the mast, but all representations to this effect were unceremoniously rejected. The German delegates who were appointed are said to be lacking even of a theoretical knowledge of the dangers that confront the sea-going people. But they are said to be well versed in the financial aspect of shipping, and will doubtless see to it that the big German steamship companies are protected from any innovations which may have a tendency to increase the operating expenses of ships; for it has been quite clearly demonstrated on numerous occasions that it is not necessarily to the interest of the shipowner to provide for greater safety of life at sea. The interests of the traveling public and the interests of the shipowners do not by any means coincide—the former would like "greater safety" and the latter "more dividends"! Can you mix oil and water?

Andrew Furuseth, President of the International Seamen's Union of America, has resigned as a delegate to the International Conference on Safety of Life at Sea. The JOURNAL has previously referred to the very peculiar composition of the London conference. There are in attendance at the conference approximately one hundred delegates from the principal maritime nations of the world, but only one (1) representing the seafaring class. Comrade Furuseth is now en route to New York, and upon his arrival on our shores he will doubtless present good and sufficient reasons for refusing to longer participate in a gathering which seems to be dominated and controlled by those who own ships and who think that they ought to own the bodies and souls of the men who man their ships.

It is to be hoped that the rumor regarding a contemplated temporary closing of the Public Navigation School at San Francisco will prove unfounded. San Francisco has a seafaring population upon which depends her very existence as one of the greatest seaports of the world, and there can be no good and valid reason why educational facilities should be withheld from those employed in the ships that hail or sail from San Francisco Bay.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Dec. 29, 1913.
Regular weekly meeting came to order at 7 p. m., John W. Ericksen presiding. Secretary reported shipping continuing dull, with plenty of men ashore. A Quarterly Finance Committee was elected to examine the Union's accounts for the past three months. A donation of $100 was made to the men and women now on strike in San Francisco. A committee from the International Ladies' Garment Workers, Local No. 82, of Kalamazoo, Mich., addressed the meeting. Balloting for officers for the ensuing term was concluded.
JOHN H. TENNISON, Secretary pro tem.
84 Embarcadero. Phone Kearny 2228

Victoria, B. C., Dec. 22, 1913.
Shipping improving, with few members ashore.
ARCHIE KING, Agent.
Old Court Rooms, Bastion Square.

Vancouver, B. C., Dec. 22, 1913.
Shipping and prospects poor.
W. S. BURNS, Agent.
N. E. corner of Hastings and Main streets. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Dec. 22, 1913.
Shipping dull; prospects uncertain.
H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, Dec. 22, 1913.
Shipping and prospects poor.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Dec. 22, 1913.
Shipping dull; prospects uncertain.
JACK ROSEN, Agent.
P. O. Box 6. Tel. Main 557.

Portland Agency, Dec. 22, 1913.
Shipping dull.
G. A. SVENSON, Agent.
P. O. Box 2100. 51 Union Ave. Tel. East 4912.

Eureka Agency, Dec. 22, 1913.
Shipping and prospects poor.
JOHN ANDERSEN, Agent.
227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, Dec. 22, 1913.
Shipping dull; plenty of men ashore.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Dec. 15, 1913.
Shipping and prospects poor.
JACK EDWARDSEN, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Dec. 27, 1913.
Regular weekly meeting was called to order at 7 p. m., Ed. Andersen in the chair. Secretary reported shipping quiet. Balloting for officers for the ensuing term was proceeded with. A Quarterly Finance Committee was elected to go over the finances of the Union for the past quarter.
EUGENE STEIDLE, Secretary.
Phone Kearny 5955.

Seattle Agency, Dec. 19, 1913.
Shipping dull. Voted on officers for the ensuing term.
LEONARD NORKGAUER, Agent.
Grand Trunk Dock, Rooms 203-205. P. O. Box 214. Phone Main 2233.

Portland Agency, Dec. 22, 1913.
No meeting. Shipping very slow; few men ashore.
THOMAS BAKER, Agent.
27½ Second St. Bickle Bldg., Room 10. Phone Main 9731.

DIED.

Juri Kaio, No. 285, a native of Russia, age 51, died at San Francisco, Cal., Dec. 26, 1913.
James Kiely, No. 129, a native of Ireland, age 43, died at San Francisco, Cal., Dec. 29, 1913.
Jas. Blinn, No. 2088, a native of Massachusetts, age 23, died at Seattle, Wash., Dec. 18, 1913.
Carl Alander, No. 1460, a native of Finland, age 28, died at Seattle, Wash., Dec. 1, 1913.
Oscar Gustaf Adolf Lind, No. 1528, a native of Sweden, age 28, was drowned at Drawbridge, Alameda County, Cal., Dec. 7, 1913.
Axel Svensson, No. 311, a native of Sweden, age 44, died at Raymond, Wash., Dec. 26, 1913.

THE LIGHTHOUSE SERVICE.

The annual report of the Commissioner of Lighthouses to the Secretary of Commerce for the fiscal year ended June 30, 1913, has been published.

The reorganization of the Lighthouse Service under the provisions of the act of Congress approved June 17, 1910, was entirely completed during the early part of the fiscal year 1913. All of the lighthouse districts, with the exception of the three river districts, are now in charge of civilian inspectors. It is believed that the efficiency of the Service has been increased by the reorganization, and that the work is more economically performed.

The United States Lighthouse Service maintains aids to navigation on all coasts under the jurisdiction of the United States, except the Philippine Islands and Panama, and also on the principal interior rivers. This service is charged with the maintenance of aids to navigation along 46,828 statute miles of coast line and river channel.

On June 30, 1913, there were 5,536 persons employed in the Lighthouse Service, including 86 technical force, 146 clerical force, and 5,304 employes connected with depots, lighthouses and vessels.

During the fiscal year there was a net increase of 591 in the number of aids to navigation maintained, the total at the end of the year being 13,434. Of these, 4,739 are lights of all classes and 566 are fog signals. The total number of aids in Alaska, including lights, fog signals, buoys, and daymarks, in commission at the close of the fiscal year, was 279, including 93 lights, representing an increase of 56 lights since June 30, 1910, or 150 per cent.

Complete reports have also been received from naval officers in local charge of the outlying United States territory at Guantanamo, American Samoan Islands, and the Island of Guam, in reference to the aids to navigation at each place.

Improvements in aids to navigation have been made as follows: Flashing or occulting lights were installed in place of fixed lights at 26 stations; incandescent oil vapor lights were substituted for oil wick lamps at 73 stations; acetylene lights were substituted for oil lights at 30 stations.

Until recently it has been necessary to procure all the cut glass lenses used in the Lighthouse Service from abroad, but recently American manufacturers have produced lenses which are equal to those purchased abroad, having also the important feature that the prisms are formed by machines instead of by hand, thereby making the parts interchangeable.

Wick lamps have been gradually replaced by incandescent oil vapor installations at many stations, producing a brighter and more efficient light, which has proven satisfactory to mariners and elicited favorable comment from them.

Experiments have been continued with various new and improved types of light and fog-signal apparatus, with satisfactory results, and experiments testing the efficiency of radio installations as fog-signal apparatus are under consideration, and it is expected will be started in the coming year.

During the fiscal year 44 tenders and 67 light vessels were in commission. One new tender, the Woodbine, was completed after the close of the fiscal year, and assigned to duty in the waters of Chesapeake Bay, and two new light vessels were stationed in the Great Lakes. Contract was awarded for light vessels Nos. 96 and 98, and since the close of the fiscal year a contract was awarded for the tender Laurel. The Bush Bluff Light Vessel, near Norfolk, Va., has recently been fitted with a new system of electric signal lights. Plans are under way for the construction of light vessels No. 99, No. 100, No. 101, and No. 102, and also for the construction of the tenders Fern, Rose, and Palmetto.

Systematic inspections have been continued in the various lighthouse districts of the technical work, and of business methods, and property accounts.

A standard method of cost-keeping has been continued in effect, and a slight reduction in the cost of maintenance in a number of classes of aids to navigation has been noted, as compared with figures for the previous year. By continuing to compile this information from year to year accurate figures can be derived which will be useful in preparing estimates, planning work, effecting economies, and comparing relative efficiencies.

A number of new works under special appropriations were completed during the fiscal year. Those of principal importance are as follows: New fog signal at Manana Island, near Mohegan Island, Me.; wharf, power house, and foundry at the general lighthouse depot, Tompkinsville, N. Y.; new light and fog bell at Negro Point, East River, N. Y.; new lighthouse at Miah Maull Shoal, Delaware Bay, N. J.; a portion of new lights for Cape Fear River, N. C.; new lighthouse and fog signal, with minor lights, at Superior Entry, Wis.; beacon lights and buoys for Livingstone Channel, Detroit River, Mich.; 15 new acetylene lights in Alaska; reconstruction of lighthouse and fog signal at Lincoln Rock, Alaska; new light and fog signal, Alki Point, Puget Sound, Wash.; new lighthouse and fog signal at San Pedro Breakwater, Cal.; new fog signal at Point Loma, Cal.; new lighthouse, Kilauea Point, Hawaiian Islands.

During the fiscal year 1913 services in saving of life and property were rendered and acts of heroism performed by employes of the Lighthouse Service on vessels or at stations on 92 occasions.

Recommendation is made that the Secretary of Commerce be authorized to increase the pay of the crews of lighthouse vessels as may be necessary to secure competent service, also that employes of the Service compensated at a per diem rate be granted 15 working days' leave of absence per year.

Recommendation is renewed for legislation authorizing the retirement of employes of the Lighthouse Service on account of age or disability incident to their work, which is the practice in the lighthouse services of most other countries.

The appropriations for the maintenance of the Lighthouse Service for the fiscal year 1914 are $5,071,930, being $34,520 in excess of those for the preceding fiscal year. In addition, there are appropriations of $722,600 for special works, such as new lighthouses and vessels.

END OF THE WORLD.

Predictions of the end of the world have been a source of terror to many peoples through many centuries. St. Augustine, in the fourth century, conceded only a few years of respite to the human species before the end of time, says the Indianapolis News. In the ninth century, in several countries of continental Europe, the people began to make preparation for the destruction of the world, then prophesied to be near at hand. They abandoned their fields and their workshops and threw themselves at the foot of the altar; they gave their goods to the churches and monasteries. The end was to come with the beginning of the thousandth year of the Christian era. The fatal day came. But the sun continued to shine in the vault of the heaven, the stars remained in their places and the people returned to their customary pursuits. But the prophets were not discouraged, and Arnault de Villeneuve, a Frenchman, fixed the date for the finish in 1396, and again a mistake had been made in the direful horoscope. Next came Johann Stoffer, a German astrologer, who announced that the world would be overwhelmed by a deluge in 1521, and a worthy theologian of Toulouse constructed an ark.

In 1599 the end of the world was announced in France, and the wildest terror prevailed. Henry IV, who had not been any too good a Protestant and was no better as a Catholic, laughed at this prediction. Then he became serious and issued an edict forbidding his subjects to talk about anti-Christ and the last judgment. The latest prophet of any note was an Italian, a monk of Padua, who died at the age of 90, a day or two after the exaltation of Pope Leo XIII. He left a prophecy giving a list of the Popes, ten in number, who should reign before the end of the world should come. And these are the names: First, the present Pope, Pius X; then will come Paul VI, Pius XI, Gregory XVI, and so on, concluding with Peter II, who will occupy the papal chair when the end comes. As Popes reign an average of 12 years each, the grim prophet only allows a century more of the world, and then all will be over. This prophecy, however, has never been accepted with anything like the seriousness with which it was given.

The organization of non-union labor does not move as fast as the average optimist anticipates; but it moves much faster than the pessimist predicts. The first sees nothing but sunshine, the second nothing but clouds. While the conflict of opinion prevails, the unexpected usually happens. The growth of the organization of labor is due in part to industrial development; it is not confined to one section or district. The compass points sometimes north and sometimes south, then shifts to the east and west. It is in constant motion and visible in every direction.—Cigar Makers' Journal.

A certain philosopher has said that "instinct guided by reason is never wrong." This observation explains much of the success of trade unionism, which is primarily an expression of the instinct of self-preservation.

A GLIMPSE BACKWARD.

The condition of England during the first quarter of the nineteenth century is hardly conceivable to the contented citizen of to-day. Great Britain, unlike some other nations of Europe, had never had the experience of a social revolution, and the heavy hands of the rich throttled independence and ground the people into the dust. As to Ireland, its people were savagely ill-treated from century to century, impoverished by infamous laws, and driven into despair, crime, or rebellion.

The objects of reformers, mainly but not wholly of the Liberal party, were the abolition of unfair privileges, oppressive taxation, corrupt practices and inequality; the extension of liberty, wealth, welfare, education, and peace; the building of the nation in strength and happiness, the establishment of the colonies on a self-governing basis, and the sympathy in patriotic union of the whole empire.

In 1815 the majority of the House of Commons was said to be elected by less than 15,000 electors; 90 members were elected for 46 places, in none of which there were more than 50 electors. In 1816 371 members were said to be nominees in England, 45—that is all—in Scotland, 71 in Ireland; 309 were elected by the treasury or by persons of power and influence. The Duke of Norfolk was represented by nine members. The representation of Hastings was regularly sold for £6000. One peer chose as member a waiter of his club. Close corporations were generally corrupt.

Large towns were not represented. Gatton was a park, Old Sarum a mound, Dunwich was covered by the sea; yet these returned members.

Most people concerned in elections were either givers or getters of bribes.

"More than four-fifths of the peers," wrote Queen Caroline, "hold by themselves and their families offices, positions, and emoluments solely at the will and pleasure of your Majesty." "The overwhelming majority of peers created by George III" were, according to Buckle, "chosen for wealth and votes which were marked by narrowness and illiberality."

Game was preserved by terrific penalties. Shooting at a rabbit was a capital felony. In 1816 an act was passed without comment, punishing with transportation for seven years any person found at night on open ground with any instrument for taking or destroying game. Spring guns and mantraps were common in plantations. In 1808 Parliament would not hear of the abolition of hanging for stealing. It was an offense punishable by death for soldiers or sailors to beg. There were two hundred felonies punishable by death. In 1815 a woman committed a felony in order to be transported to join her husband; she was hanged. In 1815 women were flogged. Twelve judges protested against the substitution of transportation for death for five-shilling thefts. Yet imprisonment and transportation were terrible punishments in those days. The county prisons were deadly. The worst and the best of the condemned were crowded together in filth, many to die of gaol fever. One instance of the horrible barbarity of the unequal law may be given; for it is related by Sir Henry Hawkins, the judge, as having deeply impressed him. As a boy, when one day he was looking out of a window into the square at Bedford, he saw a farm-cart passing through the crowd, followed by a sorrowful couple overwhelmed with grief. These were the parents, very worthy laboring people of Wilhampstead, whose son, only 17 years old, had been hanged that morning for setting fire to a stack of corn—a boyish freak. How many rich undergraduates at Oxford and Cambridge have committed worse freaks or follies with scarcely a reprimand, and have attained high office in the State!

Spies were paid, witnesses suborned, juries packed. Flash-houses, according to a committee in 1833, were in 1816 declared to be a necessary part of the police system.

Religious intolerance was rampant. In 1816 Peel contended that the admission of Roman Catholics to Parliament would lead to the abolition of the Protestant Church. In 1833 the House of Lords refused to admit the Jews. Non-conformists were excluded from office and from the Universities, and it was penal to deny the Trinitarian doctrine.

Ireland was crushed under deadly laws, its poverty squeezed for the luxury of landlords, its hard-working peasantry relentlessly driven to desperation.

Heavy duties were laid on the necessaries of life, and taxes on windows, glass, soap, candles, paper, newspapers, stamps. These were repealed in the forty years following 1824.

Enormous abuses and inequalities corrupted the Church. Pluralities amounting to five or ten thousand a year were heaped on a favorite of orthodoxy.

The slave trade existed till 1807, and slavery in British possessions till 1833.

The state of the poorer classes was beyond description. Distress, fever, and corruption degraded the people in every part of the country. Children were employed thirteen hours a day; even those of only six, seven, or eight years of age were terribly overworked. Trade unions, combinations of workmen, were prohibited.

There was little education, no penny post, no well-lighted streets, no railway, no sanitation, no free press.

Such is the spectacle which a glimpse backward reveals.—Hon. Rollo Russell.

REBUILDING POMPEII.

When first they began to dig out long-buried Pompeii, everything found there was taken to Naples, leaving nothing in the excavated places but the bare ruined walls.

Of late years a more rational plan has been followed of leaving in place everything but the smallest objects of interest and reproducing roughly the houses uncovered.

Under the present director, Professor Spinazzola, this idea has been developed still further. He has almost entirely rebuilt some of the houses, using all the material found, even to the fragments of the roof tiles.

On the famous street of Abundance he has rebuilt even the upper stories and balconies and restored the windows and facades. This gives a new idea of the style of the city of pleasure.

A recently uncovered fresco represents Venus standing on a chariot drawn by four elephants.—Boston Globe.

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,

V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION

570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y.....55 Main Street
Telephone Seneca 936 R.

CLEVELAND, O.....1401 W. Ninth Street
Telephone Bell Main 1842.

MILWAUKEE, WIS.....133 Clinton Street
Telephone South 240.

ASHTABULA, O.....21 High Street
Telephone 552.

NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

DETROIT, MICH.....7 Woodbridge Street, East
Telephone 3724.

SUPERIOR, WIS.....1721 N. Third Street
Telephone, New, Broad 385.

BAY CITY, MICH.....108 Fifth Avenue
OGDENSBURG, N. Y.....70 Isabella Street
CONNEAUT, O.....922 Day Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue
PORT HURON, MICH.....517 Water Street
ERIE, PA.....107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

HEADQUARTERS.

71 Main Street, Buffalo, N. Y.
Telephone Seneca 48.

BRANCHES:

CLEVELAND, O.....1185 W. Eleventh Street
CHICAGO, ILL.....445 LaSalle Avenue
MILWAUKEE, WIS.....151 Reed Street
DETROIT, MICH.....27 Jefferson Ave, East
SUPERIOR, WIS.....1814 Fourth Street
OGDENSBURG, N. Y.....70 Isabella Street
BAY CITY, MICH.....108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.

HEADQUARTERS.

BUFFALO, N. Y., 55 Main St. Tel. Seneca 2295

BRANCHES.

CLEVELAND, O.....1401 W. Ninth Street
MILWAUKEE, WIS.....151 Reed Street
CHICAGO, ILL.....314 N. Clark Street
ASHTABULA, O.....74 Bridge Street
TOLEDO, O.....54 Main Street
DETROIT, MICH.....7 East Woodbridge Street
PORT HURON, MICH.....517 Water Street
CONNEAUT, O.....922 Day Street
OGDENSBURG, N. Y.....70 Isabella Street
NORTH TONAWANDA, N. Y.....152 Main Street
SUPERIOR, WIS.....1721 N. Third Street
BAY CITY, MICH.....108 Fifth Avenue
ERIE, PA.....107 E. Third Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue

UNITED STATES MARINE HOSPITALS AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS.

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O

RELIEF STATIONS.

Ashland, Wis.	Ogdensburg, N. Y.
Ashtabula Harbor, O.	Oswego, N. Y.
Buffalo, N. Y.	Port Huron, Mich.
Duluth, Minn.	Manitowoc, Wis.
Escanaba, Mich.	Marquette, Mich.
Grand Haven, Mich.	Milwaukee, Wis.
Green Bay, Mich.	Saginaw, Mich.
Houghton, Mich.	Sandusky, O.
Ludington, Mich.	Sault St. Marie, Mich.
Manistee, Mich.	Sheboygan, Wis.
Erie, Pa.	Superior, Wis.
Menominee, Mich.	Toledo, O.

WHALING IN SOUTHERN CHILE.

An industry of southern Chile which shows indications of increasing importance is that of whaling. The season recently closed has been auspicious both in yield locally and in the high prices for whale products ruling in the world markets. The pursuit of the whale in neighboring and more southern seas appears to have been abandoned by American companies, although in former times vessels of that nationality were the most numerous engaged in the industry.

According to "Shipping Illusrated" whaling of to-day in the extreme southern waters is centered to a great extent in the Falkland Islands, due to the fact that a license is required by the British authorities of those islands for the privilege of operating in the South Sea Current, with the South Shetland Islands and Grahamland as bases. The charge for the license is £100 for operating a station and two whaling boats, and an additional £100 for operating an extra, or third, whaling boat. A station and three whaling boats is the maximum equipment permitted any single company, and the whaling privileges granted by the Falkland Island authorities are limited to ten companies. The full number have operated during the past season, being comprised of eight Norwegian, a British, and a Chilean company.

The only Chilean company exploiting the territory is the Compania Ballenera de Magallanes. This company, organized in 1905, operates administrative offices in Punta Arenas, a trying-out station on the island of San Isidro in the Straits of Magellan, and a base of operations in the South Sea Current, licensed from the authorities of the Falkland Islands. The equipment operated under this license comprises three steam whaling boats and a steamer of 3,000 tons, used during the season as a floating station and thereafter for the transportation of the oil and bone products to Europe. The whaling boats, of which the company owns five, range from 90 to 117 feet in length, average 30 or 40 tons, and are each equipped with a machine which fires an explosive harpoon.

The company opens its annual whaling season in the Straits of Magellan in October, with base at San Isidro, where it operates until December, in which month its floating station and three whaling boats steam to the South Sea Current, to remain until the season closes in March or April. The catch for the past year in the Southern Seas was some 400 whales, the product recently shipped being some 2,000 tons of oil, valued at about $215,000, to England and 20 tons of whalebone to France. Sixty right whales were caught in the straits before the transfer of the fleet to the south. Only occasional right and sperm whales are caught in the extreme southern waters, the usual classes taken being blue, humpback, fin, and sey whales. The whales when killed are brought alongside the floating station and there cut up and the sections tried out into oil. However, one of the Norwegian companies (Solvesen's) is erecting a base on Deception Island adequate for trying out the whole fish. This island is said to be volcanic in structure to the extent that steam rises from the beach throughout the winter, and the snow and ice are kept melted sufficiently to give it a marked difference in appearance from the surrounding lands.

Another whaling company, the Balleneria Pacifico, founded by Christensen Bros., of Norway, and others in 1909, has a base and zone of operations on the Pacific coast of southern Chile, between the islands of Chiloe, Huafo, and Huamblin. The company has a station on the small island of San Pedro, to the southeast of Chiloe, equipped with complete machinery for elaboration of whale products, including three great and thirteen small steam boilers for obtaining the oil and ten large iron tanks for clarifying it. The oil is classified in five grades, 0, 1, 2, 3, and 4, sold in two classes, thick and thin. The present approximate price procured in Europe is $117 per ton of grade 0, $112 per ton of grade 1, and £2 less for each succeeding number of grade. In Chile the price is approximately $100 per ton of the first, $90 of the second, and $20 less for each of the other classes. The company also markets whalebone and fertilizer. The price obtained for this fertilizer in Europe is 12s. per sack of 198.4 pounds and the whalebone brings, at present low price ruling, up to $220 per ton. Approximately two-thirds of the oil and all of the whalebone and fertilizer are exported directly to Europe.

The classes of whale caught are blue, humpback, fin, and a lesser number of sperm, and right. The full-grown right whales caught have a productive value of up to $3,600 and some of the other classes a maximum of about half that amount. The season lasts about 150 days. Three whaling boats, of 75 tons each, are operated by the company and its season's catch averages 150 whales.

PACIFIC COAST COAL.

Except in Colorado, the production of coal in the Rocky Mountain States for 1913 showed a healthy increase, according to estimates by Edward W. Parker, of the United States Geological Survey. On account of the strike in the Colorado fields, called September 16 and put into effect September 23, the production for the remainder of the year was from 50 to 60 per cent. of the normal, and the ultimate effect upon the industry of the State was a reduction in the annual total of approximately 1,500,000 tons compared with 1912, when 10,977,824 short tons were mined.

In New Mexico the production was slightly in excess of the 3,536,824 tons produced in 1912, and it would have been considerably greater but for the disastrous explosion in October which wrecked one of the Stag Canon Fuel Co.'s mines at Dawson and resulted in the loss of 263 lives and in a decreased output.

The production in Montana is estimated to have been about 8 per cent. in excess of the 3,048,495 tons mined in 1912, owing to a greater demand for domestic coal following an influx of settlers into the State. On the other hand, the demand for steam coal was less than in the preceding year, on account of the increasing use of oil by the railroads and of extensive hydro-electric developments to supply power to many city industries. The use of hydro-electric power has even extended to some of the coal-mining properties themselves.

The reports from Wyoming indicate satisfactory and harmonious labor conditions and slightly increased demands for coal for railroad, manufacturing, and domestic use. The trade was also stimulated by the labor troubles in Colorado. Car supply was better than in 1912, owing to some extent to drought in Nebraska and Kansas, which created less demand for cars for crop moving and put them at the service of the Wyoming coal mines. Only for a short period in October was there any car shortage.

In Utah the production increased about 5 per cent. over the 3,016,149 tons moved in 1912, partly because of normal growth and partly owing to increased demand from California for domestic fuel.

On the Pacific Coast coal is now used practically for household purposes only, and the consumption of coal in 1913 was about the same as in 1912. In the San Francisco market the use of fuel oil for generating steam has displaced that of coal. The only coal used for steam is that taken by the Pacific Mail Steamship Co. and the Japanese Steamship Co. for their vessels to the Orient, while fuel oil is used almost to the entire exclusion of coal on Puget Sound and on the railroads of Oregon and Washington. The coal trade of San Francisco has been largely supplied by British Columbia, but on May 1, 1913, a strike was begun at the British Columbia mines and all shipments to the San Francisco market ceased. On account of this strike rail shipments of coal from Utah, Wyoming and New Mexico were considerably increased, and some shipments were made by water from Puget Sound, Australia, and Japan.

The production of petroleum in California in 1913 is estimated at 96,000,000 to 97,000,000 barrels. Part of the output finds its way to households where gas manufactured from oil is used for cooking. At the close of 1913 the price of oil to consumers and steam plants at San Francisco was from 60 to 70 cents a barrel, which is equal to the price per ton ($2.25 to $2.50) for Pocahontas or Cardiff coal.

HAMBURG LEADING PORT.

Statistics issued by the Hamburg Senate show business for the port of Hamburg for the year 1912, indicating that Hamburg is now probably the greatest shipping center in the world. The figures show a great excess over the value of the shipping of the port of London, even though in compiling the statistics for London, Queensborough and Leigh, at the mouth of the Thames, be included.

Roughly, during the year 1912, Hamburg cleared imports and exports of 25,000,000 tons, valued at $2,000,000,000. This tremendous volume of business is due in great measure to the fact that Hamburg is a free port, where goods can be held awaiting reshipment without paying customs duties.

Improvements made in the shipping facilities of Hamburg in recent years carry to more than 2000 acres the extent of free port territory. There are loading and unloading appliances for thirteen miles of quays fitted with sea-going vessels, while there are eleven miles of open water mooring places and eight miles of shed warehouses.

Demand the union label upon all purchases!

WEEKLY NEWS LETTER.

(Continued from Page 3.)

be vetoed by President Taft. The reason assigned for the veto was the literacy test for incoming aliens. The paragraph providing for the literacy test has been retained in the bill in practically the same form as in its predecessor. Additions, however, have been made to the bill, providing for the deportation of "any alien who at any time within three years after entering shall be found in the United States advocating or teaching the unlawful destruction of property." Another paragraph provides that "deportation shall be the lot of those who at any time within three years after entry shall be found advocating or teaching the overthrow of organized government or the assassination of any public official." While there were efforts to incorporate a provision excluding the Asiatics, the committee concluded to leave this feature to the general provisions of the bill relative to the requirements for naturalization. It is stated that the question relating to the immigration of Asiatics will be taken up specifically with the State Department.

Financial Prophecy.

In the last issue of the Wall Street Journal there appeared an editorial which throws down the guantlet to the legislative representatives of the various State federations of labor. It is important that these committees should be informed of the prevailing sentiment. The editorial says: "Next January thirty State Legislatures will meet in regular session, and one of the subjects sure to crop up early is the so-called 'full-crew bill.' Thirteen State Legislatures have already capitulated to the labor lobby under Gomperian guidance, entailing upon the railroads an annual expenditure extimated at approximately $6,000,000 a year—and for what? Chiefly to install a supernumerary in the caboose of a freight train. The prospect is that this annual hold-up may have harder sledding this winter in both State and Federal lawmaking circles. The trouble in the past has been that the railway organizations succeeded in carrying the day on pleas of public safety and high per cent. of casualties to workmen." Then follows a statement asserting that the per cent. of injured has declined, and an argument presented why there should be no more legislation with reference to the labor situation on railroads. The worm has shifted his position.

His Polemics.

The Rev. David M. Steele, of the Church of St. Luke and the Epiphany at Philadelphia, Pa., excitedly threw his roof piece into the ring. The Business Men's Association had a meeting and this polemical disputant delivered himself of opinions as follows: "There is a breach coming in this country between the business men and the working men. This is explained by two serious aspects in the mercantile life of to-day. In the first place there is a marked deterioration in labor in this country and generation that demands the competent business men's attention. The conscientious working man is extinct. There is a marked degeneracy in the skill and industry of the man who works for wages. As their hours become shorter and their wages increase, they deteriorate. Perhaps the labor unions are drunk with power and must run their course. The second serious aspect is the willingness of the employers to compromise with labor for immediate advantages. The development of system in business has made it easier for the incompetent man to fill his place in the industrial world. His boss does his thinking for him. If I had to deal with organized labor to-day, I would commit murder or go mad."

After reading the vehement assertions of the divine oracle the conclusion is reached that he has already arrived at a stage where hydrophobia might easily be diagnosed.

October Immigration.

The immigration for the month of October was 2107 less than for the month of September. Again does the Southern Italian lead the foreign immigration invasion army, with 27,057. Following this large number comes the Polish, with 14,914 admitted. Closely following this come the Hebrews, with 11,236; Germans, 9899; Croatians and Slovanians, 6464; English, 6123; Irish, 5535; Northern Italians, 5097; Russians, 4749; Scandinavians, 4329; Ruthenians, 3511; the balance being scattered between twenty-eight nationalities. The total immigration for the month was 134,140. This is an increase of 25,840 over the same month last year. Classified according to occupations given by the immigrants themselves there were included in the October list 28,924 farm laborers; 23,739 laborers, and 19,017 servants. Classified according to trades declared by the immigrants there were 2572 tailors, 1162 shoemakers, 689 miners, 376 weavers and spinners, nearly all of the other known trades being represented by small numbers. The destinations of these immigrant aliens, in large part, were as follows: New York, 37,793; Pennsylvania, 22,488; Illinois, 12,366; Massachusetts, 8748; Ohio, 8233; New Jersey, 6702; Michigan, 4933; with the balance being scattered to the various States in the union. There were debarred during the month 2330, the largest number for any one particular cause being the likelihood of becoming public charges. During the month under consideration there departed from American ports emigrant aliens to the number of 26,998. The total number of immigrants admitted to the ports of the United States from July to October, 1913, inclusive, reached 534,811.

Eight concerns in Europe supply the larger part of the world with moving-picture films, and the price paid to procure good pictures is surprising. There is the instance of the makers of the film showing Forbes-Robertson as Hamlet, who paid $75,000 for the use of a castle and costumed 400 people for the purpose. The whole expenditure was $250,000, but the company sold 3,000,000 feet of that film for $750,000. To obtain the pictures of Scott in the Antarctic $250,000 was expended, and the royalty already collected by Mrs. Scott exceeds the original cost of the pictures.

Demand the union label and thus in a practical way show your sympathy for the underpaid classes of labor.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

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SAN PEDRO, Cal., P. O. Box 54.

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GRAYS HARBOR FISHERMEN'S UNION.
ABERDEEN, Wash., P. O. Box 34.

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SKAGIT RIVER FISHERMEN'S UNION.
FIR, Wash., P. O. Box 6.

COQUILLE RIVER FISHERMEN'S UNION.
PROSPER, Ore.

ALASKA FISHERMEN'S UNION (Local No. 2), KETCHIKAN.
LORING, Alaska.

ALASKA FISHERMEN'S UNION (Local No. 3).
PETERSBURG, Alaska.

ALASKA FISHERMEN'S UNION.

Headquarters:
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SEATTLE, Wash., 84 Seneca St., P. O. Box 42.
ASTORIA, Ore., P. O. Box 138.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA

29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

United States Senator Owen has introduced a bill for an old age pension fund which would put the National Savings Banks in competition with the mutual savings insurance companies. It would authorize the postal savings banks to receive and administer savings paid in by citizens, the dues or premiums to entitle depositors to participate in the co-operative system of life annuities.

The Carpenters' strike inaugurated last April at Pittson, Pa., owing to the refusal of the employers to sign the trade rules then presented, has been declared off, the contractors then refusing to sign having done so. The minimum rate provided for in the new rules is $3.20 for an eight-hour day. There are only a few very small contractors remaining that have not signed, but they are inconsequential.

The labor paper at San Diego, Cal., states that certain local interests are advertising in newspapers and other publications in the East and North that San Diego is in need of laboring men. It further says that inducements in the way of big wages are held out with the evident purpose to flood this section with idle men and thus reduce wages. Upon authority of the building trades council it is asserted that there are many idle men here and that there is no immediate prospect for the need of more workmen.

The Illinois Child Labor law has been upheld as constitutional by the United States Supreme Court in the case of Arthur Beauchamp, a fifteen-year-old boy, who received a verdict of $4,500 from the Sturges and Burn Manufacturing Company for having has hand lacerated in a press, Justice Hughes announcing the decision. The company in its defense stated that the boy told the company that he was over sixteen years of age, and being over fourteen years of age should be held responsible for his statement. The court said the company employed him at its peril.

Just prior to relinquishing the position of superintendent of the Union Printers' Home, Charles Deacon made a complete inventory of the institution, which is as follows: The real estate is valued at $108,215.87; the buildings are valued at $184,-743.47. With the furniture and fixtures and other necessary things to properly conduct the home, the total valuation of the property was $355,-766.77. The inventory previous to this one was made in March, 1907, and $253,911.58 was the total valuation of the home property. The increase in value in six and one-half years therefore is $101,865.19.

"Jeff" Pierce, the oldest organizer on the staff of the American Federation of Labor, died in Worcester, Mass., on December 6. In the early nineties when the Federation's revenue was slender, "Jeff" Pierce was appointed as an organizer of the organization and continued in the same capacity until the day of his death. He was a Cigarmaker by trade, and was one of the few tradeunion organizers that entered the field at a time when the organizations of labor began to grow and assume some proportions as to membership and effectiveness. "Jeff" Pierce was well known throughout the length and breadth of the country, and the entire movement will join in extending sympathy to his family.

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Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Aagaard, A.
Abrahamsen, Johan
Alonzo, Julius
Anderson, T.
Anderson, H. -1352
Anderson, A. -1638
Anderson, Martin
Behr, Henry
Bishop, Patrick
Brunstrom, Gust.
Bartsch, W.
Balk, Marius
Berger, C.
Brandlung, G.
Burholtp, F.
Carlsen, Rudolf
Chevalier, U.
Christiansen, Nels
Christiansen, Anton
Chudelow, Geo.
Carlson, Harold
Christensen, H. -1366
Christensen, Trygar
Daughty, Pearly
Edvardsen, Anton
Engstrom, Fred
Engebrietsen, E.
Erlandsen, E. L.
Ferguson, Robert
Fonslund, Victor
Freeman, J.
Framness, Ivar
Graa, P. C.
Grant, Dave
Grant, J. J.
Gangsrud, O. K.
Gunther, Max
Hallnes, M.
Heiam, Dan
Hagen, Carl
Helpap, A.
Holst, L.
Iversen, A. S.
Johnson, Charles O.
Jensen, Hans
Jensen, Jens
Jacobs, Wm.
Jacobsen, Johan
Johansen, O. K.
Johnson, Ernest
Klebnikoff, I. W.
King, Frederick
Kirwan, M. L.
Kohlmasher, O.
Kealy, James
Kenny, James
Kristiansen, K. F.
Ludicar, K.
Ludulgsen, Arni
Larsen, L. A.
Larsen, G. -1692
Larsen, Harry
Larsen, G. E.
Lillian, Ole
Lunder, B.
McPherson, R.
McNeary, J.
Mikkelsen, K. -1620
Mattson, Taivo
Matson, F.
McGoldrick, J.
Mehut, Joseph
Monsen, S.
Matson, M.
Martinsen, Chr.
Martinsohn, P. A.
Maitak, M.
Martens, Paul
McManigal, Thos.
Moen, R.
Nilsen, Martin
Nilsen, Oscar J.
Nissen, Louis
Nelson, Ed.
Nelson, Ludick
Nelson, Carl
Nelson, Albert
Noerl, H.
Olsen, O. P.
Owens, J. H.
Olsen, Albert
Olsen, Christ
Olsen, M. E. -1231
Olsen, Edwin
Owen, J. H.
Pedersen, Peder
Petersen, Vic.
Petterson, Richard
Petterson, S.
Peterson, Alf. -723
Richardsen, Adam
Roos, B.
Strasdin, A. W.
Sorensen, Geo.
Saar, J.
Satveit, Geo.
Smith, Clayton
Steffensen, F.
Stjerne, P. A.
Sund, K. A.
Thomson, W. Reg.
Taede, Jens
Thompson, T.
Terkelsen, A.
Taktz, R. Package
Waho, M.
Weekdroup, H.
Valentine, G.

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INFORMATION WANTED.

Axel Peterson, F. Lundberg, J. Gustafson, M. Garcia, crew of the steamer Riverside, at the time she towed in the Oceana Vance, kindly call at the office of the Charles Nelson Co. for money due them.

Victor N. Kvenen, a native of Belgium, age 32, last heard of in Ashtabula, Ohio, April, 1909, inquired for by his brother John Kvenen, Route 2, Raleigh, Tenn.

Valetine (Walter) Zima from Lubiachowo, Kreis Schrimm, Province Posen, Germany; last address Sailors' Union Hall, Seattle. Please communicate with Imperial German Consul, Seattle, Wash.

Anyone who was on the schooner "Americana" on January 29, when Louis Buttner was injured, is respectfully requested to communicate with the injured man. Address Sailors' Union of the Pacific, San Francisco, Cal.

William McGrail, of Baltimore, Md., who sailed on the Atlantic and Gulf Coasts as cook for a number of years, is inquired for by his brother, George McGrail, 603 Decatur street, New Orleans, La.

Carl Julius Carlson, born in Sweden in 1877, is inquired for by his mother. There is about $2000 due him from his father's estate. Last heard of in September, 1902, on the Atlantic Coast. Previously sailed on the Clifford between St. Johns and New York. Address Fru Sophia Carlson, Klubbegard, Hallands Lan, Heberg, Sweden.

John Nurm is requested to communicate at once with F. R. Wall, 324 Merchants' Exchange, San Francisco.

William Fayette White, whose mother died recently, is inquired for by his brother. Anyone knowing his whereabouts please address S. A. White, 106 W. Salem Ave., Roanoke, Va.

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Eureka, Cal., Letter List.

Ahlstrom, Harry
Brelen, Hans
Clausen, Fred
Ehlert, August
Ericksen, Anton
Gudmundsen, Gudmund
Hansen, Harold
Hansen, Harry
-1827 (Photo)
Hansen, Hans M.
Jacobsen, W.
Jensen, George
Nilsen, Anton
Noel, Louis R.
Lutzen, Waldemar
Publicaties, August
Robertsen, A.
Schultz, F. J.
Sejversen, Paul
Thorssen, Fredrik N.

INFORMATION WANTED.

John West, who was on the steamer Horatius in June, 1912, is inquired for by P. Ivers, River Darling, via Wenthworth, Australia. Please notify Sup't., No. 1 State street, New York.

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THE OLYMPIC CLUB

CIGARS, TOBACCO, POOL and BILLIARDS

All Daily Papers—Coast Seamen's Journal.

RAYMOND WASHINGTON

Portland, Or., Letter List.

Anderson, Gust -1808	Larsen, Hans -1677
Anderson, Rasmus	Larsen, Alfred
Anderson, Mike	Larsen, John
Backanan, Paul	Leidecker, E.
Baker, Geo.	Lemarchand, Louis
Bergman, Karl W.	Lundeman, Ruktie
Berglund, Ed.	Lipclasey, John
Boyard, C. E.	Lierch, Paul
Bohm, Franc	Lallwer, Alexander
Bultz, Ernest	Mattson, Maurits
Carlsen, Charlie	Macrae, Alexander
Carlson, Jack	Mikalsen, Andreas
Cagdell, D. J.	Miller, H. B.
Day, Aca	Maxnes, Kristian
Dahl, Henry	Miller, Chas.
Drenkholn, M.	Neuling, Albert
Edstrom, John	Nelson, C. J.
Erikssan, Erik	Nielsen, Kristian
Erikson, Arthur	Nilsson, Axel
Essen, Carl Axel	Norberg, John
Ekham, Frans	O'Brien, Jack
Goralia, Piet	Olsen, Ansgar
Gynther, John	Olsson, J. W.
Hall, G. A.	Olsen, John Andreas
Hansen, Hans M.	Olsen, Andy
Hansen, Bernhard	Palmer, Jas. W.
Hansen, Sigvarth	Pakeman, Paul
Hansen, Oskar -1437	Petterson, Einar
Hafke, Hernes	Peterson, Hans
Hernes, Klemet	Petersen, Christen
Henriks, Waldemar -1486	
Hansen, Max O.	Pillman, Frank
Henke, Ernest	Pohland, Max
Henze, A.	Rantion, Jacob
Heinaz, C. H.	Rhodes, F.
Hellman, Albin	Rincke, Sperman
Hogstad, Andreas Mikalsen	Runge, Axel
Hock, Garve	Sandbarg, Alfred Larsen
Johanson, John F.	Schroda, Peter H.
Jansen, Harry	Sellin, William
Johnson, Ole C.	Schulz, Alfred
Johanston, C. R.	Semens, O. L.
Johnsen, J. -983	Schmidt, Louis
Johansen, Chris.	Saukka, August
Karson, K. E.	Svenson, Martin
Kenny, James	Swanson, John
Klaesson, Karl	Swanson, Carl O.
Kluge, Frank	Sundguist, Ernest
Kirker, Alexander	Thomel, Martin
Koap, Nick	Warren, C.
Kristensen, Otta	Welson, J.
Kranstrand, H. T.	Wishart, John
Laine, Frank	Wieprecht, Ernest
Larsen, Laren	Wikstram, W.

INFORMATION WANTED.

W. A. Goodrich, who left the British ship Puritan at San Francisco, February 6, 1911, is inquired for by the British Consul-General at San Francisco.

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INFORMATION WANTED.

Any one knowing the whereabouts of Enoch Joseph Horsfold, 18 years old, native of New Zealand, please communicate with Coast Seamen's Journal.

Any one knowing the address of Thos. Symington, age 59, last heard from in Seattle, Wash., 1908, will please communicate with John Sym- Chicago, Ill.

Any one knowing the whereabouts of John Burke No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

Albert Smith, a native of Cork, Ireland, who left the American ship John C. Meyer, on Feb. 20, 1911, is very anxiously inquired for by his wife. Please notify British Consul General at San Francisco.

Reiar Gundersen is inquired for by his brother, B. C. Gundersen. Anyone knowing his whereabouts please communicate with the Coast Seamen's Journal.

Home News.

The New York State Senate passed Governor Glynn's direct primary bill without a dissenting vote.

Secretary of War Garrison announced that Major General Wood would not be reappointed Chief of Staff.

President Wilson signed the Hetch Hetchy bill, granting to San Francisco use of public lands in the construction of its water system.

The Union Pacific railroad announced an 86-hour schedule from New York to San Francisco, to prevent the Santa Fe from taking its mail contract.

In submitting his first annual report to the President, Secretary Garrison made the significant assertion that "the time has not yet come when a nation can wisely disarm or slacken its efforts for preparedness in case of war."

Secretary of the Navy Daniels announced that warships would be built at the League Island Navy Yard, and indicated that the construction of an armor plate plant at Philadelphia eventually might be recommended.

John Hays Hammond, in an address to the National Civic Federation, advocated an interstate industrial commission to supervise large corporations, and said certain classes of corporations should be required to have Federal licenses.

It costs 39 cents to distribute one dollar's worth of food in New York city. The bureau of food supply of the New York Association for Improving the Condition of the Poor has been conducting a cost-of-living inquiry, and made public a report showing that 61 cents represents the cost of food on its arrival at the terminal markets here, while the rest of the consumer's dollar is divided between wholesaler and retailer in the process of getting the food to the consumer's kitchen.

Court records of Los Angeles, Cal., were cleared on December 20 of the last vestige of the famous McNamara dynamiting case by the dismissal of the indictment against Clarence Darrow, who was counsel for the dynamiters, charging him with jury bribing. District Attorney Fredericks told Judge Jackson of the Superior Court that Darrow had been tried twice, once when the jury acquitted him and again when the jury disagreed, and that the evidence, in the light of previous experience, was not sufficient to convict.

In the conclusion of his findings, Judge Cox of the Federal Court of Appeals, which decided in favor of D. E. Loewe & Company, against the United Hatters of North America, in the Danbury, Conn., Hatters' case, made the following statement: "No one disputes the proposition that Labor unions are lawful. All must admit that they are not only lawful, but highly beneficial when legally and fairly conducted; but, like all other combinations, irrespective of their objects and purposes, they must obey the law." With interest and costs, the judgment now amounts to $272,000. At the first trial, held in 1909, the plaintiffs obtained a judgment for $232,240. Alton B. Parker, counsel for the defendants, has announced that the case probably would be taken to the United States Supreme Court for review.

Domestic and Naval.

The raising of the battleship Maine in Havana harbor cost the United States $900,000, it was shown in a final report submitted to Congress Tuesday by the War Department. There is yet remaining of the appropriation $104,354, which is available for construction of tablets and monuments made from portions of the vessel.

The 1913 St. Lawrence season is now closed. During the season 471 steamers went up the river with passengers and freight, as compared with only 405 for the navigation season of 1912. This gives an increase in the number of vessels which have arrived this year of 66, and there has also been a marked increase each month in the combined tonnage of the arrivals over those of last year.

The regular winter and spring patrol of revenue cutters along the Atlantic Coast began December 1. Eleven vessels have been designated for this service, and they will be out to render aid to vessels until April 1, 1914. The cutters on duty are the "Woodbury," "Androscoggin," "Gresham," Acushnet," Mohawk," "Onondaga," "Apache," "Pamlico," "Seminole," "Ithasca" and "Yamacraw."

From December 25 next all steamers arriving at and departing from Argentine ports with 50 or more souls on board between crew and passengers (if any) must be fitted with wireless telegraphy. The law also requires that there be a competent operator on board, and that the installation be capable of transmitting messages 300 miles at sea. This regulation will not affect tramp steamers, unless when carrying cattle.

Contracts for the construction of a great harbor at Blacksod Bay, County Mayo, on the west coast of Ireland, have been completed and signed in London. This work is being undertaken in furtherance of a scheme for the establishment of a new line of steamships running between Blacksod Bay and Halifax and Boston. A new railroad to connect Blacksod Bay with the existing railroads in Ireland is also to be constructed.

Advices from Sourabaya announce the safe arrival November 21 at that port of the 14,000-ton floating dry dock which left Holland a few months ago. Once again Dutch tugs have proved their capabilities in carrying to a successful issue an ocean towage of considerable magnitude. The dock took her departure from Nieuwediep June 23 last, in tow of the tugs "Atlas" (1,500 I.H.P.) and "Titan" (1,000 I.H.P.), two of the vessels owned in Amsterdam by the Amsterdam Tug and Salvage Co. At Aden the flotilla was delayed three weeks owing to the monsoon.

The latest figures received by the Hamburg-American line show that the "Imperator" transported 53,656 souls across the Atlantic on seven trips to America and return, thereby establishing a world's record. It is announced that the "Imperator" will start on her next voyage from Hamburg March 11 for New York. She is now at Hamburg having an improved system of ventilation for her boilers installed and additional cold storage space. Commodore Ruser, commanding the "Imperator," will be transferred to the new Hamburg-American line steamship "Vaterland."

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IMPORTANT NOTICE.

The members of the crew of the steamer "Hyades" who witnessed the assault upon Victor Petitmangen by the first officer of that vessel are requested to report immediately to the Secretary or any Agent of the Sailors' Union of the Pacific in order that depositions of their evidence may be forwarded to Honolulu.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

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Viereck, Henry -142
Vittemajor, W. U.
Vold, O. P.
Voss, Bernhard
Wickstrom, Anton
Williams, Seth
Williams, Thomas
Willkas
Wilson, J.
Windblad, M. M.
Winther, John
Wittenborn, Hans
Wattgren, T. M.
Wickstrom, Axel
Willmann, Will
Wills, George
Wilson, Robert
Wtig, Ferdinand
Zoe, Frank
Zoerb, Walter

PACKAGES.

Apply to Secretary of Sailors' Union of the Pacific.

Anderson, Arnfeld
Andersen, E. -1739
Andreasen, H. -1477
Anderson, A
Baardsen, Tillef
Balda, A
Beling, Oscar
Berg, John
Bjorseth, Knut
Burnett, Ernest
Brevick, Johan
Eriksen, Gerhard
Buas, Tomas
Christoffersen, Olaf
Christensen, Fred R.
Curtney, Ireland A.
Ellefsen, Otto
Fredriksen, B. D.
Gasman, Geo. A
Guldbrandsen, Jack
Gumoes, Fredrick
Hallowes, Louis N.
Hansen, Chr. M.
Hansen, Hans
Hansen, Karl
Hanson, Marins
Hartog, John
Haugen, Hans C.

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June 30, 1913:

Assets	$55,644,983.27
Capital actually paid up in Cash	1,000,000.00
Reserve & Contingent Funds	1,757,148.57
Employees' Pension Fund..	158,261.32
Number of Depositors.....	62,134

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Pt. Townsend Letter List.

Andersen, E. T.	Mertz, George E.
Alango, John	Nachtigall, H.
Hermansen, L.	Rosbeck, Gustaf
Johansen, John	Shold, Chas. A.
Johnson, Ole	Varner, C.
Moore, George	Wilson, Gus

INFORMATION WANTED.

Anyone knowing the relatives of Chas. Green, who was drowned at Nome, Alaska, October 5, 1913, kindly notify Coast Seamen's Journal.

Marcus Andersen, a native of Norway, age 24, five feet seven inches tall, dark hair, fair complexion; sailing on the Lakes when last heard from, in 1911. Any noe knowing his whereabouts please notify Geo. Johnson, 5727 Sangamon street, Chicago, Ill.



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Andersen, C.	Johansen, Amiel
Anderson, Wm.	Johanson, Herman
Burman, Andrew	Larsen, Julius
Carlson, Arthur	Larson, C. L.
Carlson, Eric	Lizs, Otto
Cefalia, Vinzenco	Pinner, Robert
Erikse, Johan	Portanen, Alex
Ericksen, E. John	Petersen, F. V.
Hagen, L. P.	Swanson, John
Johanson, E. O.	Widlund, O. E.
Jeschke, Hans	Walrath, G. O.

Seattle, Wash.

Abolin, Adam	Osterlund, Albert
Borgen, K. Sigurdsen	Olsson, Sigfrid
	Peterson, Andrew K
Dahl, Ben.	Phister, Albert
Fister, Johannes	Polhome, Mr.
Finnigan, I. H.	Ridderstaff, Ernest
Hagen, Gunder	Rye, F. M. J.
Jensen, Gustav	Selback, Chris.
Johansen, Ingvald	Slinning, Rasmus O
Johnson, Axel	Spellman, Tom.
Nelson, Nels Wilhelm	Starks, John
	Stein, George G.
Larsen, Fred	Stixrud, Jack
Magnuson, P. A.	Stromsness Oscar

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SAN FRANCISCO LETTER LIST.

(Continued from Page 14.)

Packages.

Haye, Haakon	**Olsen, -1244**
Heiberger, Morgan	Olsen, Carl -1101
Hendriksen, H. -1333	Olsen, Henrik
Herbert, Chas.	Ostling, C.
Iversen, Reidar	Ottem, Aksel
Jensen, Just.	Pedersen, P. -1093
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Johnson, Ivar	**Prieberg, P.**
Johnson, J. -2223	**Raasch, O.**
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Johanson, Nils A.	Rathke, Reinhald
Johnson, W.	Reimer, P.
Jorgensen, Jorgen	Rimmer, Chas.
Jorgensen, Oluv	Slivesen, Harold
Kaspersen, Henrik	Smith, Johan
Klingeland, Berger	Stange, A. -2063
Korsberg, Wolmar	Strand, Conrad
Kramer, Otto	**Summers, James**
Laydon, D.	Thorsell, Chas.
Lindroth, Erik	Thorsen, Jens
Madson, Olaf	**Torkildsen, Jonas**
Mickaelsen, John	Torvick, Olaf.
Moen, Robert	**Trondsen, J. M.**
Monk, Chas.	Valboe, Hans
Morris, O. R.	Van Pratwijk, Johannes
Nary, Carl	**Wakely, R. E**
Nelson, Hasmund	Walters, Albert B.
Nerby, Christian	Weisbaar, Hans
Newmyers, Oscar	**Willander, -876**
Nilsen, Emil	Willmann, Wilhelm
Nordling, 1065	

News from Abroad.

The strongest earthquake in several years was experienced at Tokyo and Yokohama, Japan.

English suffragettes damaged the organ in St. Anne's Church, Liverpool, and destroyed part of the stalls.

The French Government withdrew the measures authorizing an income tax and a loan of $260,000,000.

The British battle cruiser "New Zealand" recently arrived at Devonport, England, thereby concluding a 40,000-mile tour.

Sir Lionel Phillips, the South African gold mining magnate, was shot and wounded by a storekeeper in Johannesburg.

The Nobel peace prize for 1912 was awarded to Senator Elihu Root, of New York, and that for 1913 to Senator Henri La Fontaine, of Brussels.

Senator Gaston Doumergue succeeded in forming a new French Ministry made up of Socialists, Radicals and Radical Socialists.

It is said that the resolution in favor of a "naval holiday," passed by the American House of Representatives, has attracted much favorable comment in Germany.

The British battle cruiser Tiger, whose engines are designed to give the hitherto unattempted horsepower of 100,000, was launched at Clydebank, Scotland.

An aerial flotilla was used in battle for the first time in history in Morocco, Spanish aviators shelling a large force of rebel tribesmen and materially assisting in routing them.

General Villa, at Chihuahua, formally confiscated the vast estates of the Terrazas and Creel families, for the benefit of the families of those who fell in the present revolution.

It is reported that both the movements for an official and an unofficial German exhibit at the Panama-Pacific Fair collapsed, and there will be no collective German representation at San Francisco.

Lieutenant Baron von Forstner, who was the cause of the recent troubles in Zabern, Alsace, was sentenced by a German court-martial to 43 days' imprisonment and was deprived of his commission.

The Grand Duke Boris, of Russia, a cousin of the Czar, took the witness stand in a London court to rebut allegations of misconduct and cowardice brought in a magazine article. He received a public apology.

The time for taking an appeal against the acquittal of Mendel Beilis in the recent "ritual murder" trial at Kiev, Russia, expired and the judgment became absolute automatically.

Sentences of a few weeks' imprisonment were pronounced at the courtmartial at Strassburg, Germany, of three recruits, through whom the insulting remarks in reference to the Alsatians made by a German officer became public.

Negotiations were begun between the Austrian and Hungarian ministers for the purpose of devising more stringent regulations for the restriction of emigration. These are to be applied to both countries with the object of checking further emigration of subjects liable to military service. The existing regulations, particularly in Hungary, have proved utterly inadequate to prevent a great number of young men from evading military service by emigrating to the United States.

With the Wits.

Good Control.—"That man has a wonderfully well-trained memory."

"Yes. He can make it remember anything he chooses."—Washington Star.

A Side-step.—Bix—Can you lend me $5 for a month, old boy?

Dix—What the deuce does a month-old boy want with five dollars?—Boston Transcript.

Good Riddance.—"So Miss Biffers is married at last?"

"Yes."

"And who is the happy man?"

"Her dear old dad."—Birmingham Age-Herald.

Her Preference.—Before the fire Christmas eve two old maids were planning for the holiday.

"Sister Molly," said the younger, "would a long stocking hold all you'd want for a Christmas gift?"

"No, Elvira," said the elder, "but a pair of socks would."—Philadelphia Public Ledger.

Hit It.—Polly (to big sister's admirer)—Guess what father said about you last night.

Adolphus—Oh, I couldn't guess, weally.

Polly—I'll give you a peach if you can guess.

Adolphus (flustered)—Oh, Polly, I haven't an idea in the world.

Polly—Urr—you was listening.—Sydney Bulletin.

Danny's Ignorance.—The Boston Americans were playing the Nationals in the Bean City one afternoon. Tris Speaker knocked out a long fly that fell between right field and center.

Danny Moeller, the speedy right fielder of the Nationals, went after it, crying out for the guidance of Milan in center:

"I have it! I have it!"

As soon as Moeller had caught the fly a disgusted Boston fan remarked:

"That guy don't even know his own language. What he should have said is: 'I've got it!'"—Popular Magazine.

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There is no standard of education required of a pupil entering the School, for no matter how ignorant the seaman may be, even in the rudiments of common education, Captain Henry Taylor will teach and raise him from the depths of ignorance to the height of the average well-informed man, and in a comparatively short interval of time.



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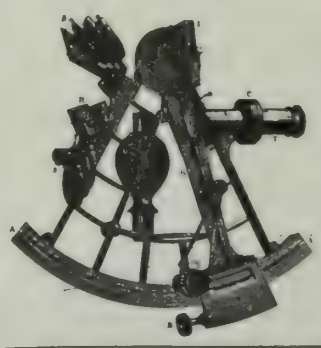
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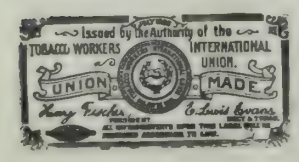
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FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XXVII, No. 17. SAN FRANCISCO, WEDNESDAY, JANUARY 7, 1914. Whole No. 2259.

THE EXAMINER "FLOPS."

The Trick of a Turncoat.

The worst has come, The San Francisco Examiner has come out in opposition to the Seamen's bill.

The Examiner's support in any cause is ground for alarm on the part of those interested in the subject.

That paper is sure to "flop" on every question. Hence its support is merely preliminary to its opposition. Until the Examiner has "flopped," no one can tell where it really stands, or where it will finally land.

Like the spectators in a circus, we can only hold our breath and await the outcome of the "death-defying dive." The snare drum goes, R-r-r-r-r-r-r-r-ra Boom! Then everybody is glad that the suspense is over.

The Examiner has made its dive and landed in the camp of the Chamber of Commerce. We can all breathe more freely, now that the "greatest acrobatic feat on record" is a fact accomplished.

If the Examiner's performances do not always provide the proper "thrill," it can only be because the reader has come to regard as commonplace feats which, if performed by any other paper, would be esteemed little short of miraculous.

Nowadays the aviator who would draw a crowd must fly upside down; he must also loop the loop. The Examiner has been performing these very feats for lo, these many years, until its readers have ceased to follow its gyrations with any degree of interest. The spectacle of the Examiner steering a straight course, right side up—such a spectacle would at once arrest attention.

In short, the thing that the Examiner must do if it would catch the eye of the crowd is to cease its acrobatics and stand up straight for a minute or two. Such a feat would indeed be a miracle—the only miracle, if we may take its own word, hitherto unachieved by the "Monarch of the Dailies."

Until quite recently the Examiner has favored the Seamen's bill. In accordance with its own long established custom, our erstwhile "champion" has extolled itself to the heavens as the friend of those who "go down to the sea in ships." The Examiner is its own snare drum.

After many years the Seamen's bill was as good as passed. Why? Because the Examiner had said that it ought to be passed.

So thought many readers (including a few seamen) of that paper. These over-sanguine souls are entitled to sympathy in their present disappointment. However, the larger number of these who indulge the Examiner habit are today congratulating themselves and each other upon the fact that at last the trick has been turned and the dive has been dived.

The performer stands revealed in his true colors. Even the most wary may have to admit that he was deceived for a minute or two. Still, it must be admitted that the trick was pretty well done.

A Badly Bungled Explanation.

The Examiner explains its change of front by referring to the appeal of the San Francisco Chamber of Commerce. On the last day of last year that paper reprinted an editorial from the New York American (the Gotham link of the Hearst chain), in which it refers to the aforesaid appeal, as follows:

"No one can read this appeal without becoming convinced that the La Follette Seamen's bill, now before the House Committee on Merchant Marine and Fisheries, would, if enacted into law, have a disastrous and far-reaching effect on our merchant marine, particularly on the shipping of the Pacific Coast."

The "appeal" of the Chamber of Commerce will convince no one who is open to conviction. It is an appeal to ignorance, fear and prejudice. It carefully avoids anything in the nature of argument or explanation. It is a mass of rhodomontade and declamation. It is inspired chiefly by employers of Chinese and other kinds of cheap and servile labor. Finally, it is signed by a number of persons and firms who, it is perfectly safe to say, have never seen the Seamen's bill and who wouldn't know that measure from Holy Writ if it were placed in their hands at this moment.

Of course the Examiner is "convinced" that its previous support of the Seamen's bill was a mistake. Or, perhaps that paper has forgotten its own record on the subject. At any rate, the Examiner's "flop" is not due to any "conviction" based upon a study of the Seamen's bill. This much is quite evident from the general tenor of its remarks. For instance:

"The American (Examiner) believes in safeguarding strictly the lives of passengers at sea. But it does not believe that this bill is the best possible measure for that purpose."

Of course. To be sure. Everybody believes in "safeguarding strictly the lives of passengers at sea." This belief is the first article of faith in the religion of the shipowners themselves. Let it be understood, however, that the shipowners reserve to themselves the right to do all the safeguarding. They know best. Again:

"The American (Examiner) believes in justice to sailors. But it does not believe in the total destruction of the shattered remnant of our merchant marine."

"Justice to sailors"! Another article of faith As to what constitutes justice—leave that also to the shipowner. Justice, as we all know, is the middle name of the shipowner.

"Shattered Remnant," 8,000,000 Tons.

"Touchin' on and appertainin' to" that "shattered remnant of our merchant marine," it will be noted that here we have one of the pet hobbies of the Examiner. Our one-time (or is it two-time?) champion is pleased to regard the American merchant marine as a thing that doesn't exist, or that exists only as a fading memory. The facts in the case, as set forth in the Report of the Commissioner of Navigation for the present fiscal year, are as follows:

"The total documented merchant shipping of the United States on June 30, 1913, comprised 27,070 vessels of 7,886,518 gross tons. This is the largest tonnage in our history, and, excepting the British Empire, exceeds that of any other two nations combined."

This is the "shattered remnant" which the Seamen's bill would "totally destroy"! The Examiner is fully aware of the facts. If forced to acknowledge the facts it would say that it meant to refer only to the "shattered remnant" of our merchant marine in the foreign-going trade. Why does not the Examiner make its meaning clear? Because such a reference would not "appeal" as strongly to the average reader as does the statement that the Seamen's bill would "totally destroy" the entire eight million tons of American shipping.

The Examiner believes in telling the truth, just as it believes in "safeguarding strictly the lives of passengers at sea," just as it believes in "justice to sailors—" under certain circumstances and conditions, and with all proper and necessary restrictions, reservations and provisions. Note this:

"The La Follette bill, good in some respects, is bad in others. It is loosely drawn throughout. It will not accomplish what it attempts to accomplish for the sailors. It will accomplish vast harm to shipping."

The oracle has spoken. The Seamen's bill is the product of a lifetime's experience in the practical affairs of the sea. It has been before Congress for many years. During that period it has been subjected to the severest scrutiny and criticism. It has passed one or other house of Congress several times. The ablest admiralty lawyers in the country have passed judgment upon it. But all to no purpose.

Why struggle longer in the effort to draft a measure that will accomplish what it attempts to accomplish for the sailor? The task is evidently beyond human capacity. We have it! Let Willie do it.

Criticism of Imaginary Faults.

Our whilom guide, philosopher and friend lays much stress upon that provision of the Seamen's bill which requires that sixty-five per cent. of the deck crews of vessels shall be able-seamen of at least three years' experience at sea.

In the first place, the bill calls for only forty-five per cent. of able-seamen at first, increasing to sixty-five per cent. after four years from the passage of the bill. This is simply an example of the Examiner's fairminded (?) way of stating the seamen's case, an example of "justice to sailors," as it were.

The Examiner argues that this and other provisions would "encourage desertion," entirely ignoring the fact that the reduction of the penalty for desertion, as provided by previous Acts, has led to a material decrease in the number of desertions. However, the main point of the Examiner's contention is set forth as follows:

"The La Follette bill punishes desertion with the loss of half the pay for the voyage. This, rather than checking desertion, would encourage desertion. For a crew might leave a ship in a body at an outbound port, where there were no able-seamen to replace them, and remain on shore till the captain was forced, to save his owners from ruin, to take them back upon their own terms. In such a case it would be possible to dictate terms that would make the fine of half the voyage's pay extremely easy to bear."

It so happens that the La Follette bill punishes desertion by "forfeiture of all or any part of the clothes or effects he (the seaman) leaves on board and of **all or any part of the wages or emoluments which he has then earned.**" The Examiner reduces the penalty to the "loss of half the pay for the voyage," and then coolly

proceeds to argue that the penalty is not sufficiently great to discourage desertion.

It seems that we have heard this argument before. It is the argument that has always been offered in opposition to every measure looking to the liberation of the seaman from the bondage under which he has suffered since the beginnings of maritime law. It is the argument of profits versus humanity, of slavery versus freedom. The Examiner "believes in justice to sailors." But when it comes to granting the sailor the right to quit his ship in port—in other words, the right to the ownership and disposition of his own body—that would enable the sailor to "dictate terms," a thing not to be thought of.

As already stated, experience shows that the reduction of punishment for desertion results in fewer desertions. But, admitting, for the sake of argument, that the Examiner's reasoning is sound, its conclusions are still erroneous.

In its careful (?) study of the bill the Examiner has failed to note the proviso in the section dealing with the engagement of seamen in foreign ports. Section 1, here referred to, reads as follows:

"In case of desertion or casualty resulting in the loss of one or more of the seamen, the master must ship, **if obtainable,** a number equal to the number of those whose services he has been deprived of by desertion or casualty," etc.

Note the saving clause, "if obtainable." Under this provision the danger of deserters dictating terms is entirely overcome. The proviso just quoted is contained in the very first lines of the Seamen's bill. In fact this part of the bill is a repetition of the existing law. If the Examiner will read the bill it may find that the charge of "looseness" is one that does not lie solely against those who have drafted the measure.

Wilful Distortion, or Plain Ignorance.

Another feature of the bill to which strong exception is taken is that dealing with the manning of lifeboats. The bill requires that ships shall carry "boats for all" and that there shall be at least two able-seamen for each boat.

This provision the Examiner attempts to distort into a prohibition against the use of other members of the crew in the handling of lifeboats. It says:

"The ablest men on modern vessels except the navigators man the engines. They are the men who ought to be on deck at the time of collision or fire, using their intelligence and their skill in saving lives. They should be taught to handle lifeboats and to use oars. They should be given their places in emergencies along with the 'certified' crew. For this the bill utterly fails to provide."

The understanding among practical seamen is that in case of emergency the firemen, engineers and other members of the engine-room crew should remain at their stations in the engine-room. This, of course, is merely a notion prevalent among seamen. It may be that the men who man the engines ought to be on deck at the time of collision or fire. It may be that the engines ought to be left to take care of themselves. The Examiner has said so, therefore let us consider the point settled.

It happens that the Seamen's bill has provided for just such a situation. The first section of the bill, dealing with the disposition of the crew, contains the following:

"But these provisions shall not limit either the authority of the master or other officer or the obedience of the seamen when, in the judgment of the master or other officer, **all the sailors or all the firemen or the whole crew** is needed for the maneuvering of the vessel or the performance of work necessary for the safety of the vessel or her cargo or for the saving of life aboard other vessels in jeopardy."

Really, it would appear that the seamen, with all their "looseness," have actually anticipated the objections of their whilom friends and champions. The language of the bill itself is a sufficient answer to its critics. We would suggest to the latter that it would do them no harm to read that measure, say just once.

Objection is made to the provision that seventy-five per cent. of the crew "speak the same language as the officers." It is sufficient to say that the bill contains no such provision. It does, however, require that seventy-five per cent. of the crew shall be **"able to understand any order given by the officers."** This provision will afford assurance that each member of the crew shall understand orders, instead of being dependent upon a "No. 1 man," or interpreter, as is often the case under the present system of manning. Thus the danger that ships will be tied up in port through inability to comply with the "too drastic" provisions of the bill becomes mere bugaboo.

Real Ground of Opposition.

It will be observed that the Examiner maintains absolute silence as to the real ground of the shipowners' opposition to the Seamen's bill. It affects to base its criticisms entirely upon the alleged "looseness" with which the bill is drawn.

That paper asserts its belief in "safeguarding strictly the lives of passengers at sea," but—. It believes in "justice to sailors," but—. In a word, the Examiner pretends to be in favor of the things the bill seeks to accomplish. It is opposed to the bill **only because it will not accomplish what it seeks to accomplish!**

The real motive of opposition to the bill is a financial one. Lifeboats cost money. Experienced seamen demand higher wages and better treatment than are required under the present system of manning ships. That's all.

The opponents of the bill realize the danger of making public the real motive of their opposition. Were the facts known, the public would be very apt to resent the argument of "greater expense" in any matter involving the safety of human life. Accordingly the opponents of the bill say nothing, or at any rate very little, about the financial aspect of the subject.

They make a great pretense of solicitude for both seamen and passengers, and appeal for public support in the attempt to defeat the bill upon the sole ground that that measure will not really improve the condition of the seaman or make for greater safety of life at sea. A very shrewd plan, to be sure.

The American, as we are informed by the Examiner, and probably correctly, "gave its entire editorial page to the San Francisco Chamber of Commerce, printing interviews with New York shipping men and members of Congress supporting the appeal of the San Francisco Chamber of Commerce." No doubt this particular issue of the American will rank high among the examples of "journalistic enterprise" for which its management is justly famous. At any rate, we should have liked to see it. No doubt the persons interviewed made the best of their opportunity. Thus is the light of knowledge made to penetrate the dark places of the earth!

In passing, it may be said that the Examiner refused to publish the reply of the seamen's unions in San Francisco to the appeal of the Chamber of Commerce. Well, the seamen have no ground of complaint. The Examiner has already printed the seamen's side of the story. It is now the shipowner's turn. Turn about is fair play, you know. Let us be patient. Perhaps the Examiner will "flop" our way again.

It is fortunate that the Seamen's bill is well understood by the members of Congress, and that the Examiner, its criticisms and its policies, are well known for what they are worth. Whatever influence that paper may have in dark places, it is not likely to carry much weight with men who have studied the bill for years, and who, having reached a conclusion, are not likely to be convinced by the appeal of a body that is proverbially the mouthpiece of every reactionary cause.

BOATS FOR ALL.

In the bill before Congress to regulate shipping and seamen, called the La Follette Bill, there are clauses which shipowners and others opposed to any change from previous laws choose to consider unjust and unreasonable, or impossible to comply with.

In a bulletin issued by the Steamboatmen's Association we find statements to prove that it is impossible to comply with the terms of the pending bill in regard to having lifeboat capacity for all on board.

Many years of experience in ocean service as boatman and master convinces me that all such objections are without foundation. A careful comparison of the possibilities of a lifeboat service of the "Titanic," with the possibilities of a lifeboat service of the dory form, i. e., one boat stowed inside another to the number of 4 to 6 on the same deck space, would have made it possible to provide sufficient lifeboat capacity for 4000 on the same amount of deck space occupied by the boats that were carried.

The dory form of seagoing small boat has been thoroughly proved in the fisheries of the Atlantic and the Pacific coasts in competition with all other classes. It has the form best adapted to launching over the side in a rough sea provided suitable gear is used. It has the best form of construction to stand knocking against the side of the ship. Its hold on the surface of the sea by reason of its flat bottom is such that the force of the waves do not tend to upset it as with the keel boat and its mobility with one or two men of reasonable experience makes it possible to navigate it with comparative safety in very rough seas. The tankage required in lifeboat service can be inserted at the sides and still permit one boat to be inserted in another to the number of five, thus reducing the deck space required for each boat to one-fifth that required by boats placed on deck singly.

The successful use of this or any other class of lifeboats requires the abandonment of that old form of iron davits and the substitution therefor of a derrick or crane fixture to permit the handling of the boats by one tackle or single hoisting rig, using a bridle to attach to each end of the boat, thus ensuring a level condition of the boat while being lowered and thereby avoiding the danger (common to the present system) of one end being lowered faster than the other or let go altogether, thereby spilling the occupants into the sea, as was done recently on the S. S. "President," when four men lost their lives after a disagreeable spectacle of half an hour wasted in attempting to launch the boat only to throw part of the men overboard and break the boat to pieces against the side of the ship.

In comparison with present conditions in the lifeboat service of passengers and other ships, it is a pleasure to know that boats on the fishing steamers of this coast are being continually launched from them at the rate of one per minute if necessary in rough seas, oftentimes when the steamers are running at nearly full speed, or 7 to 10 miles per hour, with two men in each and sometimes 1000 to 15000 pounds of material to the number of 20 to 40 times daily, or 4000 to 8000 launchings per steamer in a single year, with scarcely an accident and no loss of life. What reason exists for not having sufficient lifeboat equipment on any passenger craft except the old-time custom of carrying clumsy keel lifeboats suspended from davits by clumsy double block tackles with impossible to work manila ropes liable to stick or slip at one end or the other in almost every instance when speed in handling is necessary. A small motor can be attached to each boat to facilitate navigation.

Who says passenger steamers cannot be equipped with sufficient lifeboat capacity? Proper investigation will prove that they can.

H. B. Joyce.

HEAVY MARINE LOSSES.

It is reported from London that only on two occasions within the last two years have the monthly estimated marine losses been larger than those for November, 1913. The loss of the "Titanic" was responsible for swelling the total for April, 1912, to over £1,800,000; the winter gales caused the total for January, 1913, to rise to more than £1,500,000; and the storms on the Great Lakes have driven up the total shipping loss for November to more than a million sterling. The cost of the casualties in November, which may be regarded as "ordinary," is estimated at £303,400. To this must be added £483,600 as the cost of 11 total losses on the Great Lakes of insured steamers and £160,000 as the value of the cargoes carried in 18 steamers known to have been totally lost, making an estimated loss of £947,000.

Demand the union label upon all purchases!

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Outlawing Labor Unions.

The United States Circuit Court of Appeals has decided the famous Danbury Hatters' case in favor of D. E. Loewe & Co., the plaintiff, and against the United Hatters of North America. The court affirmed a judgment in favor of the company and against the Hatters' organization for $252,-130. With interest and costs the judgment will amount to $272,000. At the first trial of this case in 1909, the company mentioned obtained judgment for $232,240. The case against the Hatters' Union was financed in large part by the American Anti-Boycott Association, one of the instruments of the National Association of Manufacturers. The American Anti-Boycott Association was also the agency used in an effort to crush the American Federation of Labor in the Buck Stove and Range controversy. In sustaining the second judgment the United States Circuit Court of Appeals declared that it is no longer debatable "that the anti-trust act is applicable to such combinations as are alleged in the complaint," and that the trust act makes no distinction between classes of combinations and individuals. The court also held that it had been clearly established that the Loewe Company was engaged in interstate business, and that the defendants were members of the United Hatters of North America, a trade union, affiliated with the American Federation of Labor, "one of the objects of the latter organization being to assist its members in any justifiable boycott, and to render financial help in the event of strike or lockout." It will be recalled that in the first trial of the case a verdict was rendered against the Hatters' Union, and that following this determination by the court the homes as well as savings bank accounts of over 100 members of the Hatters' Union in Danbury, Conn., were attached to satisfy the judgment. Owing to the fact that the Hatters' Union has appealed the case from court to court the final execution of the judgment has been stayed. The case will be appealed to the United States Supreme Court. At the recent convention of the American Federation of Labor at Seattle, Wash., the committee on Executive Council's report recommended that the Executive Council "be instructed to continue its efforts in the assistance of the United Hatters of North America in the case before the court in whatever way is possible." The report of the committee was unanimously concurred in. If the Supreme Court should finally sustain the decision of the United States Court of Appeals, then the homes of the workmen, as well as the savings bank accounts of many hatters, will be seized to satisfy the judgment.

In recounting the foregoing facts it must be clear to every trade unionist that the courts have determined to insist upon labor organizations coming within the purview and under the operation of the Sherman Anti-Trust law. The American Federation of Labor has assiduously endeavored to secure the passage through Congress of legislation exempting labor organizations from the operation of the Sherman Anti-Trust law, but up to this time has been unsuccessful. There have been, however, bills introduced in both the United States Senate and the House of Representatives which, if enacted into law, will give labor unions a right to live and to continue their activities without being prosecuted as illegal combinations in restraint of trade. These are the Bartlett and Bacon bills, H. R. 1873 and S. 927. Every local union has been requested by circular and by information and appeals in the Weekly News Letter to communicate with Senators and Representatives urging the adoption of these two measures. The response so far has been exceedingly gratifying, but the exigencies of the occasion require that the international unions, State federations, city central bodies, local unions and individual union members redouble their efforts for the purpose of securing the adoption by Congress of the Bartlett-Bacon bills. The last decision in the United Hatters' case is undoubtedly the forerunner of an indefinite number of suits that will be filed by hostile interests against the labor organizations of the country. It behooves the men and women of labor of the entire country to insist upon the passage of the Bartlett-Bacon bills that their liberty and right to combine for mutual protection may be regained and perpetuated. Every body of organized workmen, and workwomen, as well as every individual unionist, has a duty to perform in securing remedial legislation. Do your duty now.

A Progressive Stand.

The House of Delegates in St. Louis, Mo., has passed a resolution indorsing the Bartlett-Bacon bills, and the resolutions are here reproduced in full:

"Whereas, One of the main political issues in which Labor is interested is to take the organizations of the wageearners out of the Anti-Trust act, and to stop the courts from issuing unwarranted injunctions against laborers and wageearners during industrial differences and disputes; and,

"Whereas, The cause of justice, freedom, and the rights of man have been gradually embodied in various National party platforms, and are now not only attracting general public favor, but are before the United States Senate and House of Representatives in the form of two bills, both identical, and known as Senate Bill No. 927 and House of Representatives Bill No. 1873. These will come up in December next—the scope of which is, "That it shall not be unlawful for persons employed, or seeking employment, to organize or enter into agreements aiming to lessen the hours of labor, increasing their wages, or bettering their conditions, and that no persons who are employed, or seeking employment, shall be indicted, prosecuted, or tried, in any court of the United States for entering into any such agreement as would tend to lessen the hours of labor or increase their wages, or better their conditions, or for any act done in pursuance thereof, etc.; therefore, be it

"Resolved, by the House of Delegates of the City of St. Louis, That we hereby call upon our United States Senators, Hon. William J. Stone and Hon. James A. Reed, and the Representatives in Congress from the Ninth, Tenth, and Eleventh Districts, the Hon. Richard Bartholdt, Hon. L. C. Dyer,

(Continued on Page 11.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeland Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts Maritimes de France, 33 rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S, Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federacion Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

During October, 1913, 43,061 British subjects left the United Kingdom for places out of Europe, while 16,350 entered the United Kingdom therefrom, the balance outward thus being 26,711, as compared with 35,157 in October, 1912. Compared with a year ago, there was a decrease in the number of passengers to British North America, Australia and the United States.

Returns received from certain selected ports in the United Kingdom (at which 83 per cent of the total tonnage in the foreign trade is entered and cleared) show that during November 43,202 seamen, of whom 3,875 (9 per cent) were foreigners, were shipped on foreign-going vessels. Compared with November, 1912, there was a net decrease of 979 in the total number shipped. There was a large increase at Southampton, while Cardiff and Glasgow showed considerable decreases.

The Supplement to Circulars of the British Emigrants' Information Office states, under date of October 10, that in spite of public warnings to intending emigrants from Great Britain to the Argentine Republic a considerable number of British subjects of the class to which the warnings are particularly directed have emigrated to the Argentine Republic, and having failed to find employment, are now in a state of destitution.

The average number of days worked per week by persons employed underground in French coal mines during September was 5.94 as compared with 5.99 in the previous month and 5.97 in September, 1912. Taking surface and underground workers together, 78.80 per cent. worked full time (six days or over per week), and 19.45 from five to six days. In the previous month the corresponding percentages were 93.82 and 5.95, and in September, 1912, 83.70 and 15.90.

Assisted or nominated passages are granted—mainly to agriculturists and female servants—by the governments of New South Wales, Victoria, South Australia, Western Australia, and Tasmania. By an act passed in 1912 all persons are prohibited from landing in Australia who are not possessed of the prescribed certificate of health. Such certificate must be obtained in this country from a Medical Referee appointed by the Commonwealth, or in his absence from the ship's medical officer, or on arrival in Australia from a Medical Referee there. Military training for a limited period is compulsory in Australia under penalties for all men under the age of 26.

Seventy-three disputes were reported to the French Labor Department as having begun in September, as compared with 99 in the previous month and 87 in September, 1912. In 70 of the new disputes 7357 workpeople took part, as compared with 7057 workpeople who took part in 89 disputes begun in the previous month, and 7611 who took part in 67 disputes begun in September, 1912. The groups of trades in which disputes were most frequent were building (28 disputes), transport (8), textile (7), metal (5). Of 67 new and old disputes reported to have terminated, 18 ended wholly in favor of the workpeople, 31 wholly in favor of the employers, and 18 were compromised.

SAN PEDRO, CAL.

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Wishing you, one and all, a Happy and Prosperous New Year
And thanking you for the liberal patronage you have given me during the past year, I subscribe myself, yours for
HIGH CLASS UNION LABEL TAILORING
S. G. SWANSON
641 SOUTH BEACON STREET SAN PEDRO, CAL.
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THE UNITED HATTERS OF NORTH AMERICA — UNION MADE — REGISTERED

UNION LABEL OF THE
United Hatters of N. A.
When you are buying a FUR HAT, either soft or stiff, see to it that the Genuine Union Label is sewed in it. The Genuine Union Label is perforated on the four edges exactly the same as a postage stamp. If a retailer has loose labels in his possession and offers to put one in a hat for you, do not patronize him. Loose labels in retail stores are counterfeits.
JOHN A. MOFFITT, President, Orange, N. J.
MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

WILL BE A MOTHER TO YOU
Fix your clothes, sew the rips, repair the tears, fasten the buttons, etc. We really clean your clothes by our
French Dry Cleaning Process
which is entirely different from the mere "sponging and pressing" method.
We Call and Deliver
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612 BEACON STREET
SAN PEDRO, CAL.

INFORMATION WANTED.

This is to certify that on the 27th day of February, 1911, one Mathias Lagman, then nineteen years of age, was a seaman on board the S. S. "Paloma," Cuban flag; that when said vessel was lying at anchor in the Port of Cabarian, P. R., at about 8 o'clock in the evening, Lagman, who had been working with other men at painting, was walking between decks in the dark, when he fell through hatch No. 4, which had been left uncovered. He was picked up in the hold and it was found that he was paralyzed from the waist down. This young man was subsequently taken to Russia, where his mother, who is very poor, is taking care of him.

It is believed that the owners were negligent in failing to have the hatch covered, and in failing to have or furnish proper lighting for the 'tween decks at the point where Lagman fell. If these facts can be proven, some relief might be obtained for this unfortunate boy.

The following are the men who signed on the articles with Lagman, and who had been working with said Lagman:

C. Jones, C. J. Johnson, F. Johan, M. Lanhard, E. Randal, W. Paulson.

Any seaman who will locate these men or send their addresses to the Legal Aid Society, No. 1 Broadway, New York City, will be doing a great favor to said sailor, and to S. B. Axtell, attorney-in-charge.

For similar reasons we desire to communicate with the following men who were members of the crew of the "Lyman M. Law" in October, 1911, when Edward S. Tennberg was severely injured on the trip between Boston and Norfolk:

Adolph Dittmer, John Olson, Harold Herman, Charles Newberg, James J. Kelly.

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Sixth and Beacon Streets, San Pedro, Cal.
Dealers in
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Los Angeles Examiner and All San Francisco Papers on Sale. Agents Harbor Steam Laundry

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WHEN IN SAN PEDRO
Don't forget the
GLOBE BOWLING ALLEY AND BILLIARD ROOM
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KANE & BRUCE, Props.
We have the best alleys and pool tables on the Pacific Coast.
Light and ventilation perfect.
Cool and pleasant at all seasons.
CIGARS TOBACCO SOFT DRINKS

INFORMATION WANTED.

Adolf Theining, a native of Vannersborg, Sweden, is inquired for by his mother. Address, Coast Seamen's Journal.

Walter Jorgesen Clang, born in Aaland Yetta, Ostro Yetta, is inquired for by his uncle, John Clang. Address Coast Seamen's Journal.

George Alfred Hall, last heard of on the Sch. "Sehome" in June, 1913, will please communicate with his brother, Walter Hall. Address 790 18th street, Oakland, Cal.

Rudolph Kurella, born January 5th, 1868, at Grabowo, Germany, is inquired for by the German Consul-General at San Francisco, Cal.

Oscar Osolin, John Lind, M. Elone, John Anderson, Thomas Pukki, Alex. Tuominen, Chas. Grouberg, who were on board the steamer "Fifild" April 7, 1913, please communicate with the Coast Seamen's Journal.

Anyone knowing the whereabouts of John Owens, age about 24, last heard of in Sydney on the barque Misbeck, November, 1912, please communicate with Coast Seamen's Journal.

Lasker Munter, of Spokane, Washington, born 1884, left home in 1903, is inquired for by his father, Adolph Munter, Spokane, Washington.

San Pedro Letter List.

Andersen, K. -1717	Lauritsen, Geo.
Arnell, John	Lindholm, Erik A.
Anderson, S.	Leino, G. F.
Ahlstrom, A. -1718	Lemke, Richard
Andersen, M. -1874	Loining, Herman
Anderson, A. -1045	Larsson, Axel
Anderson, Gust	Lindeberg, Gust
Anderson, Hemmind	Lundquist, A.
Anderson, Patrick	Malmberg, Elis
Anderson, Soren	Miller, Wm.
Anderson, George -1812	Manners, C.
	Marden, Gus
Anderson, Mr.	Makinen, Oskar
Andersen, M. -1897	Maatta, John
Andersen, E.	Miller, John
Andersen, Morris	Mayers, P. M.
Ahlquist, E. F.	Mikkelsen, Harald
Askvik, Ed. T.	Neuman, A. E.
Brien, Hans	Nurminen, J. W.
Bengtsson, C. -1924	Nardin, Gus
Bergman, L. J.	Nordberg, H.
Bodecker, A.	Nielsen, J.
Bergh, Borge	Olsen, A. -759
Bringsrud, Harald	Olsen, Nick
Bowman, J.	Olsen, W.
Behrsin, Jacob	Olsen, Sckutar
Carlson, Gust W.	Owen, Fred
Carlson, Gustif	Olsen, Marius
Christensen, Harry	Olsen, Olav
Carlson, Ernest	Paulson, Gustaf
Davey, Charles	Pedersen, A. -1564
Durara, Ciso	Petersen, Aage
Daugal, Gust.	Pedersen, Peder
Dreyer, O.	Phillips, K.
Dreger, Jack	Petterson, C. -1287
Ekholm, F.	Paul, Peter G.
Eriksson, C. -333	Penningrud, L.
Fries, W.	Pedis, A. (Reg. Letter)
Franke, Farl (Reg. Letter)	Rajala, Victor
Gronlund, Oscar	Roth, Svend
Grigoleit, E.	Repson, Ed.
Glasse, Gust	Rudowitz, H.
Gatz, Rudolf	Rignell, J. V.
Hansen, George	Schreff, Paul
Holm, Arthur J.	Senger, G.
Heeshe, Henry	Swenson; Axel
Hunt, Gust	Schultz, Axel
Holms, H.	Soderlund, Uno
Hogan, Mr.	Sjoblom, A.
Hovi, Andrew	Sparkes, A.
Hengst, Otto	Sellers, Wm.
Hausman, Mr.	Sanders, Chas.
Hansen, Herald	Sievers, G. P.
Hansen, Johannes	Thorn, Arvid -70
Helenius, Oskar	Tyskman, Henry
Johnson, J. -2266	Tamisar, P.
Johansson, C. A.	Townsend, R.
Jorgensen, Jorgen	Torgensen, Anton
Johansson, Fritz	Thomsen, Th.
Jorgensen, Fred	Voss, Henry
Jensen, Jens B.	Webber, Fred -1176
Johnson, G. -1452	Waaland, Lewis
Johanson, Algot	Wahlstedt, R. -778
Johnson, J. A. -1659	Wenneck, Andreas
Johnson, Nels	Wilsen, J.
Jarvinen, J. A.	Westvik, Johannes
Kari, Matti	Wilson, William
Kallberg, Arvid	Zoe, Frank
Kashluhn, Frank	Zorning, A.
Lindroth, Gustaf	

Honolulu, H. T.

Anderson, Arnfelt	Jackisch, Magnus
Anderson, E. R.	Jennings, George
Anderson, C. M.	Johnson, Abe
Anderson, A.	Karlson, Oscar
Anderson, Fred	Kjassgaalds, Hans
Austin, Frank	Karlson, Hans
Andowitz, H.	Langan, Robt.
Anderson, Axel W.	Lentinon, Ernest
Clancy, James	Lundberg, I.
Clarson, Axel	Nilsen, Nils
Chrishansen, Anton	Nordling, C.
Edgerton, J.	Nilsen, C. O.
Ehleit, August	Olander, Carl
Havner, F.	Olson, J. H.
Hansen, Jorg	Peron, E.
Hanson, Max	Stenraas, A. W.
Hapstad, Sigurd	Slattery, Wm.
Hansen, Christ	Sjoblom, Gustaf
Hencross, Harry B.	Sunders, O. F.
Hansen, Pet	Salversen, Swendrop
Hayke, Aloysius	Sienert, Herman
Irwin, Robert	Viloot, J.
Ivars, Carl	Werner, Paul
Jensen, Hans	Woonder Roach, J. F.
Jeiker, Willie	

Dividend Notices.

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(THE GERMAN BANK)
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For the half year ending December 31, 1913, a dividend has been declared at the rate of four (4) per cent. per annum on all deposits, payable on and after Friday, January 2, 1914. Dividends not called for are added to the deposit account and earn dividends from January 1, 1914.
GEORGE TOURNY, Manager.

HUMBOLDT SAVINGS BANK,
783 Market St., near Fourth.
For the half year ending December 31, 1913, a dividend has been declared at the rate of four (4) per cent. per annum on all savings deposits, payable on and after Friday, January 2, 1914. Dividends not called for are added to and bear the same rate of interest as the principal from January 1, 1914.
H. C. KLEVESAHL, Cashier.

INFORMATION WANTED.

Fred (Albin) Swanson, a native of Malmo, Sweden, aged about 25, is inquired for. Address, Coast Seamen's Journal.

Albert Christensen, native of Byrum Laso, last heard of in San Francisco in 1910, is inquired for by his brother. Address, H. C. Christensen, Scandinavian Sailors' Home, San Francisco.

Pacific Coast Marine.

It is understood that Yarrow & Co., the famous ship-building firm of Scotstoun, Clyde, has purchased the Wallace shipyard north of Vancouver. The plant employs 100 men.

Beginning with the new year all the transpacific steamers in the Canadian Pacific service are to be given a twenty-day lay over at Hongkong in order to be drydocked and overhauled.

On the opening of the Panama Canal the New Zealand Shipping Co. and the Shaw Savill and Albion Co. will probably run a joint service with regular sailings between New Zealand ports and ports on the East coast of North America.

The annual report of the United States Revenue Cutter Service recommends the establishment of a supply depot in Alaska, preferably at Dutch Harbor, stating that it would mean an annual saving in coal expense alone of about $18,000.

The shipwrecked crew of the schooner El Dorado of San Francisco, after a forced stay of six months on Easter Island, are said to have been rescued by the Knight of the Garter, a British steamer, on a voyage from Valparaiso to Newcastle, New South Wales.

The lumber schooner Mahukona, reported in a dispatch to the Merchants' Exchange as having been lost in the Hawaiian Islands, is safe and on her way to South Africa. The report of her loss was caused by the misreading of a code message from Honolulu.

A contract for repairs to the Belgian ship Kassai, recently damaged by collision with the steamer Northland just below the mouth of the Willamette River, has been awarded. The successful bidder agreed to put her in good seaworthy condition in eight days for $2400.

In the final decree of litigation over the loss of the steamer "Vashon" in 1908, the Federal Court at Seattle has awarded the Independent Transportation Co. $4,952.80 from the Yang-tse Insurance Co., $5,907.74 from the Canton Insurance Co. and $3,301.86 from the China Traders' Insurance Co.

The spring term of the public evening navigation school at San Francisco opened on Monday, January 5, when a new class in navigation was enrolled in the school located in the Ferry Post Office Building. Advanced classes also afford an opportunity for those who already have some knowledge of the subject.

During 1914 Seattle will provide facilities adequate for handling a million cases of canned salmon at one time in its improvement now under way on the East waterway. Four million dollars have been appropriated for erecting wharves and warehouses, said to be more up to date and comprehensive than can be found in any other port in America.

By the failure of the British ship Inveravon to arrive in the river from Callao before January 1st, M. H. Houser, who had her under charter to load grain at Portland for the United Kingdom at the rate of 42s 6d, effected a saving of about $16,500. Since he chartered her the rates for similar tonnage have dropped to 30s. The Inveravon would have cleared with 3000 tons of wheat.

The San Francisco and Portland Steamship Company, as owners of the steamer Beaver, have filed a libel for $45,000 damages against the steam schooner Necanicum in the United States District Court. The libelants allege that the Necanicum was responsible for the collision between the two vessels between Point Arena and Point Reyes on the afternoon of October 30th, when the Beaver was badly damaged and had to go into dry dock for extensive repairs.

Charged with intent to commit murder on the high seas, A. D. Nelson, alias M. Lord, and Joe Loraime were turned over to the Federal authorities at San Francisco upon the arrival of the steamer Willamette from San Pedro on January 2. The men were ordered held in bail of $10,000 each by United States Commissioner Francis Krull and will be arraigned when the Willamette returns here. Captain Charles Reiner, master of the Willamette, and the officers of the vessel believe that Nelson, aided by accomplices, had planned an act of piracy equally as daring as that frustrated on the steamer Buckman several years ago. In a hand-to-hand battle with Nelson, Captain Reiner escaped by a miracle the tragic fate of Captain Wood of the Buckman.

It is said that modern and luxurious steamship service between San Francisco and Eureka will be striven for by scores of the commercial travelers of this city who make regular and frequent visits to the Humboldt port, according to an announcement made by one of the members of a local organization embracing the travelers in question. It is the intention of the commercial travelers to boost the organization which will construct a fast and luxurious steamer to be placed on the run as soon as possible. Every merchant in Eureka and surrounding territory will be requested to subscribe to a fund to secure the steamer. The balance needed to make up the required amount will come from the sale of bonds, which will be protected by the value of the steamer. It is hoped in this way to get together sufficient capital to insure the purchase or construction of the kind of a vessel needed for the run.

Three men constituting the force maintained at the Destruction Island light station have been given special mention by the Bureau of Lighthouses because of aid extended the master and crew of the wrecked schooner "Aloha." Henry L. Beck, inspector of the Seventeenth Lighthouse district, has been authorized to transmit to Clifford B. Herrmann, keeper; Carl Lien, first assistant, and Andrew G. Berner, second assistant keeper, the following letter: "Sir—Referring to report of assistance rendered by you from November 30 to December 7, 1913, to the officers and crew of the schooner 'Aloha,' which had anchored in distress near Destruction Island, Washington, you are commended for assistance rendered on that occasion, which fact will be noted on the records as part of your official history. Respectfully, William C. Redfield, Secretary." When the "Aloha" was wrecked the crew lowered a lifeboat in which they escaped from the vessel. The lighthouse keepers launched their boat, despite the heavy storm, and met the incoming lifeboat, so they could pilot the survivors to the only point on the island where it is possible to land.

Captain Richard J. Paulsen and Second Officer Thomas L. Mathiesen, who, several weeks ago, were jointly held for trial before the United States Inspectors of Hulls and Boilers on charges of negligence, were exonerated of all blame in the matter. Henry W. Ravens, the first officer, was ordered to surrender his license to the inspectors, which was declared suspended for a period of eighteen months. Captain Paulsen and Second Officer Mathiesen at once resumed their duties on the steamer President, according to G. H. Higsbee, vice-president and general manager of the Pacific Coast Steamship Company. Paulsen has been in the service of the company since 1884 and has been master since 1901. During his long service he has never had a serious accident on a ship which he commanded. According to the decision of the Federal inspectors, First Officer Ravens was not only guilty of disobedience, but of gross negligence on two separate occasions, first, when he allowed the rescue boat to be lowered on the weather side of the ship, and second, when he failed to provide the sailors with life preservers.

Unless the United States courts shall rule otherwise, coastwise shipping rates between one port of California and another hereafter will be under the jurisdiction of the State Railroad Commission. This was decided by the State Supreme Court in an opinion affirming the power of the commission to regulate the rates of the Wilmington Transportation Co., plying between San Pedro and Avalon, on Catalina Island, twenty miles out at sea. Members of the railroad commission considered the decision highly important and expected it to be fought all the way to the United States Supreme Court. So far as the case immediately in hand goes, the commission is ready to listen to complaints against the Wilmington Transportation Co. or any other doing business between California ports. The Wilmington Transportation Co. first questioned the authority of the commission in 1912, shortly after Miller and Donaldson, San Pedro shippers, complained to the commission. The company moved that the commission dismiss the complaint on the ground that only Congress had jurisdiction. The commission refused, and it was this refusal the Supreme Court was asked to review and that it upheld.

Work on the two new liners which it is said the Canadian Pacific will operate out of British Columbia during the Panama-Pacific Exposition is well under way, according to reports received from the builders in England. Indications are that the steamers, which will be the speediest on the Pacific Coast, will be brought to a state of completion and delivered well within the contract time. The keels were laid only a few months ago, and work on the skeleton structures has been pushed forward to such an extent that the steel plates are now riveted to the frames. It is anticipated that the two vessels will be launched almost simultaneously next June. It is understood that the terms of the contract stipulate that the craft be delivered by the end of next year, so that they will be on hand in good time to handle the traffic that steamship men predict will boom about the exposition season. The new steamers will be of 5000 tons each, fitted with geared turbines, and when engined and ready for their trials they are expected to develop phenomenal speed. Under ordinary working conditions the vessels, it is declared, will cover at least 23½ knots an hour.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone, Kearny 391; (Advt.)

International Seamen's Union of America.

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.

THOS. A. HANSON, Secretary.
570 West Lake St., Chicago, Ill.

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(Continued on Page 11.)

Coast Seamen's Journal

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PAUL SCHARRENBERG.....Editor
I. M. HOLT.....Manager

TERMS IN ADVANCE.
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Advertising Rates on Application.

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Headquarters of the Sailors' Union of the Pacific, 84 Embarcadero, San Francisco.

NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, JANUARY 7, 1914.

PATRIOTS OR LIARS?

"It is an ill wind that profits nobody!" During its brief career as an apologist for Chinese-loving shipowners, the "Pacific Marine Review" has never been very generously supported by the interests which it aims to serve. However, in the very recent past there has been a change for the better. The "Review's" sudden prosperity is due to no other cause than its willingness to print any old thing which the opponents of legislation for greater safety of life at sea submit for publication. In return, of course, the revenue of the "Review" has been very materially increased by divers subsidies in the line of advertising, etc.

The JOURNAL rejoices in the temporary prosperity of its contemporary—particularly since none of its contributors who rave against the passage of the Seamen's bill have presented one single point which could possibly influence any fairminded Congressman to vote against the measure. In fact, the drivel which appears in the Pacific Coast shipowners' organ should help the bill rather than hinder its progress. This assertion will scarcely be disputed by any one after perusing the following few gems selected from a mass of similar irrelevant twaddle in the current issue of our brilliant Pacific Coast contemporary:

"Our vessels to-day are manned by foreign-born sailors. The great Andrew Furuseth himself is not American born."

* * *

"Those who are in a position to know (the ship-master, for instance), state that the Chinese crews keep their quarters in far better shape than do the so-called American sailors."

* * *

"Will Congress dare to comply with the demands of the foreign sailors, for, as no American sailors exist, this can only be a demand of foreign sailor agitators, that the American flag shall be swept from the seas? Will the people of this country permit Congress to carry out so dastardly a deed?"

* * *

"When sailors and firemen behaved like men and did their work, they were treated like men, but when one has to contend with a drunken crew on board ship, it takes all the sap there is left out of those who are responsible for the working of the ship and the safety of all concerned. There will be no change in the behavior of these men until the end of the world, and then some of the old sea lawyers will be left to dispute the facts of the disaster."

If the kind of logic (?) exhibited in the foregoing quotations from the "Review" have a tendency to detract our legislators from the case at issue—the popular demand for greater safety of life at sea—then, indeed, we will be ready to acknowledge that popular government is a failure.

When the cheap labor advocates among shipowners declare that no American sailors exist, they tell a deliberate falsehood. When their satellites repeat the lie they do so with malice aforethought. The last available Annual Report of the Commissioner of Navigation states that during the fiscal year ending June 30, 1912, there were shipped by Shipping Commissioners on vessels of the United States 93,671 American citizens; 58,109 of these were native-born Americans and 35,562 were naturalized Americans. The total number of seamen shipped through the same offices was 198,225, hence nearly one-half, or to be exact, 47.3 per cent. of all seamen shipped on vessels of the United States were Americans. These facts are well known to every one of those miserable specimens of mankind who never tire in waving the Stars and Stripes and parading their tainted Americanism before the people of this country. Patriotism to that class of hypocrites is a convenient, ever ready tool to further their despicable ends—as Dr. Johnson has well said: "Patriotism is the last refuge of a scoundrel."

The "Congressional Record" of December 15 (page 892) contains the following under the heading "Petitions, Etc.":

By Mr. Gallagher: Petitions of the Chicago Federation of Musicians and International Association of Bridge and Structural Iron Workers, Local Union No. 1, of Chicago, Ill., protesting against the passage of the Seamen's bill (S. 136); referred to the Committee on Merchant Marine and Fisheries.

Inquiries soon proved that neither the musicians nor the structural iron workers had been sponsors for any such petitions. It was learned, however, that both organizations had petitioned Congress FOR the passage of the Seamen's bill. What is the matter with the "Congressional Record"—has Hearst been appointed editor?

Moyer deported from Calumet, Mich., by henchmen of the mine owners and "Mother" Jones deported by the militia from the Colorado mine strike zone—all this in the day's news. In fact it has become quite a common occurrence to deport labor agitators who show a tendency to interfere with business, yet some of our "prominent" citizens weep copious tears because a few American capitalists in Mexico have been "inconvenienced" in their pleasant pastime of exploiting the peons. This is a strange world in which we live!

Petitions for the Recall of State Senator James C. Owens of Richmond, Cal., were filed with the proper officers before the close of 1913. Senator Owens has been christened by his constituents as the "greatest double-crosser of the age." He not only violated many pledges of his party's platform, but also entirely disregarded the written pledges made to Labor prior to his election. It is fortunate indeed that California has the Recall; for it is now possible to terminate Mr. Owens' career as a statesman and at the same time demonstrate to other "weak sisters" among California legislators that it "pays to be good."

TRIBUTE TO WHITE CREWS.

Kind words for white crews are rare these days. American shipowners who were themselves born in foreign countries or raised by foreign-born parents have acquired the habit of sneeringly referring to their crews as "so-called" Americans, the inference being that men who go to sea can not possibly be "good" Americans. The "respectable" press, of course, echoes the views of its masters—the money bag element.

It is therefore a genuine pleasure to be able to quote from a few publications in the land which are still disposed to give a fair deal to the white men who man American ships, whether they are Americans, so-called Americans, or foreigners.

To quote from the "Daily News" of San Francisco:

Living up to the finest traditions of the sea, and yet unaware that they had done anything worthy even of passing comment, the officers and crew of the ill-fated "Pomo," now wallowing water-logged, off the heads, and the "Pomo's" four passengers, were brought to port on January 3 by the "Adeline Smith," whose men, too, took a leading part in the thrilling events of the past three days in the gale off the heads.

Purser Thos. Dorning of the "Pomo" and seven members of the crew remained for four hours in an open lifeboat, off their ship, so that relief would be at hand for their mates and passengers if the lumber schooner should lose her battle against the elements. "There's nothing to tell about that," said Dorning. "Yes, it was pretty rough. Cold? Pretty cold. But it's all in the game."

First-mate Peterson of the "Adeline Smith," with a picked crew, rowed 500 yards through raging seas to the side of the wrecked vessel to rescue the passengers. Neither Peterson or his men could see any particular heroism in that, although they rowed past death a score of times in their brief but strenuous trip. "I'm a seaman, and I will say they handled their boat in a seamanlike manner," admitted Louis Ross of San Francisco, one of the passengers; and this was the extent of the praise accorded either crew, all they wanted, all they expected—that they had proved themselves seamen.

The "Pomo" left Albion on December 30, bound for San Francisco. Early on the following morning water began to flood the hold, and to prevent an explosion of the boilers, Captain O. A. Lilleland ordered the fires banked. The gale increased, and he ordered the deck cargo cut loose. Then he sent out the life-boat, which rode the seas some distance from the "Pomo," so that if the ship capsized before help came, the passengers and crew might be picked up.

After four hours of suspense, the "Adeline Smith" was sighted and late in the afternoon of December 31 the passengers were taken off by the crew from that vessel. The "Pomo's" crew came aboard the "Adeline Smith" in their own boats. After a battle of three days in which the "Adeline Smith" tried vainly to bring her unwieldy and now capsized tow to port, she gave up the effort in the night of January 2.

The Vancouver "World" is another newspaper which has not yet accepted the theories of Robert Dollar and R. P. Schwerin regarding the superiority of yellow crews. Says the Vancouver "World":

There is one tribute to the white sailor, in which all captains are unanimous, and that is his reliability in the case of emergency. If a vessel should meet with disaster on the high seas and the life-boats are to be manned, it is the white man that will have the cooler head and the quicker hand. It is the white crew that a captain would rather have at his hand at such a moment, when the lives of women and children are imperiled.

Yes, it is a rare treat these days to hear a word of commendation for the white men who earn their livelihood upon the waters. But, perhaps, we should not expect anything but abuse at this time. Does not the Seamen's bill originate from "white" seamen? Does not that bill attack the well-established "rights" of the gentry who desire to be left alone and run their business as they please? Sure it does.

Have not the corporations of our great and glorious land crawled behind the skirts of widows and orphans whenever it has been proposed to enact remedial and humanitarian

laws for the purpose of safeguarding the employes and the public? Sure they have.

Either it is the poor widow whose interests must be protected as a stockholder in the company, or else it is the unreasonable foreign agitator who must be kept in his place if American institutions are to endure.

Any stale old argument will do to play upon the feelings and the sentiments of the public and those entrusted with enacting laws.

ABOUT "DESIRABLE" CREWS.

The news columns of the daily papers sometimes tell the truth. And sometimes it happens that the news columns tell stories which differ very materially from the carefully prepared articles which grace (or disgrace) the editorial pages of the daily press.

For example, the Philadelphia "Public Ledger" and the San Francisco "Chronicle" never miss an opportunity to editorially dwell upon the very superior qualities of Asiatic crews. But both of these molders of public opinion maintain a very discreet silence upon that subject when their own news columns contain items which prove conclusively that the alleged superior qualities of the Asiatics exist only in the trust-editor's inspired imagination.

Inasmuch as there are going to be further hearings upon the Seamen's bill, the JOURNAL has gathered a number of news items which have a direct bearing on the reliability of Asiatic crews. These news items have been selected from the very sheets which are most bitter in their opposition to the Seamen's bill. Here are two of recent date, the San Francisco item appeared in the "Chronicle," and the Lewes, Del., item in the "Public Ledger":

San Francisco, Cal., January 4.—Racing in from sea at noon yesterday in a sinking condition, after striking the fringe of the Potato Patch while passing out through the north channel, the British tanker "Cowrie" reached the Hunter's Point flats just in time to escape foundering. With her hull and decks buckled, listed heavily to port, the crew, composed of Malays and Lascars panic-stricken and the British officers exerting every effort to save the vessel from going down, the steamer presented a sorry sight.

When the steamer struck the bottom her forwark deck was swept by heavy seas, which buckled the rails. Terror-stricken, the Asiatic seamen struggled for life preservers, which they still wore when the vessel returned to the bay. Off Meigg's wharf the tanker was boarded by Marine Surveyor Pillsbury, who advised the skipper that he had better get his ship to the flats without delay, as soundings indicated that she was taking water rapidly and grave fears were felt for the after bulkhead.

Lewes, Del., Dec. 26.—The British steamship "Baron Dalmeny," Philadelphia for Avonmouth, with a cargo of grain, passed out the Delaware Capes early this morning, but was compelled to return to the Breakwater to-night when a serious fight, closely resembling a mutiny, started among the Lascar crew. Five men were seriously injured; two have been placed in irons, and a revenue cutter, summoned at the call of the steamship's captain, is on the way to quell the disturbance.

Dropping anchor in the bay, Captain Gordon, of the "Baron Dalmeny," signaled he needed the services of a surgeon at once. Steps were taken immediately to go to the assistance of the vessel, but it was found inadvisable to put out in the ordinary boarding craft, on account of the rough weather. A northwest gale was blowing, and it was necessary to charter a large ocean-going tug to reach the steamship.

Conditions aboard the "Baron Dalmeny" were found to be quiet when the surgeon clambered up the side, but ominous sounds were heard, and glances passed about among the crew. So it was deemed wise to summon the Government vessel before another start for sea was made.

Evidence of the fight among the crew was plain in many quarters of the ship. Knives and clubs had been freely used, and, in addition to smashed furniture and fittings, five of the sailors were found to be badly hurt. The surgeon dressed the wounds of the injured men.

Captain Gordon informed the boarding party that he feared to put to sea with his present crew, because he had learned some of the sailors were attempting to smuggle knives and other weapons to the imprisoned members of the crew, and to arouse them to a renewal of the fight. It is believed here that Captain Gordon will send ashore the two men now kept in irons in the hold of the vessel.

SCHOOL FOR NATURALIZATION.

A series of citizenship studies, free to all who have made application for their final naturalization papers, is announced by the School Division of the Young Men's Christian Association at San Francisco. Lectures will be given every Monday night to and including April 6. Candidates for citizenship may begin attending at any time.

An interesting outline of topics for study has been announced, as follows:

January 12.—The Beginning of the American Nation.
January 19. American Ideals.
January 26. The Constitution of the United States.
February 2. The Three Branches of Government.
February 9. The Law-Making Power.
February 16. Our Legislators and How They are Chosen.
February 23. The Law-Enforcing Power.
March 2. Duties and Limitations of the President.
March 9. The Law-Interpreting Power.
March 16. The State Government.
March 23. The City Government.
March 30. The Duty of Patriotism.
April 6. Review.

Seamen who desire to become American citizens are urged, if possible, to avail themselves of this opportunity to acquire a knowledge of the privileges and responsibilities of American citizenship.

The Initiative and Referendum measures which will go on the 1914 ballot for decision by the people of California have been compiled by the Secretary of State. The Initiative measures will be those providing for State-wide prohibition, simplification of land titles, making only taxpayers qualified electors at bond elections, the universal eight-hour law, and the abolishment of the poll tax. Enough signatures have been secured to put the abolishment of the death penalty upon the ballot, but a decision from the Attorney-General is necessary before the legality of these names are decided. The Referendum measures to go upon the ballot are the redlight abatement and injunction law, the blue sky law, the non-sale of fish and game, and the water commission act. At a later date the JOURNAL will analyze the more important measures submitted to a vote of the people. At this time it will suffice to say that some of the Initiative measures are very good and others very bad and reactionary, to say the least.

A militia and a standing army may look brave enough and prove effective enough in deterring or suppressing any offensive movement among the people. But opposed to a people roused to the defense of their liberties the entire institutions of militarism would be as chaff in a gale.

When the workers acquire the virtue of self-dependence a great many "friends of labor" will have to adopt some other profession.

ALASKA FISHERMEN'S UNION.

Headquarters, San Francisco, Cal., Jan. 2, 1914.
Regular weekly meeting was called to order at 8 p. m., Chas. F. Hammarin in the chair. A committee was elected to draw up an agreement covering wages and conditions for the season of 1914. Said committee will be in session in Secretary's office every day and members from the various parts of Alaska will be given a hearing. The dates and time set for these hearings will be noted on the blackboard in the Alaska Fishermen's Hall. Members wishing to appear before the committee will please take notice and appear at the time set for hearing on matters concerning the particular district where they have been employed.

I. N. HYLEN, Secretary.
93 Steuart St.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Jan. 5, 1914.
Regular weekly meeting came to order at 7 p. m., E. A. Erickson presiding. Secretary reported shipping situation unchanged. A donation of one hundred dollars was made to the teamsters now on strike in Seattle, Wash. A committee was elected to tally the ballots cast in the semi-annual election for officers.

JOHN H. TENNISON, Secretary pro tem.
84 Embarcadero. Phone Kearny 2228

Victoria, B. C., Dec. 27, 1913.
Shipping medium.
ARCHIE KING, Agent.
Old Court Rooms, Bastion Square.

Vancouver, B. C., Dec. 27, 1913.
Shipping and prospects poor.
W. S. BURNS, Agent.
N. E. corner of Hastings and Main streets. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Dec. 27, 1913.
Shipping dull; prospects uncertain.
H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, Dec. 27, 1913.
Shipping and prospects poor. Jack Rosen was elected a delegate to the convention of the Washington State Federation of Labor, to be held at Raymond on January 12, 1914.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Dec. 27, 1913.
Shipping dull; prospects uncertain.
JACK ROSEN, Agent.
P. O. Box 6. Tel. Main 557.

Portland Agency, Dec. 27, 1913.
Shipping fair.
G. A. SVENSON, Agent.
P. O. Box 2100. 51 Union Ave. Tel. East 4912.

Eureka Agency, Dec. 27, 1913.
Shipping and prospects poor.
JOHN ANDERSEN, Agent.
227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, Dec. 27, 1913.
Shipping dull; plenty of men ashore.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Dec. 27, 1913.
Shipping and prospects poor.
JACK EDWARDSEN, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Jan. 2, 1914.
Regular weekly meeting was called to order at 7 p. m., Ed. Andersen in the chair. The report of the Quarterly Finance Committee, finding books, cash on hand and in banks correct, was read and adopted. The following officers were declared elected for the ensuing term: Treasurer, Ed. Andersen; secretary, Eugene Steidle; first patrolman, T. J. McGlinchey; second patrolman, Eugene Burke; janitor, Geo. Bannister; Seattle agent, Leonard Norkgauer; Seattle patrolman, John Meade; San Pedro agent, Harry Pothoff; Portland agent, Thomas Baker.
EUGENE STEIDLE, Secretary.
Phone Kearny 5955.

Seattle Agency, Dec. 26, 1913.
Shipping slow; plenty of members ashore.
LEONARD NORKGAUER, Agent.
Grand Trunk Dock, Rooms 203-205. P. O. Box 214. Phone Main 2233.

San Pedro Agency, Dec. 24, 1913.
Shipping slack; plenty of members ashore.
HARRY POTHOFF, Agent.
P. O. Box 54.

Portland Agency, Dec. 29, 1913.
No meeting. Shipping medium; few members ashore.
THOMAS BAKER, Agent.
27½ Second St. Bickle Bldg., Room 10. Phone Main 9731.

DIED.

Emanuel Adolf Brelin, No. 1707, a native of Sweden, age 30, died at San Pedro, Cal., December 29, 1913.

ALASKA'S MINERAL WEALTH.

The value of the mineral output of Alaska in 1913 is estimated at $18,900,000 by Alfred H. Brooks, of the United States Geological Survey, as compared with $22,537,831 for 1912. The value of gold output is estimated at $15,450,000; that of 1912 was $17,145,951. There was also very marked decrease in copper production, that of 1913 being estimated to have been 19,700,000 pounds, valued at about $3,014,000, while that of 1912 was 29,230,491 pounds, valued at $4,823,031. As the Alaska silver output is largely a by-product of gold and copper mining, this also showed a decrease in value from $316,839 in 1912 to about $220,000 in 1913. Other minerals, including marble, gypsum, tin, etc., are estimated to have been produced to the value of about $220,000 in 1913, or about the same as the value of the production of 1912.

The Territory has produced mineral wealth to the value of $248,300,000. Of this $228,200,000 is gold, $16,580,000 copper, $2,060,000 silver, $360,000 coal, and the balance tin, lead, marble, gypsum, petroleum, etc. Copper mining began in Alaska in 1901, and the total production is about 110,000 pounds.

There are several reasons for the decrease of over $3,500,000 in the value of Alaska's mineral output, as compared with the previous year. The most important of these is the condition of the placer mining industry, which, in spite of the advances made in lode mining, still furnishes two-thirds of the gold output. Less than 40 per cent. of the placer gold is produced by large plants, the balance being still won from the rich gravels that can be profitably mined by hand methods. Therefore marked fluctuation in the placer gold output is inevitable, due to exhaustion of bonanzas on one hand, and the discovery of new districts on the other. Moreover, these small operations are far more dependent on the local water supply than are the large plants. Under such conditions no stability of placer gold production is to be expected.

The exceptionally dry summer of 1913 and the fact that the bonanza deposits of Fairbanks district have in a large measure been exhausted account for the decrease in gold output. There is, however, no shortage of auriferous gravels, but only of deposits which can be mined under the present high cost of operation.

What is true of the placer mines applies also to lode mining except on tidewater. The Fairbanks district has shown what can be accomplished in lode mining under the most adverse conditions of transportation, labor, water, and fuel. While the coastal region is developing at a rate which bids fair to overshadow all mining operations in the interior, no marked progress can be expected in the inland region until a transportation system is provided.

The falling off in copper output is less significant, because it is due solely to the fact that the Kennicott-Bonanza—much the larger copper producer—was closed down on account of accidents for about one-third of the year.

The finding during 1913 of deposits of auriferous gravels in two new and widely separated localities, namely, in the upper Matanuska Basin and in the upper Chisana Basin (locally called Shushana), a tributary of the Tanana River, furnishes new fields for the prospector. These discoveries curtailed the gold output in some of the larger camps, because they drew away many miners and thus caused a shortage of labor.

There was no railway construction in Alaska during 1913. Of the 466 miles of track previously built only about 260 miles were operated in 1913. This is largely due to the high cost of fuel and to the tax of $100 a mile on all operating lines. These conditions have tended to discourage the railways, especially those which are but partially completed.

Some excitement was caused by the discovery of a feasible railway route from Portage or Passage Bay, on the west side of Prince William Sound, to Turnagain Arm. Here a route was found which, by use of a tunnel about two miles in length, will avoid the glaciers and yield low grades for both in and out bound traffic. The distance from tidewater on Prince William Sound to tidewater on Turnagain Arm is about 12 miles, and the proposed line will join the Alaska Northern Railroad at about mile 63. Official information regarding the availability of Portage Bay as a terminal is still lacking, but private advices are favorable. By use of this route the distance from tidewater to the Matanuska coal field is reduced to about 136 miles, with only one adverse grade and that a low one. The information at hand indicates that this route is certainly worthy of careful consideration.

Communication with Fairbanks has been improved. During the summer several automobile trips were made over the military wagon road. Moreover, a new direct steamboat service has been established between upper Yukon points and Fairbanks. Wagon road and trail construction has been continued by the Alaska Road Commission in different parts of the Territory, thereby reducing costs of transportation to various mining camps. The results attained in building railways and wagon roads and establishing steamboat service have been of incalculable advantage to the mining industry of Alaska and have led to developments indicating something of the vast mineral resources of the Territory. At best, the transportation is woefully inadequate, and unless it be extended no great advancement in mining, except along the coast, can be expected. Therefore railway construction is of first importance to Alaska, and second only to this is the building of a system of tributary wagon roads.

LESSONS FROM HISTORY.

Twenty years before the French Revolution, the Minister of Finance, Robert Turgot, proposed a slight tax on land values as a means of raising enough revenue to make possible the abolition of forced labor of peasants on the public roads. The suggestion sent the landed nobility into hysteria. They raised such an outcry that the King was forced to dismiss Turgot. Some years later the peasants took affairs into their own hands.

About two years ago, Francisco I. Madero, President of Mexico, proposed legislation to break up the big landed estates. The bourbon landowners, like their eighteenth century French prototypes, objected. They financed the movement that led to the overthrow of Madero and accession of Huerta. A leader among these landowners was Luis Terrazas of Chihuahua. Recently Mr. Terrazas arrived in this country a refugee. His estates, said to be fully two-thirds of the State of Chihuahua, have been confiscated by the Constitutionalists, as the former Maderist party is now called. Bourbons never learn, it is said. But it is probable that in spite of his bourbonism, Mr. Terrazas has learned that had he and other landowners supported Madero's moderate proposals, he would still be living peacefully in Chihuahua.

All the bourbons are not in Mexico. The evil of land monopoly in this country has not become as intense as it has there, but it is intense enough to have created a permanent army of unemployed, to have left but a bare living to most of those at work, to have forced thousands within the cities to live in crowded unsanitary quarters, and to have produced beggars, tramps and criminals. In spite of these facts our bourbons are imitating their Mexican brethren in frantic and unreasonable opposition to the most moderate proposals of reform. Fortunately they have not the strength that enabled their French and Mexican prototypes to permanently block reform by lawful and peaceful methods. But that such is their desire they have made manifest enough.

THE SHERMAN LAW AND LABOR.

The indictments found in Colorado under the Federal anti-trust law against leaders of the United Mine Workers of America ought to convince friends of organized labor of the true purpose of that law. It should also convince them of the necessity of seeing that attacks on trusts be directed toward the privileges on which their predatory power is based and that no more effort be wasted in devising drastic amendments to the Sherman law. Labor organizations not only have no privileges, but their membership is composed of victims of Privilege. So in attacking Privilege they will attack monopoly in the only way it can be effectively attacked, and will besides free themselves. Every suggestion to adhere to the futile Sherman law method of attacking trusts is practically—whether so intended or not—a suggestion to give trusts a longer lease of power and to imperil unprivileged organizations.—The Public.

SEARCH FOR POTASH DEPOSITS.

Field work undertaken by the United States Geological Survey in the search for potash has heretofore been largely of an exploratory character, according to the annual report of the Director recently made to Secretary Lane, but during the last year important principles have been established which will be of material assistance in future work. During the year a number of shallow drill holes were sunk in some of the prehistoric lake basins in Nevada and California, and a careful study was made of some of these lakes. Some of these experiments are yielding significant and perhaps important results. When areas that may prove to be of value as sources of potash are discovered, the public land included in such areas is withdrawn from entry until its value for potash can be demonstrated or disproved. As a result of the Survey's reconnaissance examinations in California and Nevada, 133,829 acres have been included in potash withdrawals.—34th Annual Report, Director United States Geological Survey.

COMMENT ON SEAMEN'S BILL.

Opponents of Seamen's Bill.

American steamship companies are opposing the Seamen's bill out of sheer selfishness and greed, and from lack of decent regard for either the rights of seamen or the safety of the public.

British shipping interests, likewise, are bringing to bear at Washington such pressure as they can exert to defeat the bill, because it might compel them to reship crews in American ports at American rates of wages. This is for the reason that it abolishes imprisonment for desertion, leaving forfeiture of wages as the only penalty.

But that is one of the most meritorious features of the measure, for the seaman should no longer be a slave.

Public sentiment strongly supports the bill.

And so much light has been shed upon it by the press that the lobby scarcely can compass its defeat, or succeed in crippling it by amendments.—Sacramento Bee.

Who Is San Francisco?

Hearst's Examiner, feeling tremendously flattered over an appeal made by the Chamber of Commerce to Wm. R. Hearst to use his influence with Congress against the La Follette Seamen's bill, announces in headline form "S. F. Against Seamen's Bill."

To prove that San Francisco is against the Seamen's bill the telegram to Hearst is printed signed by 78 persons and business firms of San Francisco, affiliated with the Chamber of Commerce.

There is little doubt that in the Hearst mind any considerable collection of business names is the voice of San Francisco. The 50,000 men and women of organized labor who have supported the long fight for safety on the sea and decent conditions for white sailormen, don't count. They don't advertise—neither do they spend much time glorifying the name of Hearst.—San Francisco Daily News.

Shippers, Spaniards, Hearst.

From the Hearst Examiner we learn that "Shippers Ask Aid of Hearst" to prevent Congress from passing the Seamen's bill, and that the San Francisco Chamber of Commerce has fallen back upon Hearst as its "last ditch" to prevent the passage of that bill. One is moved to ask if the shippers have lost their heads. With Hearst fighting the bill, it is quite certain to pass. The members of this Congress know Hearst.

Also, from the Examiner we learn that "Spaniards Appeal to Mr. Hearst"; not the Spaniards in Spain, but some of those in Mexico, call upon General Manager of Creation Hearst to intervene and protect them from Huerta. If the Spaniards in Mexico, the Chamber of Commerce and the shippers would caucus, amend their complaints, and request that President Wilson and Congress resign and turn the Government over to Hearst, thus presenting the working model of a modus operandi, they might accomplish something.—The San Francisco Star.

To Equalize Operating Expense.

Shipowners make a great outcry against abolition of penalties for desertion and abrogation of treaties providing such penalties. The bill retains penalties for disobedience at sea, for these are necessary to the preservation of the ship and the lives of the crew. There is no reason why a seaman, while his ship is in port, should be on any different footing from a landsman. He should be as free to quit his employment and should be subject to no severer penalties for breach of a contract of service. The bill contains other provisions to ameliorate the condition of seamen, but relief from penalties for desertion might serve the same purpose. A skipper will control his temper and provide better food and quarters if he is likely to lose his crew at the first port of call. Foreign shipowners will pay better wages rather than lose their crews on arrival at American ports. The natural result will be a closer approach to equality in cost of operating American and foreign ships.—The Oregonian.

NORWAY'S MERCHANT MARINE.

Statistics of the Norwegian merchant marine shows that at the beginning of 1913 there was a total of 3,304 registered vessels with a gross tonnage of 2,487,858 tons. The fleet was valued at $92,942,400, an increase during the year of $6,986,000. The fleet was made up as follows:

	Number.	Gross tonnage.	Net registered tonnage.
Steamships	2,043	1,794,979	1,084,112
Sailing vessels ...	1,106	685,357	632,989
Motor vessels	155	7,522	4,399
Total.....	3,304	2,487,858	1,721,500

These figures do not include small motor boats for fishing, etc., which are not registered. They are estimated to be about 1,400 in number.

Since December 31, 1911, the net number of vessels has increased by 110 and the gross tonnage by 134,341 tons. The number of steamships has increased by 148 vessels and the gross tonnage by 163,377 tons, a larger increase both in number and tonnage than in any previous year. Sailing vessels have decreased in number by 64, and in tonnage by 29,971 gross tons. The number of motor vessels has increased by 26, with an increase in gross tonnage of 935 tons. Forty-seven of the steamships added to the fleet were whalers, of which 36 were built in Norway, 3 built abroad and 8 bought abroad.

Shipbuilding and Seamen.

During the year vessels constructed in foreign shipyards—26 steamships with a gross tonnage of 64,801 tons—were fewer than in 1911. The number constructed in Norwegian yards, however, shows a large increase, as 93 steamships of 47,324 gross tons were built.

The seamen employed on vessels of the merchant marine during 1912 are estimated at 39,768, to which should be added 5,663 fishermen, 252 men and 730 women cooks and servants on passenger vessels, and 37 women on freight boats, a total of 45,683 men and 767 women. Of the crews on steamships 73.9 per cent were Norwegians, and on sailing vessels 61.8 per cent. On steamships 3.3 per cent of the crews were under 18 years of age and on the sailing vessels 7.7 per cent. Deserters reported to the Norwegian consulates numbered 2,029, against 1,559 in 1911.

In the coming age of complete industrial organization international boundary lines will cease to be even imaginary.

The labor movement is a thing not of idealism but of instinct.

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships. Fraternally yours,

LAKE SEAMEN'S UNION,
V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION

570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y.....55 Main Street
Telephone Seneca 936 R.

CLEVELAND, O.....1401 W. Ninth Street
Telephone Bell Main 1842.

MILWAUKEE, WIS.....133 Clinton Street
Telephone South 240.

ASHTABULA, O.....21 High Street
Telephone 552.

NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

DETROIT, MICH.....7 Woodbridge Street, East
Telephone 3724.

SUPERIOR, WIS.....1721 N. Third Street
Telephone, New, Broad 385.

BAY CITY, MICH.....108 Fifth Avenue

OGDENSBURG, N. Y.....70 Isabella Street

CONNEAUT, O.....922 Day Street

SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue

PORT HURON, MICH.....517 Water Street

ERIE, PA.....107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

HEADQUARTERS.
71 Main Street, Buffalo, N. Y.
Telephone Seneca 48.

BRANCHES:

CLEVELAND, O.....1185 W. Eleventh Street

CHICAGO, ILL.....445 LaSalle Avenue

MILWAUKEE, WIS.....151 Reed Street

DETROIT, MICH.....27 Jefferson Ave, East

SUPERIOR, WIS.....1814 Fourth Street

OGDENSBURG, N. Y.....70 Isabella Street

BAY CITY, MICH.....108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.

HEADQUARTERS.

BUFFALO, N. Y., 55 Main St. Tel. Seneca 2295

BRANCHES.

CLEVELAND, O.....1401 W. Ninth Street

MILWAUKEE, WIS.....151 Reed Street

CHICAGO, ILL.....314 N. Clark Street

ASHTABULA, O.....74 Bridge Street

TOLEDO, O.....54 Main Street

DETROIT, MICH.....7 East Woodbridge Street

PORT HURON, MICH.....517 Water Street

CONNEAUT, O.....922 Day Street

OGDENSBURG, N. Y.....70 Isabella Street

NORTH TONAWANDA, N. Y.....152 Main Street

SUPERIOR, WIS.....1721 N. Third Street

BAY CITY, MICH.....108 Fifth Avenue

ERIE, PA.....107 E. Third Street

SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue

UNITED STATES MARINE HOSPITALS AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS.

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O

RELIEF STATIONS.

Ashland, Wis.	Ogdensburg, N. Y.
Ashtabula Harbor, O.	Oswego, N. Y.
Buffalo, N. Y.	Port Huron, Mich.
Duluth, Minn.	Manitowoc, Wis.
Escanaba, Mich.	Marquette, Mich.
Grand Haven, Mich.	Milwaukee, Wis.
Green Bay, Mich.	Saginaw, Mich.
Houghton, Mich.	Sandusky, O.
Ludington, Mich.	Sault St. Marie, Mich.
Manistee, Mich.	Sheboygan, Wis.
Erie, Pa.	Superior, Wis.
Menominee, Mich.	Toledo, O.

PAYING THE PENALTY.

Through a decision of the Supreme Court of Oregon the city of Portland loses title to lands worth $60,000,000. These lands compose its waterfront, the ownership of which, by private monopoly, is thus confirmed. Whatever the legal phases may be with which the Supreme Court justifies this decision, the substantial fact is that private parties are given title to valuable lands for which they have not paid a penny, and which the former owner—the people—never intended to convey to them.

The history of the case begins in 1862, when the State legislature granted permission to owners of uplands to build wharves on the publicly-owned submerged lands along the shore, out to deep water. This act did not transfer title to the lands. The legislature, as agent of the owners, only allowed certain individuals to use the lands for certain purposes. The privilege was taken advantage of until the whole water front of the city has been occupied by private individuals and the river encroached upon so that its channel has been narrowed to half its natural width. Now, through some legerdemain which lawyers can explain but not justify, these tolerated squatters have been declared owners. The people of Portland, whose industry and enterprise made this waterfront worth $60,000,000, have been denied ownership of any of it.

Of course there is indignation in Portland. It is not lessened any by the fact that Seattle, the city's chief rival, still owns part of its waterfront, and will now be better able to attract trade than monopoly-gripped Portland.

Portland might have looked with indifference on this court decision had not the voters of the city and State allowed themselves to be fooled last fall by Chas. H. Shields and the monopoly forces he represented. A constitutional amendment was before them for approval which, if adopted, would have empowered the people to break such a monopoly as has just been confirmed. This amendment provided for a tax on land values by the state, and further allowed counties and cities to raise all local revenues through the single tax. Had this amendment been adopted the holders of the court-approved titles to the waterfront could now be requested to either pay a heavy tax on this $60,000,000 property or surrender it. But the amendment was defeated. The monopolization of its waterfront is only a small part of the penalty that Portland must pay for that result. The vote against the amendment in Portland was two to one. There was no good reason for defeating it. Most of those who voted against it did so because they had been deceived. They had been told by monopoly agents, and monopoly controlled papers like the Portland Oregonian, that a tax on land values would bear heavily on small home-owners and farmers, and would exempt monopolists like these waterfront grabbers. This was all absurdly false, of course. It seems strange that so many failed to remember that only a very small proportion of land values is owned by farmers or small home-owners, so that a single tax on land values must bear lightly upon them, and must bear most heavily on big city land owners and franchise monopolists. If they will think over the matter now they will realize how badly the Shields-Oregonian monopoly crowd buncoed them.

But it is not too late to remedy matters. When the people of Portland and of Oregon get tired of paying tribute to monopolists they can change their constitution so as to permit taxation of land values instead of labor. They can do so at the very next election if they wish. As long as they delay doing so they will be plucked by privileged interests in spite of all railing at monopolies. As long as Oregon votes down single tax monopoly in Oregon will flourish and the people of Oregon live a hand-to-mouth existence. No amount of faith in the fairy tales of monopoly agents can prevent that.

UNIONISM IN AUSTRALIA.

The growth of unionism during the last decade is among the most remarkable of all social phenomena; the exact figures for the commonwealth are:

	1901	1912
No. of Unions	198	621
Membership	97,174	433,224

In 1912 the membership of all unions increased by 68,492, as compared with the total for 1911. The percentage of unionists to the estimated number of males employed was 43.99; that of females, 8.41. Unionism is numerically strongest in New South Wales and weakest in Tasmania. The figures for December 31, 1912, are:

	Males.	Females.
New South Wales	185,524	7,102
Victoria	109,860	6,697
Queensland	44,139	629
South Australia	35,258	2,078
West Australia	32,299	983
Tasmania	8,474	181

The movement towards closer organization is being rapidly prosecuted. There are seven unions with a membership exceeding 10,000, and totaling 132,335 members. Fifteen unions have more than 5000 and less than 10,000 members, while 69 exceed 1000 and have less than 5000 members. In all, 91 of 408 unions contain more than 1000 members each. Stated in another way, this means that 91 unions have 372,225 members, and 317 small craft unions have 61,017 members.

The seven largest unions contain no less than 30.5 per cent of the total membership of all unions, and the 15 next largest organizations 23 per cent.

Out of the 408 separate associations and groups of associations in the commonwealth 72 are organized on an interstate basis, and contain 279,771 members, or no less than 64.6 per cent of the total membership of 433,224 of all organizations.

There are 25 central labor organizations known as the trades council or labor federation. In Queensland and West Australia a unified system of organization extends over the industrial centers throughout each state. In both instances there is a provincial branch of the Australian Labor Federation, having a central council and executive, a metropolitan and branch district councils, to which the local bodies are affiliated. The central council, on which all district councils are represented, meets periodically. Queensland has 21 branch centers affiliated to the A. L. F., and West Australia 130. The Trades and Labor Councils in other states and their affiliated bodies are respectively: New South Wales, 3 and 151; Victoria, 4 and 186; South Australia, 4 and 73; and Tasmania, 1 and 23.

The industrial classification of all members may be stated thus:

Industries—	Unions.	Members.
Wood, furniture	24	18,569
Engineering, metal	71	29,953
Foods, drink, tobacco	70	28,132
Clothing, hats, boots	33	16,691
Books, printing	30	8,214
Other manufacturing	80	24,838
Building	60	25,609
Mining, quarries	28	39,203
Railways, tramways	25	56,005
Other land transport	19	14,550
Shipping	41	35,000
Pastoral, agricultural	14	52,180
Domestic, hotels	27	14,289
Miscellaneous	99	69,991
Total	621	433,224

In taking the total number of separate unions in Australia as 621 it is obvious that in the case of interstate and similar unions there is duplication. The scheme of organization of many federated unions varies. In some of the unions the state organizations are bound together under a system of unification with centralized control, while in others the state units are independent and self-governing, the federal bond being loose. Altogether there are 408 distinct organizations, having 1405 state branches and subbranches, with a total of 433,224.

Reference to the table dealing with industrial groups will reveal the altogether excessive number of separate unions responsible for organization. It is absurd that less than 30,000 men should require 71 unions, as is the case with Engineering and Metals. Wood and Furniture takes 24 bodies; Building Trades 60, and less than 25,000 operatives in various manufacturing crafts have 80 unions. Progress calls tocsin-tongued for less organizations and more organization.—J. C., in the Labor Call.

COAL FROM ARKANSAS.

According to the United States census for 1840, a small quantity of coal (220 short tons) was mined in Arkansas during that year. With the exception of 9,972 short tons mined in Missouri and 400 tons from Iowa mines, this was the only coal produced west of the Mississippi River in that year, and for the next twenty years these were the only States west of the Mississippi from which any coal production was reported. The industry in Arkansas did not develop rapidly during the earlier years, as the census of 1860 shows a production of only 200 tons, and that of 1880, a total of 14,778 tons. From 1881 to 1902 production increased quite regularly, but for the last eleven years has remained practically stationary. The maximum of 2,670,438 short tons was attained in 1907.

In 1912, according to E. W. Parker, of the United States Geological Survey, Arkansas mined 2,100,819 tons, valued at $3,582,789.

According to the United States Bureau of Mines, there were 6 men killed in the coal mines of Arkansas in 1912, 5 of them by falls of roof. The death rate per 1,000 was 1.1, and there were 350,137 tons mined for each life lost.

Labor will never realize its rights until it recognizes its wrongs.

For fair products of all kinds consult the JOURNAL'S ad columns.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

and Hon. William Igoe, to use all honorable means to gain support for, and to vote for, said Senate Bill No. 927, or House of Representatives Bill No. 1873, and, be it further

"Resolved, That the Clerk of this House be instructed to forward a copy of these resolutions to each of said Senators and Representatives above mentioned at Washington, D. C., to apprise them of the action of the House of Delegates of the City of St. Louis."

The resolution was introduced by Delegate Deffaa, and its passage through the House of Delegates is unique in the annals of indorsement, for it is a most unusual occurrence for any municipal legislative body to take a pronounced stand in favor of remedial legislation affecting working men and working women.

Discusses Coal Strike.

Upon the return of Secretary Wilson, of the Department of Labor, from his Western trip he had a conference with President Wilson. A discussion was had relative to the Colorado coal strike situation. Secretary Wilson stopped in Colorado on his way from the coast and made some investigations and also endeavored to bring about a settlement of the controversy, but was not successful. It is understood that he laid the entire case before the President, who has been taking a keen interest in the Colorado trouble, and who has expressed himself as being desirous of giving whatever assistance he can in the interest of a settlement. The Department of Justice is looking over the indictments against the Colorado strikers, together with the evidence on which the Federal Grand Jury acted in returning indictments against a number of coal miners, as well as the officials of the United Mine Workers. There seems to be a general opinion that these indictments by the Colorado Federal jury are somewhat far-fetched in that the fact that the men are organized and are on strike not being an act that could be construed as a conspiracy in restraint of trade.

Investigation Putrid.

The investigation now being conducted by the Public Service Commission into the controversy between the Indianapolis Traction and Terminal Company, which resulted in a strike, is bringing to light some nefarious practices of the company. It is bringing out many facts relative to the policy adopted by the Traction Company to defeat the organization of its employes. One of the striking features of this investigation was the testimony of Mrs. Ethel Downey. According to the testimony adduced this woman was employed by the Traction Company not only as a spotter or spy, but received instructions to seek the acquaintance and society of officials who were conducting the organizing campaign and who later conducted the strike. This woman testified, among other things, that she was directed to meet Thorpe, an organizer, take him to a wine room, if possible, meet him in a room and get him in a compromising position and have him arrested and also get him intoxicated, if possible. She also testified that money was furnished her to carry out these plans. While this story has been told before, yet the evidence coming from the woman employed to carry on this character of work corroborates the former story. It also indicates the length to which these public-service corporations will go in an effort to prevent the organizing of their employes, as well as to destroy the organizations that are already in existence. So far during this investigation there have come out many facts which are a revelation to the people of this city.

Trains Run Too Fast.

The Interstate Commerce Commission, in the opinion of H. W. Belknap, chief inspector for the Commission, should have the right to regulate the speed of trains. The chief inspector made this assertion before a House committee recently, and added that the strain on engineers in the operation of high speed trains was largely responsible for wrecks. Many of the men on the engines, he stated, had broken down early in life because of the tense competition for speed, and further asserted that block signals would not prevent accidents in the absence of adequate regulations. "You are not going to stop accidents unless you check the speed of trains. There are no speedometers on trains and we do not know how fast some of them are operated if they are trying to make up time. On poor pieces of roadbed, when a speed of not more than fifteen miles an hour is justified, it is probable that many trains are run at a rate of fifty and sixty miles an hour, and here is where the worst danger comes in." In answer to a question as to whether he believed that the railroads would have to be forced to adopt protective measures, Mr. Belknap said: "I think our experience will be the same as in the case of air brakes and automatic couplers. It required a law to compel the railroads to adopt these safety devices."

Massachusetts' Unemployed.

For the quarter ending September 30, 1913, complete returns relative to unemployment were received from 1,059 labor organizations in Massachusetts, with an aggregate membership of 177,267, or somewhat over 70 per cent. of the entire trade-union membership in the commonwealth. Of this number, 6.8 per cent. were reported as unemployed. The percentage of unemployed on account of strikes or lockouts was 0.6 per cent. at the close of the quarter, as compared with 0.7 per cent. for the close of the previous quarter, and with 0.3 per cent. on September 30, 1912. In the building trades, which comprise 12.3 per cent. of the aggregate membership reported, the percentage of unemployed on September 30, 1913, was 9.2 per cent., as compared with 7.9 per cent. on June 30, 1913, and 2.5 per cent. on September 30, 1912. In the boot and shoe manufacturing industry, comprising 18.7 per cent. of the aggregate membership reporting, 6.2 per cent. of the organized employes were reported as unemployed on September 30, 1913. In the textile industry, comprising 13 per cent. of the aggregate membership reporting, 1.3 per cent. of the organized employes represented in the returns were reported as unemployed on September 30, 1913.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

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ABERDEEN, Wash., P. O. Box 34.

DUWAMISH FISHERMEN'S UNION.
GEORGETOWN, Wash.

SKAGIT RIVER FISHERMEN'S UNION.
FIR, Wash., P. O. Box 6.

COQUILLE RIVER FISHERMEN'S UNION.
PROSPER, Ore.

ALASKA FISHERMEN'S UNION (Local No. 2), KETCHIKAN.
LORING, Alaska.

ALASKA FISHERMEN'S UNION (Local No. 3).
PETERSBURG, Alaska.

ALASKA FISHERMEN'S UNION.

Headquarters:
SAN FRANCISCO, Cal., 93 Steuart St.

Agencies:
SEATTLE, Wash., 84 Seneca St., P. O. Box 42.
ASTORIA, Ore., P. O. Box 138.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA

29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

It is announced that General President Reid, of the Reid-Murphy secession faction of the Electrical Workers, has resigned.

Demanding an increase in wages the young women employed by a large box factory at San Antonio have quit work. The scale was $4.50 for making 100 paper boxes, which required the labor of about a week, and their demand was that their scale be increased to at least $6.50 for 100 boxes.

E. G. Hall, President of the Minnesota State Federation of Labor, who was appointed by Governor Eberhart as a member of his Efficiency and Economy Commission, at a meeting held recently was chosen as a member of a committee to investigate State departments relating to commerce, transportation, trade and labor.

Wage increases for 1400 employes of United States Navy Yards, in all amounting to more than $50,000 annually, were announced by Secretary Daniels. The yards whose employes will benefit are those at Portsmouth, N. H.; Boston, New York, Philadelphia, Norfolk, Charleston, S. C.; Mare Island, Cal., and Bremerton, Wash. The increases become effective at once.

The House Rules Committee recently held a hearing on the resolutions introduced by Representatives Keating of Colorado, and MacDonald of Michigan, the former calling for an investigation of the Colorado coal miners' strike and the latter urging a similar investigation of the strike in the copper regions of Michigan. The resolutions direct that the investigations be made by the House Labor Committee. The two Congressmen urged the reporting of a rule to consider the resolutions, and the A. F. of L. and the organizations involved were also represented.

One of the largest settlements ever made for a railroad accident has just been made by the Allouez Bay Dock Company with Konnard Hill. Hill is a laborer, and lost his left arm and leg in a train collision on the dock in August, the accident also resulting in the death of two men, injury of five others, and a strike among the laborers, which lasted several weeks. The amount of the settlement with Hill was $18,750. The case had been scheduled for trial, but the company, through its attorney, succeeded in settling the case outside of the court.

The Iowa State Board of Prison Control has notified the officers of the State Federation of Labor that the board is in sympathy with the stand of the federation on the convict labor question and will endeavor so far as it can consistently to comply with the requests of the State labor body in relation to this subject. The board expresses its gratification that the two bodies were able to arrive at an amicable understanding, and says that it is the hope of the board that in a year or two all matters can be so adjusted that the labor bodies will have no cause for complaint concerning the employment of convict labor of the State. This understanding is the result of a recent conference between members of the Board of Control and members of the Executive Board of the State Federation.

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INFORMATION WANTED.

Axel Peterson, F. Lundberg, J. Gustafson, M. Garcia, crew of the steamer Riverside, at the time she towed in the Oceana Vance, kindly call at the office of the Charles Nelson Co. for money due them.

Victor N. Kvenen, a native of Belgium, age 32, last heard of in Ashtabula, Ohio, April, 1909, inquired for by his brother John Kvenen, Route 2, Raleigh, Tenn.

Valetine (Walter) Zima from Lubiachowo, Kreis Schrimm, Province Posen, Germany; last address Sailors' Union Hall, Seattle. Please communicate with Imperial German Consul, Seattle, Wash.

Anyone who was on the schooner "Americana" on January 29, when Louis Buttner was injured, is respectfully requested to communicate with the injured man. Address Sailors' Union of the Pacific, San Francisco, Cal.

William McGrail, of Baltimore, Md., who sailed on the Atlantic and Gulf Coasts as cook for a number of years, is inquired for by his brother, George McGrail, 603 Decatur street, New Orleans, La.

Carl Julius Carlson, born in Sweden in 1877, is inquired for by his mother. There is about $2000 due him from his father's estate. Last heard of in September, 1902, on the Atlantic Coast. Previously sailed on the Clifford between St. Johns and New York. Address Fru Sophia Carlson, Klubbegard, Hallands Lan, Heberg, Sweden.

John Nurm is requested to communicate at once with F. R. Wall, 324 Merchants' Exchange, San Francisco.

William Fayette White, whose mother died recently, is inquired for by his brother. Anyone knowing his whereabouts please address S. A White, 106 W. Salem Ave., Roanoke, Va.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Aagaard, A.
Abrahamsen, Johan
Alonzo, Julius
Anderson, T.
Anderson, H. -1352
Anderson, A. -1638
Anderson, Martin
Behr, Henry
Bishop, Patrick
Brunstrom, Gust.
Bartsch, W.
Balk, Marius
Berger, C.
Brandlung, G.
Burholtp, F.
Carlsen, Rudolf
Chevalier, U.
Christiansen, Nels
Christiansen, Anton
Chudelow, Geo.
Carlson, Harold
Christensen, H. -1366
Christensen, Trygar
Laughty, Pearly
Edvardsen, Anton
Engstrom, Fred
Engebrietsen, E.
Erlandsen, E. L.
Ferguson, Robert
Fonslund, Victor
Freeman, J.
Framness, Ivar
Graa, P. C.
Grant, Dave
Grant, J. J.
Gangsrud, O. K.
Gunther, Max
Hallnes, M.
Heiam, Dan
Hagen, Carl
Helpap, A.
Holst, L.
Iversen, A. S.
Johnson, Charles O.
Jensen, Hans
Jensen, Jens
Jacobs, Wm.
Jacobsen, Johan
Johansen, O. K.
Johnson, Ernest
Klebnikoff, I. W.
King, Frederick
Kirwan, M. L.
Kohlmasher, O.
Kealy, James
Kenny, James
Kristiansen, K. F.
Ludicar, K.
Ludulgsen, Arni
Larsen, L. A.
Larsen, G. -1692
Larsen, Harry
Larsen, G. E.
Lillian, Ole
Lunder, B.
McPherson, R.
McNeary, J.
Mikkelsen, K. -1620
Mattson, Taivo
Matson, F.
McGoldrick, J.
Mehut, Joseph
Monsen, S.
Matson, M.
Martinsen, Chr.
Martinsohn, P. A.
Maitak, M.
Martens, Paul
McManigal, Thos.
Moen, R.
Nilsen, Martin
Nilsen, Oscar J.
Nissen, Louis
Nelson, Ed.
Nelson, Ludick
Nelson, Carl
Nelson, Albert
Noeri, H.
Olsen, O. P.
Owens, J. H.
Olsen, Albert
Olsen, Christ
Olsen, M. E. -1231
Olsen, Edwin
Owen, J. H.
Pedersen, Peder
Petersen, Vic.
Petterson, Richard
Petterson, S.
Peterson, Alf. -723
Richardsen, Adam
Roos, B.
Strasdin, A. W.
Sorensen, Geo.
Saar, J.
Satveit, Geo.
Smith, Clayton
Steffensen, F.
Stjerne, P. A.
Sund, K. A.
Thomson, W. Reg.
Taede, Jens
Thompson, T.
Terkelsen, A.
Taktz, R. Package
Waho, M.
Weekdroup, H.
Valentine, G.

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Ahlstrom, Harry
Breien, Hans
Ekbert, August
Eriksen, Anton
Gudmundsen, Gudmund
Hansen, Harald
Hansen, Harry -1827 (Photo)
Isinas, Richard
Jensen, George
Jacobsen, W.
Jorgensen, Olaf
Noel, Louis P.
Lutzen, Waldemar
Publicatius, August
Robertson, A.
Thorssen, Fredrik N.
Wexahl, Hansen Krist

INFORMATION WANTED.

John West, who was on the steamer Horatius in June, 1912, is inquired for by P. Ivers, River Darling, via Wenthworth, Australia. Please notify Sup't., No. 1 State street, New York.

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Anderson, Gust -1808	Larsen, Hans -1677
Anderson, Rasmus	Larsen, Alfred
Anderson, Mike	Larsen, John
Backanan, Paul	Leidecker, E.
Baker, Geo.	Lemarchand, Louis
Bergman, Karl W.	Lundeman, Ruktie
Berglund, Ed.	Lipclasey, John
Boyard, C. E.	Lierch, Paul
Bohm, Franc	Lallwer, Alexander
Bultz, Ernest	Mattson, Maurits
Carlsen, Charlie	Macrae, Alexander
Carlson, Jack	Mikalsen, Andreas
Cagdell, D. J.	Miller, H. B.
Day, Aca	Maxnes, Kristian
Dahl, Henry	Miller, Chas.
Drenkholn, M.	Neuling, Albert
Edstrom, John	Nelson, C. J.
Erikssan, Erik	Nielsen, Kristian
Erikson, Arthur	Nilsson, Axel
Essen, Carl Axel	Norberg, John
Ekham, Frans	O'Brien, Jack
Goralia, Piet	Olsen, Ansgar
Gynther, John	Olsson, J. W.
Hall, G. A.	Olsen, John Andreas
Hansen, Hans M.	Olsen, Andy
Hansen, Bernhard	Palmer, Jas. W.
Hansen, Sigvarth	Pakeman, Paul
Hansen, Oskar -1437	Petterson, Einar
Hafke, Hernes	Peterson, Hans
Hernes, Klemet	Petersen, Christen
Henriks, Waldemar -1486	
Hansen, Max O.	Pillman, Frank
Henke, Ernest	Pohland, Max
Henze, A.	Rantion, Jacob
Heinaz, C. H.	Rhodes, F.
Hellman, Albin	Rincke, Sperman
Hogstad, Andreas	Runge, Axel
Mikalsen	Sandbarg, Alfred
Hock, Garve	Larsen
Johanson, John F.	Schroda, Peter H.
Jansen, Harry	Sellin, William
Johnson, Ole C.	Schulz, Alfred
Johanston, C. R.	Semens, O. L.
Johnsen, J. -983	Schmidt, Louis
Johansen, Chris.	Saukka, August
Karson, K. E.	Svenson, Martin
Kenny, James	Swanson, John
Klaesson, Karl	Swanson, Carl O.
Kluge, Frank	Sundguist, Ernest
Kirker, Alexander	Thomel, Martin
Koap, Nick	Warren, C.
Kristensen, Otta	Welson, J.
Kranstrand, H. T.	Wishart, John
Laine, Frank	Wieprecht, Ernest
Larsen, Laren	Wikstram, W.

INFORMATION WANTED.

W. A. Goodrich, who left the British ship Puritan at San Francisco, February 6, 1911, is inquired for by the British Consul-General at San Francisco.

Any one knowing the whereabouts of John Burke No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

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Andersen, -1352	Kuhnert, Walter
Anderson, Ernest	Loining, Hermand
Anderson, -1283	Ljungberg, Herman
Andersen, F. C.	Lengtssen, Gottfried
Anderson, Axel P.	Laine, Herman
Arntzen, Werner	Lorsin, G. L.
Armstrong, Harry	Larsen, Lars
Berger, C.	Mallkoff, Pete
Behn, Alfred	Michelsen, Chas.
Brown, C.	Martin, James
Carlstrom, John	Marlinee, Walter
Christensen, Albert	Mertz, G.
Carson, Edward	Mekerman, Ernest
Calchnell, J.	Nikolin, E. Miko
Doyle, Wm.	Olsen, Nils
Eklund, Chas.	Oksanen, Juko
Finth, Richard	Peterson, Axel
Granberg, Eric	Rommel, Andrew
Graf, Otto	Richendsen, Hilmar
Glase, Gustav	Sandstrom, Hugo
Hohn, Arthur	Strom, K. -2718
Herman, Axel	Schmidt, George
Hansen, Ove	Wind, Jacob -1357
Heinig, Hans	Walder, Olsen N.
Johnson, Gus	Packages.
Jensen, Harry	Hansen, John
Kallio, Frans	MacGuire, O. F.
Kristiansen, Nils	

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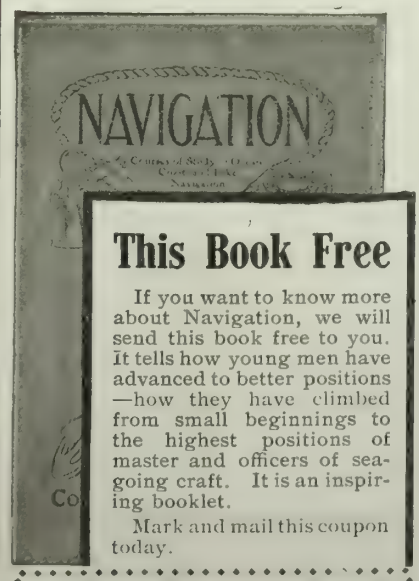
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Home News.

The Senate passed the Administration Currency bill by a vote of 54 to 34.

Thirty-eight miners, mostly strike-breakers, were killed by an explosion of coal dust at Newcastle, Colorado.

The American Society for the Control of Cancer issued a warning against putting too much hope in the beneficial results of radium as a curative.

Governor Glynn of New York signed the workmen's compensation bill, and the election reform laws passed by the Legislature in special session.

Four score persons, mostly children, were killed at Calumet, Mich., at a Christmas celebration held by copper mine strikers in Italian Hall because of a needless panic caused by a false alarm of fire.

Postmaster General Burleson asked Congress for a $1,000,000 emergency appropriation to operate the parcel post system until June 30, the original appropriation having been depleted to $22,000 on December 6.

Immediately after the final passage of the currency bill on December 23 the United States Senate adopted the resolution for recess until January 12. Both House and Senate adjourned to noon of January 12.

Two men drowned in East River and ten men—the crews of two barges, wrecked on the New Jersey coast—given up as lost, is the cost in human lives of the storm which swept over New York and vicinity on December 26.

The Supreme Court of Missouri fined 20 lumber companies $436,000 and suspended ouster decrees pending their compliance with anti-trust laws. Four firms not incorporated in Missouri received similar treatment.

The Brooklyn Navy Yard received 1500 text-books to be used in carrying out Secretary Daniels' order that the men on each warship be instructed in geography, reading, writing and arithmetic. Navy yard officials have received no instructions as to how the order shall be put into effect. It is understood that there will be classes for an hour and a half each afternoon.

The Oregon Supreme Court decided that the eight-hour labor law applies to all State institutions, and that hereafter no employes of the asylum for the insane, the penitentiary, the reform and industrial schools and other State institutions can be worked more than eight hours in every twenty-four. As the result of the decision three shifts of employes will have to be employed at each institution. The decision of the court embraces within its meaning every employe, from the highest to the lowest.

D. H. Tolman, through his attorneys, made the astounding proposal to Governor Glynn of New York that he would burn $500,000 worth of notes of people who had borrowed from him as a Christmas present to those who have been called his victims if the Governor would release him from his six months' term in the New York penitentiary—two and a half months of which he already has served, for charging usurious interest on small loans—in time for him to pass Christmas with his family. The Governor took no action on the application.

Domestic and Naval.

It is reported that the enlisted strength of the U. S. Navy has recently passed the 50,000 mark for the first time since the Civil War.

The steamer "Seminole," beached at Puerto Plata leaking badly, with 5 feet of water in the hold, is owned by the Clyde Steamship Co. of New York, and is a vessel of 2,557 tons, built in 1886, and valued at $180,000.

The average annual French catch on the Newfoundland Banks, 1902-1910, was 980,000 hundredweight; catch in 1912 (estimated), 390,000 hundredweight; catch in 1913 (estimated), 500,000 hundredweight.

It is believed that the schooner "Thomas R. Wooley," ashore northeast of Gardiner's Island, will be a total loss. The revenue cutter "Itasca" has taken the crew off. The vessel was built at Keyport, N. J., in 1872.

The British steamer "Cervona," wrecked near Cape Race, was managed by Messrs. Cairns, Noble and Co., Newcastle, and is a vessel of 3,779 tons, built in 1896, and valued at £35,000. She was bound from the Tyne for Portland, Me., with a cargo of coal.

The Danish research ship Margrethe, which had been on a surveying expedition in the West Indies for many months, lies a total wreck on the Anegada reef, the most northern of the Virginia islands, British West Indies. Captain Hansen and the crew were rescued.

Cases of beriberi were reported on two vessels of the French Newfoundland fishing fleet. This led to a renewal of the demand for legislation to compel these vessels to call at least once during the season at St. Pierre for fresh water and provisions, instead of remaining at sea for six or seven months without interruption, as most of them now do.

Rescued in mid-ocean just before their schooner, the "Juanita," from Cadiz, Spain, to Lunenberg, C. B., sank, Captain P. C. Corkham and a crew of five arrived at Charleston, S. C., on December 13, aboard the British steamship "Port Inglis," from Villareal, Portugal. The "Juanita" left Spain November 9th, ran into a heavy storm, lost a rudder and, badly battered, drifted for a week. She was in a sinking condition when the "Port Inglis" rescued those aboard.

No longer will Tientsin, Peking's only outlet to the sea, be closed to commerce during the winter. The Haiho Conservancy Commission, composed of Chinese officials, bought an ice-breaker several weeks ago and the machine worked so well that the commission ordered another. Taku, the outer port of Tientsin, always is icebound in the winter, thus closing the Peiho River to shipping for several months. The Peiho joins Peking with Taku, on the Gulf of Chihli, a distance of 105 miles.

A German whale-fishing company operating in German Southwest Africa has acquired two 160-ton whalers capable of towing 10 whales each. Fishing operations have already begun, as an oil-refining station of the company at Sturmvogel Bay has been completed. The determining of the fishing rights off the German colony and in waters of the British islands in the neighborhood are to be the object of a commission appointed by German Southwest Africa and the Union of South Africa.

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IMPORTANT NOTICE.

The members of the crew of the steamer "Hyades" who witnessed the assault upon Victor Petitmangen by the first officer of that vessel are requested to report immediately to the Secretary or any Agent of the Sailors' Union of the Pacific in order that depositions of their evidence may be forwarded to Honolulu.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

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Addicks, Henry
Aga, Jonan
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Andersen, Arnfelt
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Capital actually paid up in Cash	1,000,000.00
Reserve & Contingent Funds	1,807,404.18
Employees' Pension Fund...	166,570.12
Number of Depositors.....	64,639

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Erikse, Johan	Portanen, Alex
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Jeschke, Hans	Walrath, G. O.

Seattle, Wash.

Abolin, Adam	Osterlund, Albert
Borgen, K. Sigurdsen	Olsson, Sigfrid
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Fister, Johannes	Polhome, Mr.
Finnigan, I. H.	Ridderstaff, Ernest
Hagen, Gunder	Rye, F. M. J
Jensen, Gustav	Selback, Chris.
Johansen, Ingvald	Slinning, Rasmus O
Johnson, Axel	Spellman, Tom.
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Pt. Townsend Letter List.

Andersen, E. T.	Mertz, George E.
Alango, John	Nachtigall, H.
Hermansen, L.	Rosbeck, Gustaf
Johansen, John	Shold, Chas. A.
Johnson, Ole	Varner, C.
Moore, George	Wilson. Gus

INFORMATION WANTED.

A. J. Nielson, who was injured on the "Minnie E. Kelton" at the time of her loss, please communicate with H. W. Hutton, 527 Pacific Building, San Francisco, Cal.

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INFORMATION WANTED.

Anyone knowing the relatives of Chas. Green, who was drowned at Nome, Alaska, October 5, 1913, kindly notify Coast Seamen's Journal.

Marcus Andersen, a native of Norway, age 24, five feet seven inches tall, dark hair, fair complexion; sailing on the Lakes when last heard from, in 1911. Any noe knowing his whereabouts please notify Geo. Johnson, 5727 Sangamon street, Chicago, Ill.

News from Abroad.

Ecuadorean rebels captured the seaport town of Esmeraldas after a battle that lasted eight hours.

French aviators were reported to be preparing for a 1400-mile flight across the Desert of Sahara.

The Italian Foreign Minister announced that the Triple Alliance Compact had been renewed without modifications.

The Duke of Bedford sold 19 acres of land in the heart of London for $50,000,000. The estate had been in his family since 1540.

The Island of Crete was formally annexed to Greece, King Constantine running up the Hellenic flag over the fort at Canea.

Miss Dorothy Macvane, a young American singer, was arrested by secret service agents in Taranto, Italy, on the charge of being a French spy.

President Yuan Shi Kai of China denied reports that he desired to abolish the Chinese Parliament and emphasized his intention of maintaining a constitutional regime.

A mysterious explosion occurred on the train of the Russian Empress Dowager at Rostock, Mecklenburg-Schwerin, seven members of the crew being severely injured.

Germany informed Russia, France and England that their protest against the plans for reform of the Turkish army "was doomed to failure," the question concerning only Turkey and Germany.

Herr Keulen, a German aeronaut, broke the world's distance and duration records for spherical balloons, traveling from Bitterfeld, Prussian Saxony, to a town near the Siberian frontier, a distance of 1738.8 miles.

That Canada's federal-owned and operated railway, the Intercolonial, has passed permanently out of the "deficit" stage seems assured. For the year ending March 31, 1913, a surplus of about $850,000 was declared.

A fire causing damage estimated at from $1,250,000 to $2,500,000 occurred at the famous dockyard at Portsmouth, England. Two lives were lost, and the historic semaphore tower and many valuable records were destroyed.

Japanese are rapidly supplanting Italians in Argentina, according to a prominent Japanese. He says there are now 11,000 of his countrymen in this republic, and they are taking the place of Italian laborers on the railroads.

The Tokyo populace extended a "national welcome" to Francisco de la Barra, special envoy of Huerta, and the Japanese Ambassador at Washington, fearing rebel reprisals, asked American protection for Japanese along the border.

Facing a panic, General Huerta was forced to declare every day a legal holiday until January 2 to prevent the failure of the Bank of London and Mexico and other large concerns, which could not obtain according to a report from the demands.

The Japanese in the provinces of Aomori and Hokkaido are suffering from the worst famine since 1869. On account of the failure of the crops and fisheries thousands of persons are starving. Many parents are reported to be selling their daughters. Others are said to have been sold to foreign white slave dealers for shipment abroad.

With the Wits.

This Is from Boston.—Mother (to park policeman)—My little boy wants to see the monkeys. Can you direct us to the apiary?—Boston Transcript.

Omission.—Teacher—Mabel, in making your "i's" you have omitted something. What is it?

Little Mabel—Oh, I forgot to put eyebrows over them.—Chicago News.

Pity the Poor!—"Boy, you ought to know better than to beg from a poet."

"Pease, sir, father is an essayist."—Life.

Earning His Pay.—Sportsman (who has missed everything he has fired at)—Did I hit him?

Keeper (anxious to please)—Not 'xactly 'it 'im, sir; I can't say that. But, my word! I never see a rabbit wuss scared.—London Tattler.

Insulted.—"What a graceful dancer your daughter is," breathed the insinuating youth.

"Sir," replied the alert mother, "I want you to understand that my daughter dances only the latest dances. She learned several years after gracefulness went out of style."—Washington Star.

Black Hand Ensign.—In the spring of '85 a reporter for The Arkansas Traveler died. The day after the funeral a visitor to the office found the editor and his staff talking about their late associate.

"It has been a sad loss, friends," the visitor said, "a sad loss, indeed." He sighed and looked about the room. "Ah, I am pleased to see," he went on, "that you commemorate the melancholy event by hanging up crape."

Opie Read frowned. "Crape," he said. "Where do you see any crape?"

"Over there," said the visitor, pointing.

"Crape be durned," said Read. "That isn't crape. That's the office towel."—Los Angeles Express.

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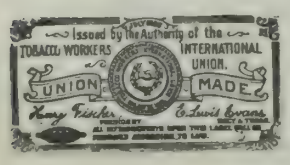
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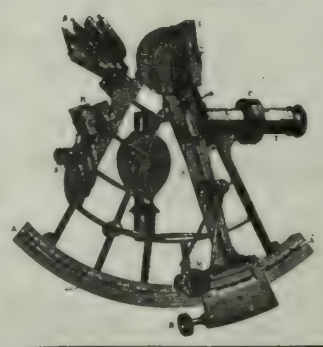
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COAST SEAMEN'S JOURNAL



FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XXVII, No. 18. SAN FRANCISCO, WEDNESDAY, JANUARY 14, 1914. Whole No. 2260.

WHO MOLDS PUBLIC OPINION?

The molding of "public opinion" is a task supposedly in the hands of our numerous newspapers and periodicals. If that be so then the Associated Press is the most powerful public-opinion-forming agency in the United States.

Mr. William Kittle in the current issue of The Painter and Decorator, writes about this institution and tells how it comprises a membership of seven hundred leading daily newspapers whose total circulation is 16,000,000 copies. It furnishes more than half the news published by these papers. If the claim of newspaper men is true, that each paper is read by three persons, the dispatches of the Associated Press are read every day by more than one-half the total population of the United States. By its close relations with the three great foreign news collecting agencies, it gathers into one continuous stream the volume of current events and movements of the world. It reports accidents and crimes; political, social and religious movements and the enactment of laws; wars and revolutions; facts and inferences with reference to aristocracy and special privilege, or the trend toward democracy and public interests. The news thus furnished makes public opinion. The dispatches sent during the night for the morning papers of a continent form the opinions of millions of readers for the day. The dispatches for the evening papers modify or strengthen such opinions. Week after week and month after month is public opinion thus formed.

History of the Associated Press.

The Associated Press was organized into its present form in 1900. Previous to that date, in the eighties, there was a news collecting agency owned by seven New York papers and closely associated with the Reuter News Agency of Europe. Subsidiary agencies arose like the New England Associated Press and the Western Associated Press, which bought from and furnished news to the New York agency. Neither controlled in any way the New York agency. The Western Associated Press revolted against this arrangement, and as a result of a short contest, was admitted into partnership in the management of the business. This new partnership then entered into an offensive and defensive alliance with the Western Union Telegraph Company, "by the terms of which," in the language of Melville Stone, the present general manager of the Associated Press, "the association was given special advantages, and in turn refused to patronize any rival telegraph company." After such an alliance, how could the Associated Press be expected to form public opinion against special privilege? It will be remembered that the Standard Oil Company pursued the same tactics by securing rebates from the railroad companies. Not long after the alliance with the Western Union Telegraph Company, the United Press Association arose in the East and entered into a secret agreement with the chief manager of the Associated Press in New York that the two should work in harmony. When this secret agreement was disclosed in 1892, the Western Associated Press terminated its ten-year agreement with the New York managers and a contest of four years ensued between the Eastern and Western agencies for supremacy. The papers east of the Allegheny mountains and those of the South joined the United Press. But the Reuter agency of Europe entered into an alliance with the Western Associated Press, which triumphed over its Eastern rival in 1897. Owing to serious litigation in Illinois, where it was incorporated, and to the preponderance of its interests in the East, it was incorporated in New York, May 22, 1900, and the headquarters permanently established in New York City.

The Board of Fifteen Directors.

According to the eighth annual report in 1908, the following are the names of the fifteen directors of the Associated Press and of the daily papers which they edit, own or control:

Frank B. Noyes, Chicago Record-Herald; Vic-F. Lawson, Chicago Daily News; Albert J. Barr, Pittsburgh Post; W. L. McLean, Philadelphia Evening Bulletin; Thomas G. Rapier, New Orleans Picayune; Charles H. Grasty, Baltimore News; Clark Howell, Atlanta Constitution; Charles W. Knapp, St. Paul Dispatch; Herman Ridder, New York Staats-Zeitung; Harvey W. Scott, Portland Oregonian; M. H. de Young, San Francisco Chronicle; William R. Nelson, Kansas City Star-Times; Adolph S. Ochs, New York Times; Charles H. Taylor, Boston Globe.

It is true that the Associated Press is not a monopoly like a copyright or a patent right, as it has no exclusive government grant or franchise. It is not a natural monopoly like the ownership of coal beds or oil regions; for the unlimited production and reproduction of the press dispatches cannot exhaust the raw material from which they proceed. But such dispatches are something more than the "viewless winds." Their production on an immense scale by unity of management, for a limited number of persons, giving to such persons an economic advantage over their competitors, is indeed different from a local monopoly like a city utility company; but it is nevertheless a very real and practical monopoly. It yet holds a strategic advantage over its rivals. There is, and can be no absolute monopoly. But the owner of a newspaper in any considerable city in the United States, not on the membership of the Associated Press, knows that he cannot furnish news of equal value with that of his competitor who is a member; and when he is denied admission to membership, he needs no elaborate argument to prove that it is a monopoly.

Is the Associated Press Impartial?

Is the Associated Press fairly impartial in the collection of news and in its dispatches? Has it a bias? It will be conceded by all that the report of accidents, crimes, devastations by nature, wars and most of the religious, social and educational gatherings, are accurate and reliable. In 1896, Senator Jones, the chairman of the Democratic National Committee, and Mark Hanna, the chairman of the Republican National Committee, charged the managers of the Associated Press with favoring the opposite party. But later, both Bryan and McKinley acknowledged the impartial service rendered by the managers and their assistants. The bi-partisan character of the board of directors insures fair dealing toward the two old parties. But with respect to the Labor party and the Socialists, it is different. They have no direct representative on the board. Impartiality toward them and toward certain reform movements can only come from a high sense of professional duty to render all the news accurate and reliable.

Censorship is necessary because of the large volume of the world's news. But it will be granted that here is at hand the opportunity and machinery for forming public opinion; unity of management over a continent, a trained body of writers, and the power to select, color and emphasize any part of the daily news. The policy back of such censorship is the thing important to the public. What is that policy? It may be readily conceded that this policy is all that can be desired with reference to most of the news, even with many political movements. But what is that policy with reference to political movements tending toward constructive legislation in favor of public interests as opposed to special interests?

During the past eight years, one State has enacted the most progressive and far-reaching legislation; another has adopted the most democratic of constitutions; a third has successfully established the practical working of the initiative and referendum; still others have had contests against the rule of special privileged classes. The presidency of the nation, with all its vast power and influence, has been thrown into the scale for the highest ideals in government. During the last half of this period, Moody reports that the trust power of the United States has increased from twenty to nearly thirty-one billion dollars, an increase of 55 per cent. Lyman Abbott states that 1 per cent. of the families in this country own more than the other 99 per cent. In this struggle between the people, and predatory wealth, a struggle enlisting on one side or the other every man of intelligence, has the management of the Associated Press had no bias? With the leading papers in that management connected by a perfect network of commercial ties with industrial corporations, railways and traction companies and trusts, has its policy been the public good as against its allies seeking special privileges? Has the vast movement over a continent against the rule of such privileged classes been adequately and fairly set forth in the Associated Press dispatches? Or, has this movement been minimized, ignored in part, reported at intervals to dissipate the effect and treated as a wave of hysteria soon to pass away? Has the Associated Press been conservative or progressive, plutocratic or democratic?

The dispatches themselves disclose the attitude of the management. They give scant courtesy to movements for constructive legislation in the public interest. The reports, scores of which have been examined, are meager, fragmentary, isolated.

It is not contended that any one of these movements, measures or men have been entirely ignored in the Associated Press; and it should be frankly admitted that some of the dispatches are impartial statements of fact. But a careful reading of scores of such reports shows

that the news is so presented and given at long intervals as practically to dissipate its effect. Nor can it be maintained that most of such statements are sent out to serve special interests. If any affirmative policy clearly appears, it is to report the unusual and the spectacular for commercial value to the newspapers served. It is perhaps unreasonable to expect an intelligent interpretation of a movement whether it be conservative or progressive; although Mr. Stone explains that the Associated Press employs strong men of the best literary skill, and places them at strategic points. It is indeed not to be expected that the earnestness or enthusiasm of the progressive citizen shall appear in the dispatches; but a movement arousing the consciences of hundreds of thousands of voters, marked by largely attended public meetings, with elections where economic and moral issues are at stake, and culminating in constructive and far-reaching legislation, is surely news of the highest importance.

The Associated Press is an agency for the collection and transmission of news of the most commercial value to a limited number of great daily papers. The management undoubtedly serves as best it can the financial interests of these papers. It has developed an aptitude for gathering that kind of news which will increase newspaper circulation and enhance advertising space. It can at any moment become the powerful ally of any special interest, but there is no way of making it the efficient instrument for forming public opinion along progressive lines.

The Fifteen Newspapers.

But there is another test of the policy of the Associated Press. Each one of the fifteen directors owns, edits or controls a great daily newspaper whose editorials day after day will disclose a conservative or a progressive attitude. Twelve of these men have been directors since 1900, and since they elect the president, treasurer, genral manager and executive committee for the association, it is fair to assume that they have controlled the policy of the Associated Press.

Fourteen are conservative or ultra-conservative. All these fourteen papers show a solicitude for corporate and special interests and a critical attitude toward progressive measures. It is true that almost every one can point to some reform movement which it has supported; but none of the fourteen can show a record of standing clearly and vigorously for a widespread system of guarding everywhere and all the time the public interests as opposed to special privilege. The fourteen papers are huge commercial ventures, connected by advertising and in other ways with banks, trust companies, railway and city utility companies, department stores and manufacturing enterprises. They reflect the system which supports them. They cannot afford to mold public opinion against the network of special interests which envelop them.

FEEDING HABITS OF SALMON.

The Commissioner of Fisheries of British Columbia states that an important discovery was made through investigations carried on by that Department during the past year. It was found that all species of salmon, including the sockeye, were found feeding on Swiftsure Bank, off the coast of Vancouver Island, upon a small shrimplike crustacean that floats in incredible numbers on the tides and forms a favorite food with all varieties of salmon. Heretofore the feeding habits of the sockeye have been unknown, although thousands of specimens from different waters have been examined. This led to the theory that the Fraser River sockeye come annually from some distant feeding ground and begin fasting as soon as they start on their shoreward migration. It is now thought that the young salmon on passing out from the straits distribute themselves in the adjacent waters of the sea, and during the years of their growth wander far and wide in search of food, returning to the mouth of their natal stream when maturity is reached. Neither in the case of the sockeye nor in that of any other species was there found any basis for assuming a definite migration in the sea in any direction. More probably there is something in the nature of a fan-like dispersal of young from the mouths of their native streams and a reverse movement as spawning time approaches.

FURUSETH'S RESIGNATION.

Comment of the Press.

By his resignation as a delegate to the Maritime Conference now in session in London, to provide an international standard for safety of human life at sea, Andrew Furuseth has directed attention to the evident purposes of the conference to recommend a standard lower than that which a decent regard for the public interest should compel.

It is strange in these times when there is a demand for publicity in everything touching government, that the delegation from the United States, appointed by President Wilson to the Maritime Conference, should have adopted the unit rule and bound the members of the delegation to secrecy as to its proceedings. But after all, they have the noble precedent of the Democrats in House and Senate which has installed the secret caucus and the unit rule for the control of legislation.

Three members of that delegation are holding appointive offices under the government, namely, Eugene T. Chamberlain, Commissioner of Navigation; Supervising Inspector-General George Uhler of the Steamboat Inspection Service, and Captain Commandant Ellsworth P. Bertholf of the Revenue Cutter Service. Two members of the delegation in London were Andrew Furuseth and Judge Alexander, chairman of the Committee on Merchant Marine and Fisheries of the House of Representatives. These two delegates stood for an international agreement as to life-saving appliances providing that on all vessels sailing the seas there should be lifeboats for all on board and two able seamen to man each lifeboat. Led by Chamberlain, a majority of our delegation voted to provide lifeboats for only 75 per cent. of those on board of each vessel and that the remaining 25 per cent. of passengers and crew shall have only such chance for life as they can secure from "life" rafts. And instead of providing two able seamen for each lifeboat, these same delegates voted for boat hands with but one year's experience at sea. An able seaman must have had three years' experience upon deck before he is entitled to that rating. The standard adopted by the so-called Committee on Safety also provided that these boat hands may or may not understand the language of the officers of the vessel, so long as there is an interpreter.

The standards which Judge Alexander and Mr. Furuseth voted to sustain are the same as those provided in the Seamen's bill as it passed the Senate. Furuseth refused to vote for a standard which, as an experienced sailor, he knows to be wholly inadequate. And in resigning as a member of a delegation which is representing the interests of the steamship companies rather than the public interest, he is best serving the cause of greater safety for human life at sea.—La Follette's Weekly.

Safety for Dividends.

Andrew Furuseth, president of the International Seamen's Union of America, and one of the American delegates to the International Conference on Safety of Life at Sea, who recently cabled his resignation as delegate to President Wilson, has issued a circular to the other delegates setting forth the reasons which moved him to the step he has taken.

The keynote of his contention is that a majority of the committee on life-saving appliances, of which he was a member, regarded the interests of the shipowners as of more paramount importance than the safety of human beings at sea.

Furuseth maintains that the proposed allocation of seamen to lifeboats is actually a reduction of the number employed at present. He insisted that every lifeboat should be manned by two able seamen of at least three years' experience at sea. The committee proposed that the men need "not necessarily be able seamen."

Another objection of Furuseth was that the shipowner is made the sole judge of efficiency of boathands and is screened from any responsibility to the passengers.

"This is," he says, "safety for dividends, but not of life."

Furthermore, Furuseth continues, the resolutions regarding old ships are dictated by considerations of expense to the owners rather than to safety.

"The shipowner," he adds, "insists on being permitted to get men from anywhere, regardless of their previous experience or even of their knowledge of the language of the officers, and the committee is taking care of the interests of the shipowners and agreed with the owners.

"My experience as a sailor makes it impossible for me to agree with the action of the committee. Safety of life at sea depends more on the human element than on any other factor. The drift from the sea of strong, courageous men will continue and safety of life at sea will continue to diminish."

Furuseth asserts that the Norwegian and United States delegates were alone in opposing the plan to have rafts instead of lifeboats for 25 per cent. of those aboard a ship.—The Labor World.

Andrew Furuseth has resigned as a member of the International Conference on Safety at Sea because the recommendations of the committee would tend to increase rather than diminish hazards at sea. Money, economy, not safety, it seems, governed the deliberations of the committee, and Mr. Furuseth felt he could not be a party to such recommendations.—Labor Clarion.

A cablegram announces that Mr. Andrew Furuseth has resigned his membership of the Conference on Safety at Sea, now meeting in London, to which he was appointed a delegate by President Wilson. This is a pity, for he might have aided the Conference with his wisdom so far as possible and made a minority report with dissenting views if necessary.—The Nautical Gazette.

The Norwegian government has granted Roald Amundsen, the explorer and discoverer of the South Pole, permission to establish a postoffice on board the "Fram" during his coming trip through the Arctic seas. This will be the most northerly postoffice in the world, and its object will be to send souvenirs from the unknown world through which the "Fram" moves. Only five authorized postal cards designed by a Norwegian artist will be accepted.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

The Shame of Calumet.

Recent developments have intensified the bitterness in the copper strike zone. At the Christmas celebration, held in a hall that was crowded with strikers and their families, some one, whose identity has not as yet been discovered, although efforts are being made to fix the blame, shouted "Fire!" and in the panic that ensued the lives of seventy-two women and children were destroyed. The press dispatches assert that a charge has been made that it was the result of a premeditated plan to create a situation of this kind, but so far there has been no evidence adduced showing that the shouting of "Fire" in this crowded assembly was done in a malicious manner. Although there was a large sum of money raised for the relief of those who were stricken and to bury the dead, the burying of those who were caught in this awful panic was largely done by the Miners' Union.

Closely following upon the heels of this catastrophe came the brutal assault of President Moyer and Charles H. Tanner at the Scott Hotel, in Hancock, on December 27. The telegram received at the American Federation of Labor headquarters and signed by Ernest Mills, the Secretary of the Western Federation of Miners, states that President Moyer "was shot in the back and dragged more than one and one-half miles through the streets of Hancock by a mob of Wadell-Mahon thugs and Citizens' Alliance, put on board a Milwaukee train, and threatened with death if he dared to return." This telegram also urged that the matter be taken up immediately with Secretary of the Department of Labor Wilson.

Since the catastrophe which occurred in Calumet, Mich., followed by the shooting of President Moyer, of the Miners, a number of telegrams have been received at the headquarters of the American Federation of Labor. Among these was one from the Chicago Federation of Labor, in which it was stated that a mass meeting "of the Chicago Federation of Labor protested against the deportation of President Moyer and Auditor Tanner from the Copper District of Northern Michigan. The working men and women of Chicago condemned the brutal assault and inhuman shooting of President Moyer. The deportation of these labor officials from the State of Michigan, while absolutely within their legal rights and entitled to all the protection of the county, State, and nation, must not and shall not be tolerated. Anarchy practiced by the Citizens' Alliance in the copper district, in conjunction with the local and State officials, against the officials of our organizations must be resisted." This telegram proposed that the deported men be escorted back to Calumet by Representatives of the Illinois State Federation of Labor, the Chicago Federation of Labor, the State organizations of Indiana, Michigan and Wisconsin, and the International Presidents of the affiliated unions of the American Federation of Labor, headed by the Executive Council of the latter organization. Other telegrams urged that the Executive Council meet in special session at Calumet at an early date, and also that the International Presidents of affiliated unions to the A. F. of L. be invited to participate.

Simultaneously the Michigan State Federation of Labor issued a call for a special conference, to be held in Lansing, December 31, to take action on the deportations. A large number of representative labor men assembled in Lansing for the purpose of giving force and effect to the general protest which is issuing from all sections of the country. President Gompers in reply to the various telegrams received wired President Moyer as follows:

"Was shocked to learn the outrage and injury inflicted upon you. Take comfort in the assurance that everything will be done within the power of every one of us. Vice-President John Mitchell will endeavor to go to Calumet, and I have assigned Organizers Grant Hamilton and James Roach to proceed there in the course of a few days. Have submitted other requests to Executive Council for decision."

The answers to the other telegrams received were in substance similar to the one just reproduced. From information which has come from Chicago, President Moyer's wound is serious, but it is reported that he is recovering rapidly. These incidents have developed a feeling in the copper mining region that is more acute than at any time since the strike started last July. Under the direction of Secretary of Labor Wilson, John B. Densmore, solicitor of the Department of Labor, is in Calumet for the purpose of making an effort to secure a settlement between the copper operators and the miners. Senator Martine, of New Jersey, has also written a letter to Attorney General McReynolds urging that an inquiry be made by the Government's Legal Department. It is understood that Senator Kern, of Indiana, Democratic Senate Leader, contemplates presenting a resolution of similar purport when the Senate convenes after the holiday recess. Congressman Carlin, a member of the House Judiciary Committee, favors an extension of the Erdman Arbitration Act, so as to include the employes of mining companies. The Act now only applies to the operating departments of railroads. Out of all of the views and opinions expressed it is indicated that the copper strike and its attendant grewsome features, will receive early attention at the hands of Congress.

News From Boston.

Railway Clerks employed by the New York, New Haven and Hartford railroad have presented their new agreement to the company officials, who are in a more receptive mood since they have learned the men favored a strike and were ready to enforce their demands by a walkout. Engineers' Unions Nos. 16 and 263, it is

(Continued on Page 11.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeland Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts Maritimes de France, 33 rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S, Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federacion Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

Returns relating to unemployment in October were received by the Dutch Government Statistical Office from trade unions and municipal unemployment funds with a total membership of 68,284. The percentage of members out of work during the month was 4.9, as compared with 4.9 also in the preceding month, and with 2.4 in October, 1912.

In the ten months ending October, 1913, the number of British subjects who left the United Kingdom for places out of Europe was 433,221, while the number entering the United Kingdom therefrom was 183,543, the balance outward thus being 249,678, as compared with 258,232 in the corresponding period of 1912, a decrease of 8,554, or 3.3 per cent.

A new law—dated September 25th, 1913—establishes State labor exchanges in Argentine. The new institutions are to be under the control of the National Labor Department, and their services are to be gratuitous and open to all. Two are to be in Buenos Aires, one in each of the capital towns of the provinces and of the national territories, and one each in the cities of Rosario and Bahia Blanca.

Returns relating to unemployment were furnished to the German Imperial Labor Department by 47 trade unions, with an aggregate membership of 1,996,898. Omitting branches which failed to make returns, the membership covered was 1,930,113, of whom 54,455, or 2.8 per cent, were stated to be unemployed at the end of October, as compared with 2.7 per cent in the previous month and 1.7 per cent in October, 1912.

Provision is made in a new law of Argentine for the granting of subsidies, not exceeding £2,182 per annum in the aggregate, to free employment agencies which are operated by charitable or friendly societies, or by trade unions, all of which must have legal status and submit to audit and inspection by the National Labor Department. Regulations will be issued as to the conditions, proportion and manner of distribution of the subsidies.

According to returns supplied to the Danish Statistical Office, 3.8 per cent of the 106,200 members of trade unions reporting were unemployed at the end of September, as compared with the same percentage at the end both of the preceding month and September, 1912. The average number of days lost through unemployment during September was 0.8 per member, as compared with the same number both in the previous month and in September, 1912.

A recent decision of the Australian Federal high court, Sir Edmund Barton dissenting, rules that employers who forbid their employes to wear a union badge constitute a dispute coming within the jurisdiction of the Federal arbitration act. This is looked upon in trade union circles as of the very first importance. It is bound to play an important part in all future trade disputes, inasmuch as it renders the non-unionist a marked man, easily distinguished by the public and his fellow workers. The case just decided is the outcome of the Brisbane tramway strike last year, when the men were forbidden by the company to wear their badges.

SAN PEDRO, CAL.

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Headquarters for
UNION-MADE CLOTHING FOR SEAFARING MEN
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SEA BOOTS AND OIL CLOTHING
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If you call on
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UNION LABEL OF THE
United Hatters of N. A.

When you are buying a FUR HAT, either soft or stiff, see to it that the Genuine Union Label is sewed in it. The Genuine Union Label is perforated on the four edges exactly the same as a postage stamp. If a retailer has loose labels in his possession and offers to put one in a hat for you, do not patronize him. Loose labels in retail stores are counterfeits.

JOHN A. MOFFITT, President, Orange, N. J.
MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

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Fix your clothes, sew the rips, repair the tears, fasten the buttons, etc. We really clean your clothes by our
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SAN PEDRO, CAL.

San Pedro News Co.
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Los Angeles Examiner and All San Francisco Papers on Sale. Agents Harbor Steam Laundry

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We have the best alleys and pool tables on the Pacific Coast.
Light and ventilation perfect.
Cool and pleasant at all seasons.
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INFORMATION WANTED.

This is to certify that on the 27th day of February, 1911, one Mathias Lagman, then nineteen years of age, was a seaman on board the S. S. "Paloma," Cuban flag; that when said vessel was lying at anchor in the Port of Cabarian, P. R., at about 8 o'clock in the evening, Lagman, who had been working with other men at painting, was walking between decks in the dark, when he fell through hatch No. 4, which had been left uncovered. He was picked up in the hold and it was found that he was paralyzed from the waist down. This young man was subsequently taken to Russia, where his mother, who is very poor, is taking care of him.

It is believed that the owners were negligent in failing to have the hatch covered, and in failing to have or furnish proper lighting for the 'tween decks at the point where Lagman fell. If these facts can be proven, some relief might be obtained for this unfortunate boy.

The following are the men who signed on the articles with Lagman, and who had been working with said Lagman:

C. Jones, C. J. Johnson, F. Johan, M. Lanhard, E. Randal, W. Paulson.

Any seaman who will locate these men or send their addresses to the Legal Aid Society, No. 1 Broadway, New York City, will be doing a great favor to said sailor, and to S. B. Axtell, attorney-in-charge.

For similar reasons we desire to communicate with the following men who were members of the crew of the "Lyman M. Law" in October, 1911, when Edward S. Tennberg was severely injured on the trip between Boston and Norfolk:

Adolph Dittmer, John Olson, Harold Herman, Charles Newberg, James J. Kelly.

INFORMATION WANTED.

Adolf Theining, a native of Vannersborg, Sweden, is inquired for by his mother. Address, Coast Seamen's Journal.

Walter Jorgesen Clang, born in Aaland Yetta, Ostro Yetta, is inquired for by his uncle, John Clang. Address Coast Seamen's Journal.

George Alfred Hall, last heard of on the Sch. "Sehome" in June, 1913, will please communicate with his brother, Walter Hall. Address 790 18th street, Oakland, Cal.

Rudolph Kurella, born January 5th, 1868, at Grabowo, Germany, is inquired for by the German Consul-General at San Francisco, Cal.

Oscar Osolin, John Lind, M. Elone, John Anderson, Thomas Pukki, Alex. Tuominen, Chas. Grouberg, who were on board the steamer "Fifild" April 7, 1913, please communicate with the Coast Seamen's Journal.

Anyone knowing the whereabouts of John Owens, age about 24, last heard of in Sydney on the barque Misbeck, November, 1912, please communicate with Coast Seamen's Journal.

Lasker Munter, of Spokane, Washington, born 1884, left home in 1903, is inquired for by his father, Adolph Munter, Spokane, Washington.

San Pedro Letter List.

Andersen, K. -1717	Lauritsen, Geo.
Arnell, John	Lindholm, Erik A.
Anderson, S.	Leino, G. F.
Ahlstrom, A. -1748	Lemke, Richard
Andersen, M. -1874	Loining, Herman
Anderson, A. -1045	Larsson, Axel
Anderson, Gust	Lindeberg, Gust
Anderson, Hemmind	Lundquist, A.
Anderson, Patrick	Malmberg, Elis
Anderson, Soren	Miller, Wm.
Anderson, George -1812	Manners, C.
	Marden, Gus
Anderson, Mr.	Makinen, Oskar
Andersen, M. -1897	Maatta, John
Andersen, E.	Miller, John
Andersen, Morris	Mayers, P. M.
Ahlquist, E. F.	Mikkelsen, Harald
Askvik, Ed. T.	Neuman, A. E.
Brien, Hans	Nurminen, J. W.
Bengtsson, C. -1924	Nardin, Gus
Bergman, L. J.	Nordberg, H.
Bodecker, A.	Nielsen, J.
Bergh, Borge	Olsen, A. -759
Bringsrud, Harald	Olsen, Nick
Bowman, J.	Olsen, W.
Behrsin, Jacob	Olsen, Sckutar
Carlson, Gust W.	Owen, Fred
Carlson, Gustif	Olsen, Marius
Christensen, Harry	Olsen, Olav
Carlson, Ernest	Paulson, Gustaf
Davey, Charles	Pedersen, A. -1564
Durara, Ciso	Petersen, Aage
Daugal, Gust.	Pedersen, Peder
Dreyer, O.	Phillips, K.
Dreger, Jack	Petterson, C. -1287
Ekholm, F.	Paul, Peter G.
Eriksson, C. -333	Penningrud, L.
Fries, W.	Pedis, A. (Reg. Letter)
Franke, Farl (Reg. Letter)	Rajala, Victor
Gronlund, Oscar	Roth, Svend
Grigoleit, E.	Repson, Ed.
Glasse, Gust	Rudowitz, H.
Gatz, Rudolf	Rignell, J. V.
Hansen, George	Schreff, Paul
Holm, Arthur J.	Senger, G.
Heeshe, Henry	Swenson, Axel
Hunt, Gust	Schultz, Axel
Holms, H.	Soderlund, Uno
Hogan, Mr.	Sjoblom, A.
Hovi, Andrew	Sparkes, A.
Hengst, Otto	Sellers, Wm.
Hausman, Mr.	Sanders, Chas.
Hansen, Herald	Sievers, G. P.
Hansen, Johannes	Thorn, Arvid -70
Helenius, Oskar	Tyskman, Henry
Johnson, J. -2266	Tamisar, P.
Johansson, C. A.	Townsend, R.
Jorgensen, Jorgen	Torgensen, Anton
Johansson, Fritz	Thomsen, Th.
Jorgensen, Fred	Voss, Henry
Jensen, Jens B.	Webber, Fred -1176
Johnson, G. -1452	Waaland, Lewis
Johanson, Algot	Wahlstedt, R. -778
Johnson, J. A. -1659	Wenneck, Andreas
Johnson, Nels	Wilsen, J.
Jarvinen, J. A.	Westvik, Johannes
Kari, Matti	Wilson, William
Kallberg, Arvid	Zoe, Frank
Kashluhn, Frank	Zorning, A.
Lindroth, Gustaf	

Honolulu, H. T.

Anderson, Arnfelt	Jackisch, Magnus
Anderson, E. R.	Jennings, George
Anderson, C. M.	Johnson, Abe
Anderson, A.	Karlson, Oscar
Anderson, Fred	Kjassgaaids, Hans
Austin, Frank	Karlson, Hans
Andowitz, H.	Langan, Robt.
Anderson, Axel W.	Lentinon, Ernest
Clancy, James	Lundberg, I.
Clarson, Axel	Nilsen, Nils
Chrishansen, Anton	Nordling, C.
Edgerton, J.	Nilsen, C. O.
Ehleit, August	Olander, Carl
Havner, F.	Olson, J. H.
Hansen, Jorg	Peron, E.
Hanson, Max	Stenraas, A. W.
Hapstad, Sigurd	Slattery, Wm.
Hansen, Christ	Sjoblom, Gustaf
Heneross, Harry B.	Sunders, O. F.
Hansen, Pet	Salversen, Swendrop
Hayke, Aloysius	Sienert, Herman
Irwin, Robert	Viloot, J.
Ivars, Carl	Werner, Paul
Jensen, Hans	Woonder Roach, J.
Jeiker, Willie	F.

Dividend Notices.

THE GERMAN SAVINGS AND LOAN SOCIETY,
(THE GERMAN BANK)
526 California Street.
Mission Branch, corner Mission and 21st St.
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For the half year ending December 31, 1913, a dividend has been declared at the rate of four (4) per cent. per annum on all deposits, payable on and after Friday, January 2, 1914. Dividends not called for are added to the deposit account and earn dividends from January 1, 1914.
GEORGE TOURNY, Manager.

HUMBOLDT SAVINGS BANK,
783 Market St., near Fourth.
For the half year ending December 31, 1913, a dividend has been declared at the rate of four (4) per cent. per annum on all savings deposits, payable on and after Friday, January 2, 1914. Dividends not called for are added to and bear the same rate of interest as the principal from January 1, 1914.
H. C. KLEVESAHL, Cashier.

INFORMATION WANTED.

Fred (Albin) Swanson, a native of Malmo, Sweden, aged about 25, is inquired for. Address, Coast Seamen's Journal.

Albert Christensen, native of Byrum Laso, last heard of in San Francisco in 1910, is inquired for by his brother. Address, H. C. Christensen, Scandinavian Sailors' Home, San Francisco.

Pacific Coast Marine.

Captain F. Gray of the British bark "Inverurie," lying barbound at Astoria, Ore., wheat laden for Europe, was found dead in his room by Dr. J. Tuttle, marine physician, who visited the ship in response to a call sent out by First Officer Mutch. Captain Gray had been ailing for several days. The cause of death is unknown.

The biggest and most modernly equipped fire fighting tug on San Francisco Bay is to be constructed for the Standard Oil Company by the Union Iron Works of San Francisco. The boat will be of sufficient size to care for almost any conflagration that may beset the waterfront properties of the company, which include a half million dollars in wharves and piers.

Short of fuel as the result of bucking heavy weather on the coast, the steam schooner "Wasp," Captain Sundberg, arrived at San Francisco during the past week in tow of the steam schooner "Tamalpais." The "Wasp" was picked up by the "Tamalpais" off Point Arena in an almost disabled condition. The former vessel had just enough oil left to give her steerageway when the "Tamalpais" answered her signals for assistance.

Bids submitted by private firms for constructing a supply-ship and a transport which are to be built for the United States Navy have been made public and it was stated that the bid of the Mare Island yard for the work is much lower than any of the other bidders. It is believed by naval experts that the Mare Island yard will secure the contract for constructing one of the two ships. A provision of the appropriation bill prevents both ships being built at the same Government reservation.

While receipts at San Pedro for the year 1913, as shown by the report of the customs office, fell nearly 30,000,000 feet short of the receipts for 1912, market conditions are more encouraging than they have been at any time during the past year. The receipts for the year were 721,410,000 feet, compared with 748,455,000 feet for 1912. There was a corresponding decrease in shingles, laths, shooks, ties and piling. Only poles show an increase, 419,801 having been imported during the year, compared with 399,891 for 1912.

Charles R. McCormick & Co. have absorbed the Hicks-Hauptman Lumber Co. The new vessels thus acquired by the McCormick Co. are the "Francis H. Leggett," a steel steamer with a carrying capacity for 1,500,000 feet of lumber, the "J. B. Stetson," with a capacity of 900,000 feet of lumber and two smaller steamers. In addition to this the new steamer "Celilo" will be ready for service about Feb. 1. She will have a capacity of 1,000,000 feet of lumber and 65 passengers, and is a sister vessel to the "Multnomah." Built at St. Helens, Ore., the "Celilo" will have her engines installed at San Francisco.

A fuel oil storage station in San Francisco bay as a source of supply for the United States Navy is the motive of an investigation being conducted by the Bureau of Docks and Yards at Washington through its Pacific Coast representative, the Public Works Officer at Mare Island. The inquiries made at the Chamber of Commerce recently relative to the commercial facilities, present or projected, for receiving and delivering oil at this city, together with a request for information as to the depth of water and the arrangement of wharves, are an intimation that the use of fuel oil in the United States Navy is among the plans for increasing the efficiency of the Pacific fleet.

The Panama Canal tolls fixed by President Wilson recently are $1.20 per net ton vessel on ships available for passengers and cargo; a net ton being 1,000 cubic feet of capacity. Ships without passengers or cargo will be allowed a reduction of 40 per cent. in the tolls. Warships other than transports, colliers, hospital ships and supply ships are to pay tolls upon their displacement tonnage. That is, upon their weight rather than their capacity. These rules have been formulated with the expectation that they will remain in force permanently, subject only to such amendments from time to time as may be advisable by important changes in the design of vessels or in their propelling power.

The Alaska transportation cases, in which the Humboldt Steamship Co. charged violation of the Sherman anti-trust act and indictments were returned by the Federal grand jury against Seattle shipping men, have been set for hearing Feb. 1 at Juneau by the U. S. Attorney-General. Among the defendants under indictment who will be summoned to appear for trial at Juneau are the Alaska Steamship Co., the Pacific Coast Steamship Co., the Canadian Pacific Steamship Co., the Skagway Wharf Co., the White Pass & Yukon Route, Charles E. Peabody, George H. Higbee. A. L. Berdoe, F. B. Wurzbacher, W. B. King, E. E. Billinghurst, E. C. Ward, W. H. Nansen, V. I. Hahn, C. Winn Johnson, J. H. Young and John H. Bunch.

The steam schooner "Iaqua," which was recently acquired by the Union Iron Works, will salvage the steam schooner "Pomo," which was abandoned off the lightship by the steamer "Adeline Smith," in tow of which she was being brought to San Francisco. The "Pomo," which subsequently turned turtle and drifted into Drake's Bay, is believed still to be in fairly good condition, and it is hoped that her engines and boilers can at least be saved. This is the first use that has been made of the "Iaqua" since she was recently acquired by the Union Iron Works and converted into a salvage ship, and as her equipment is the most modern available, she is being watched with interest by members of the local shipping community.

Welcomed by the whistles of the harbor, the new Matson liner "Matsonia," gayly attired and flying the exposition colors, steamed into San Francisco harbor on January 6, completing a speedy and uneventful maiden voyage of forty-one days and eighteen hours from New York. During the trip via Magellan, with but one brief stop at Punta Arenas in the strait, the "Matsonia" averaged fourteen knots an hour, using only five of her nine boilers and burning 16,000 barrels of oil. While the "Matsonia" made eighteen and one-half knots on her trial run, a speed of fifteen knots will be maintained in service, this being the over-Pacific average. The "Matsonia" is 501 feet long, 58 feet beam and 44.9 feet depth to shelter deck.

Marking a significant epoch in the maritime world and in the oil industry, the Dutch motor ship "Siam" of the East Asiatic Company of Copenhagen arrived at San Francisco on January 7 from Antwerp via San Pedro. The "Siam," which is the largest of the new Diesel-engined vessels, is the first of her type to come to the Pacific, and her performance on the long voyage from Europe has been closely watched by the shipping world, as the motor-driven ship is expected to ultimately revolutionize ocean commerce. Captain Hansen said that the voyage from Antwerp to San Francisco was accomplished in sixty-seven days and the last leg of the run from San Pedro to this port in thirty-six hours. The "Siam" made the voyage from Antwerp to San Pedro without replenishing her fuel supply. At the Southern California port she loaded 1000 tons of California oil, which will take her home to Europe via the Orient and Suez. The vessel brought a part cargo of European merchandise to Parrott & Co., local agents of the East Asiatic Company.

The German bark "Eilbek" arrived at Astoria during the week from Santa Rosalia, Mexico, in ballast for Portland. She had on board Captain W. Marsters, wife and two young daughters, and sixteen officers and men of the crew of the British bark "Battle Abbey," burned at sea on December 28 last. The whaleboat of the "Battle Abbey" was picked up three days later by the "Eilbek" in latitude 130.30 west and longitude 64.30 north on New Year's day. The "Battle Abbey" left Newcastle, N. S. W., on October 18 with coal for Vancouver, B. C., and the cargo had been burning for a week or ten days before the question of her abandonment was raised and finally effected. The weather at the time was the worst of the voyage, and the people in the open boat suffered much from stress, though the provisions were ample. All were well on arrival and had received every consideration possible at the hands of the officers and men of the "Eilbek." The "Battle Abbey" was owned by Hind, Rolph & Co. of San Francisco, and was registered under the British flag. She was of 1465 tons burden, built of steel and launched in 1875. The ship's papers, instruments and log were saved.

The schooner "Crescent," which sailed from Everett for Newcastle, N. S. W., December 22, returned leaking to Clallam Bay with part of her deck load gone and her cabin stove in, and reported the schooner "William F. Garms" in sore distress 100 miles south of Cape Flattery. Both vessels were caught in the terrific storm which swept the North Pacific a few days ago. The "Crescent" spoke the "William F. Garms" on January 7. The "Garms" was dismasted and was leaking dangerously. A tug was dispatched to pick up the disabled schooner. The "Garms" sailed from Coupville, Wash., December 28, with mining timbers for Santa Rosalia, Mexico. She is a four-masted wooden schooner of 1094 tons gross register, and was built at Everett, Wash., in 1901. She is owned by Olson & Mahony of San Francisco. She was in command of Captain Petersen and carried a crew of ten men. The "Crescent," which was carrying lumber from Everett to Newcastle, is one of the new five-masted schooners on the Pacific. She is a wooden vessel of 1443 tons gross register, and was built at Eureka, Cal., in 1904. She is owned by the Charles Nelson Company of San Francisco.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone, Kearny 394; (Advt.)

International Seamen's Union of America.

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.

THOS. A. HANSON, Secretary.
570 West Lake St., Chicago, Ill.

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(Continued on Page 11.)

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, JANUARY 14, 1914.

THE UNEMPLOYED PROBLEM.

An unemployed problem of unusual proportions is at present confronting the people of the Pacific Slope. Practically every section of the far Western country, from San Diego, Cal., to Vancouver, B. C., has its hundreds and thousands of willing workers unable to find employment. And yet we are told that the West needs immigrants to develop her vast undeveloped resources.

The editors who are in the habit (around election times) to prate about the dignity of American labor have become silent upon that topic, but they are not at a loss for reasons to explain the acute unemployed problem which shows itself all too plain to deny its existence. First of all there is the change in the National administration. That, according to the best informed trust-editor, is the main reason for the prevailing hard times. Then, say the scribes of the great moral engines, there would be no real suffering if the improvident workers had laid aside a few pennies during the alleged fat years when prosperity was among us and when all who wished had employment.

None of these laboriously prepared articles in the daily press attempt to diagnose the disease. They deplore existing conditions and dwell at length upon the prospects of prosperity's early return. To be sure, that is the trend of thought of the average business man. Economic questions do not concern the man in business—the college professor may attend to such abstract thoughts as will suggest themselves during the periods of unemployment which seem to break out at regular intervals with ever-increasing virulence.

Remedies for the total elimination of unemployment have been offered by many minds and men, but so far none have been accepted except mere makeshifts. Unionism certainly is not a cure-all, and that claim has never been made by those who are authorized to speak for it. But while not nearly as proficient at the task of concocting beautiful programs of social justice, etc., unionism has perhaps done more to prevent unemployment and mitigate its attendant miseries than all other agencies combined.

To begin with, the constant shortening of the workday, which is one of the principal points on the permanent program of organized Labor, has aided immeasurably in lessening the number of unemployed.

Release from employment at least one day in seven is another demand of unionism which will very materially lessen unemployment if carried into general practice.

Unfortunately, many employers of labor have always taken a decided stand against the shortening of the hours and the one day of rest in seven. In fact, as long as history has been written there has always been a decided opposition on the part of the "house of have" against all proposals of the "house of want" to establish conditions which would banish from earth the unnecessary and unbearable evils of unemployment. But who will deny that if the shortening of the workday could be carried to its logical conclusion to-day or to-morrow or at any time there need be no unemployed? Surely, it will not be contended by any one that "mother earth" has become too small or so barren that she can not support all her inhabitants with an ample supply of the things which are required for an ordinary comfortable living!

The United States of America, as well as forty-nine States which compose this nation, are self-governing—where in theory at least the people are supposed to rule. The vast majority of this country's citizens are doubtless desirous that every one should be provided with sufficient support who is unemployed and willing to work, or who is suffering either on account of old age or other infirmities. Why, then, have not the sovereign people of this land devised ways and means to provide adequate relief for the class of unemployed referred to? Or, why have not the sovereign people of this land established a system of economic production and distribution which has as a basis the entire elimination of unemployment?

The question answers itself. The workers, who are certainly in the majority in all lands—and who are in absolute control of this land of ours if they ever chose to exercise their power—have not given sufficient thought to many of the most serious problems which confront them.

The prospects of entirely eliminating unemployment seem to be remote. It would seem, therefore, that our next attention should be given to mitigate the suffering consequent upon a condition for which the sufferers are not responsible. If we had a state of almost universal organization among those who toil, the problem of unemployment would be practically solved. As a proof of this contention we need but refer to one country—Denmark.

From the point of view of unionism, Denmark is the best organized country in the world to-day. And as a result, Denmark has made the greatest progress in preventing unemployment and alleviating the needs of those who are unemployed. To quote from "Die Neue Zeit," which in a recent issue dealt comprehensively with the present status of unemployment in European countries:

> Undoubtedly Denmark has made the best progress in this matter. The 1907 law provided that, under given conditions, the State must and the municipal authorities may make grants to unions paying unemployment benefit to their members. The municipal grant must not exceed one-third of the combined total of the members' contributions and the State grant. The State grant equals half the combined total of the municipal grant and the members' contributions. In 1911 there were 51 societies recognized by the State with a membership of 105,161; 59.8 per cent. of male workers and 21.2 per cent. of female workers were insured against the effects of unemployment. In 1912 the State made a grant of 972,500 shillings, to which must be added the municipal grants of 352,500 shillings. The total amount paid out was 2,195,000 shillings. The figures for 1913 are not yet available.

Many other countries in Europe have followed the lead of Denmark. England has within the past few years taken important steps to at least prevent actual starvation. In 1911 a law for compulsory insurance against unemployment was enacted. This law, which came into force in July, 1912, covers two and a half million persons. All insured persons must pay 2d., to which the employer adds 2d. and the State adds 1½d. The benefit amounts to six or seven shillings a week for a period of fifteen weeks per year. The trade-unions manage the insurance of their members. During the first half of 1913, 559,000 claims were made and £235,000 were paid out as benefits.

Of course, it remains to be seen whether or not the particular remedies applied in Denmark or England are the most desirable or the best models upon which to base similar legislation for this country. At any rate, if the alleged sovereign rulers of America, the workers, can not abolish hunger, poverty and want, they ought to at least consider remedial legislation.

THE "CONSPIRACY" TRIALS.

When the JOURNAL commented adversely upon the trial and conviction of certain labor officials at Indianapalis on charges of illegally transporting dynamite and of conspiracy to destroy property, a number of our "higher-up" friends charged us with harboring undue tenderness for the convicted men and even with a desire to defeat justice.

Now it would appear that criticism of bias and unfairness on the part of the judge and the prosecution was well justified. The United States Circuit Court of Appeals for the Seventh District has rendered its decision on the appeal of the trade-unionists convicted on the charge of "conspiracy," and while the sentences of twenty-four of the defendants were sustained, in the case of six men the verdicts were reversed and new trials ordered.

Those to whom new trials have been granted are: William Bernhardt, Cincinnati, Ohio; Richard H. Houlihan, Chicago; William McCain, Kansas City, Mo.; James E. Ray, Peoria, Ill.; Fred Sherman, Indianapolis, Ind.; and O. A. Tveitmoe, of San Francisco.

It is reported that counsel for the defense will petition the Court of Appeals for a rehearing, in order that additional points of law may be submitted. This will be done within thirty days. In the event of a denial of the petition, an appeal will be taken to the Supreme Court of the United States.

In the meantime, the defendants will remain at liberty on bail, and the six who were virtually acquitted by the Appellate Court will undoubtedly ask for a dismissal of the charges.

An exceedingly interesting portion of the decision of the Appellate Court is as follows:

> In reference to Tveitmoe, the fact that he was not a member of the Association is of course not of controlling import, nor, on the other hand, can the evidence of his undoubted sympathy with and co-operation in the great strike nor any leading part therein in California, which does not involve complicity in the averred conspiracy, serve to uphold his conviction without evidence of his personal identification with that conspiracy; so neither the fact

nor the concession of counsel for plaintiffs in error that Tveitmoe was active and a leader in local controversies going on in California, and that naturally he earnestly and unceasingly desired a union victory can be regarded as prejudicial for the present inquiry. Review of the extended references to the testimony presented on the part of the Government is not deemed essential byond the statement that no competent testimony appears therein to identify Tveitmoe with complicity either in the fearful explosions at Los Angeles or in other explosions in evidence. The testimony of McManigal of references by McNamara to Tveitmoe as the old man of the Coast who wanted a Christmas present and that he had agreed to give him one is not competent for his identification with the conspiracy as the statement of a co-conspirator in the absence of proof to establish Tveitmoe as a conspirator, and McManigal had no meeting with him at any time. It is true that a letter appears in evidence from Tveitmoe to McNamara dated December 19, 1910, which closes with this expression, "Trusting Santa Claus will be as kind and generous to you with surprises and presents of the season as he has to us in the Golden State, we beg to remain," but neither the context thereof nor circumstances in evidence are indicative of reference to explosions.

From the foregoing it seems that at least one man was convicted solely upon the testimony of that notorious degenerate McManigal. And upon such testimony men were railroaded to the Federal penitentiary.

If this admission by the Circuit Court does not afford ground for a suspicion of prejudice by the court in which the cases were originally tried, then nothing in the world could possibly convince any person that courts are human, and as such subject to the human weaknesses known as prejudice and bias.

THE "NEW SOLIDARITY."

Solidarity! What crimes are committed in thy name!

We have all read about the "new age" and the "new freedom," but now we have the "new Solidarity." You may search the pages of history, but you will search in vain for anything to equal the latest and most marvelous alliance of the twentieth century.

When we deluded members of the American Federation of Labor trade-unions have had our ears assailed by the clamorous war whoops of a small but exceedingly noisy army of unwashed and unkempt, and been distracted by their yelps for Solidarity! Solidarity! Solidarity!, we have been left in a frame of mind somewhat uncertain as to their exact meaning. However, in order to become better informed, it is only necessary to make a partial analysis of the subject matter.

Owing to the united, strenuous opposition to the Seamen's bill—for safety of life at sea—from certain sources, it appears as if the true meaning of "Solidarity" was presented in the component parts of the following unholy alliance:

First we are confronted by the numerous capitalistic organizations of labor-skinners, as represented by Chambers of Commerce, Merchants and Manufacturers' Associations, etc.; all up in arms against the Seamen's bill; resoluting in their rage; threatening in their demeanor, and coercing with every atom of their prestige, any and all who stand for safety of life at sea.

Next come our worthy "fellow-workers" (?) "self-styled emancipators," the Industrial Workers of the World. This noble army, with their several degrees ranging from the "bindle stiff" to the full-fledged yegg, are orating against safety of life at sea in every city and hamlet where their presence is tolerated. These would-be reformers have met and caucused round the tie fires and the mulligan pots in the jungles and decided that they do not favor safety at sea any more than they believe in washing themselves ashore; they are with the capitalists and against the Seamen's bill!

Last but not least, we have the "Wonderful Willie" Hearst, whose sublime quintessence of egotism leads to the belief that to him alone is entrusted the regulation of the universe. Willie is against the bill because he is not acquainted with water except it be in stocks; neither has he experienced many storms, unless it be brain storms (dementia Americana).

The foregoing worthy aggregation have formed a Solidarity of interest in opposition to legislation for safety of life at sea. They are giving the long-suffering public a striking example of the dark and devious ways to the establishment of this new "Solidarity in the interest of safety for dividends."

Well may the celebrated Barnum sit up and take notice of this illustrious trio: the Plutocrat, the I. W. W., and little Willie Hearst, linking arms and singing in sweet refrain the ditties of the Katzenjammer kids. Hail the new Solidarity!

THE HATCH-TENDERS' LAW.

In compliance with several requests the JOURNAL herewith takes pleasure in publishing the text of the new California hatch-tenders' law which has been in effect since August 10 of last year. In brief, the law provides that every vessel having a carrying capacity of fifty tons or greater, when loading or unloading in any port of California, must employ a person over the age of twenty-one to act as a signal man or hatch-tender. The person so employed may be either a member of the crew or a longshoreman.

The law reads as follows:

CHAPTER 290.

An act to add a new section to the Penal Code of the State of California relating to the regulation of loading and unloading of vessels, to be known as and numbered three hundred and sixty-eight a, of said code. (Approved June 10, 1913. In effect August 10, 1913.)

The People of the State of California do enact as follows:

Section 1. A new section is hereby added to the Penal Code of the State of California to be known as and numbered three hundred and sixty-eight a and to read as follows:

368a. Any person, firm or corporation engaged in the business of loading or unloading ships or vessels, or who contracts to load or unload a ship or vessel, or who shall be in charge of a ship or vessel while the same is being loaded or unloaded, or who is authorized to load or unload any ship or vessel, having a carrying capacity of fifty tons or greater, shall employ and supply upon every ship or vessel while being loaded or unloaded, a person over the age of twenty-one years to act as signal man or hatch-tender whose sole duty it shall be to observe the operations of loading or unloading of each working hatch on such ship or vessel, and to warn all persons engaged in the operation of loading or unloading of any possibility of any injury to any of the articles of which the cargo is composed, or of danger to any person engaged or being in or about the said ship or vessel while the same is being loaded or unloaded as aforesaid. Any person, firm, or corporation violating the provisions of this act is guilty of a misdemeanor.

Any one having knowledge of a violation of the law should immediately report the facts to the District Attorney of the county where the law is being violated.

The German Transport-Workers' Union has voted one thousand marks ($250) for the furtherance of propaganda work among Russian seamen. This is the kind of solidarity which recognizes no boundary lines and which will ultimately abolish all national and sectional prejudices, make wars impossible and conquer the world for the workers.

Demand the union label upon all purchases!

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Jan. 12, 1914.

Regular weekly meeting came to order at 7 p. m., O. Holmberg presiding. Secretary reported shipping dull, with a large number of members ashore. Shipwreck Benefit was awarded to 8 members of the crew of the steam-schooner "Pomo." The committee on ballots submitted a detailed report of the vote cast at the semi-annual election of officers and the following were declared elected for the ensuing term: Treasurer, Ed. Andersen; Secretary, Andrew Furuseth; Assistant Secretary, John H. Tennison; First Patrolman, E. A. Erickson; Second Patrolman, D. W. Paul; Third Patrolman, Robert Tunnell; Janitor at Headquarters, A. Ellert; Victoria, B. C., Agent, Archie King; Vancouver, B. C., Agent, W. S. Burns; Tacoma Agent, H. L. Petterson; Seattle Agent, P. B. Gill; Seattle Patrolman, W. Hardy; Aberdeen Agent, John Pearson; Portland Agent, G. A. Svenson; Eureka Agent, John Andersen; San Pedro Agent, Harry Ohlsen; Honolulu Agent, Jack Edwardsen; Editor Coast Seamen's Journal, Paul Scharrenberg; Business Manager, Jack Rosen.

JOHN H. TENNISON, Secretary pro tem.
84 Embarcadero. Phone Kearny 2228.

Victoria, B. C., Jan. 5, 1914.
Shipping dull.
ARCHIE KING, Agent.
Old Court Rooms, Bastion Square.

Vancouver, B. C., Jan. 5, 1914.
Shipping and prospects poor.
W. S. BURNS, Agent.
N. E. corner of Hastings and Main streets. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Jan. 5, 1914.
Shipping dull; prospects uncertain.
H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, Jan. 5, 1914.
Shipping and prospects poor.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Jan. 5, 1914.
Shipping dull; prospects uncertain.
JACK ROSEN, Agent.
P. O. Box 6. Tel. Main 557.

Portland Agency, Jan. 5, 1914.
Shipping fair.
G. A. SVENSON, Agent.
P. O. Box 2100. 51 Union Ave. Tel. East 4912.

Eureka Agency, Jan. 5, 1914.
Shipping and prospects poor.
JOHN ANDERSEN, Agent.
227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, Jan. 5, 1914.
Shipping dull; plenty of men ashore.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Dec. 27, 1913.
Shipping and prospects poor.
JACK EDWARDSEN, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Jan. 8, 1914.

Regular weekly meeting was called to order at 7 p. m., Ed. Andersen in the chair. Secretary reported shipping dull. The full Shipwreck Benefit was ordered paid to 4 members of the crew of the steam-schooner "Pomo."

EUGENE STEIDLE, Secretary.
Kearny 5955.

Seattle Agency, Jan. 2, 1914.
No meeting. Shipping slow.
LEONARD NORKGAUER, Agent.
Grank Trunk Dock, Rooms 203-205. P. O. Box No. 214. Phone Main 2233.

San Pedro Agency, Jan. 2, 1914.
No meeting. Shipping slow; prospects poor; plenty of men ashore.
HARRY POTHOFF, Agent.
P. O. Box No. 54.

Portland Agency, Jan. 5, 1914.
No meeting. Shipping poor; prospects poor.
THOS. BAKER, Agent.
27½ 2nd St., Bickle Bldg., Room 10. Phone Main 9731

DIED.

Francis William King, No. 930, a native of Baltimore, Md., age 45, washed overboard from schooner "Repeat" at sea, on Dec. 18, 1913.

Andrew Erbe, No. 778, a native of Russia age 35, was drowned off St. Nicholas Island, Dec. 21, 1913

COMMENT ON SEAMEN'S BILL.

Make the Sea Safe.

The House Committee on Merchant Marine and Fisheries has arranged for hearings on the La Follette Seamen's Bill. Although hearings have been had for the past twenty years, although we have had grim, ghastly illustrations of the necessity for such legislation, yet the members of Congress are willing to assume the responsibility for the deaths of more human beings. The destruction of the Volturno, the burning and drowning of 136 of its passengers and crew, shocked people into a realization of the dangers ever lurking in the sea—dangers which had been forgotten in the brief interval since 1595 lives were lost on the Titanic. Even since the tragedy of the Volturno, while the shipping interests were protesting against the provisions of the measure, storms on the Great Lakes resulted in a terrific loss of life. During the storms of November 8-11, nineteen vessels were wrecked; sixteen had not a single survivor of their crews. According to the last report 244 lives were lost. Still it has not been charged that any safety law was violated. Is it possible to believe that there is no need of better legislation to protect property and life on the lakes?

The shipping interests are exerting every influence to prevent the passage of the measure. They argue that the provisions are unnecessarily drastic—quite different is their attitude from that of the captain of the vessel who went to the Volturno against the protest of some of his passengers because he might be able to save even one life. No seamen's bill that does not provide for the safety of every human being on each vessel is adequate or satisfactory to people with hearts and consciences.

The president of the Iron Steamboat Company finds it "impossible to believe that this bill (the La Follette) is intended for excursion boats." The present "safety" of the river and harbor boats he deemed all that could be expected—in connection with this "safety" it should be remembered that the General Slocum was owned and operated by the Iron Steamboat Company.

In many cases loss of lives during the storms on the Great Lakes and upon the ocean could have been in a great measure prevented if the boats had been adequately equipped with efficient, resourceful seamen. The shipping interests have been driving self-respecting American seamen from the Great Lakes because of the intolerable conditions of servitude they wish to enforce. Unfreedom, practically slavery, has driven skilled, efficient seamen from the high seas. The passing of American seamen has been humanity's loss. Innumerable lives have been unnecessarily sacrificed because seamen were unable to understand orders to meet emergencies, to lower lifeboats, or even to tie knots properly.

Lawmakers have continued to give heed to the shipping interests that are now urgently pressing their demands, to regard the safety of dollars and profits rather than the safety of men. Such has been the reckless disregard of safety on the high seas and on the Lakes that insurance companies are protesting at the great loss of property. The only remedy there, too, is skilled, free seamen.

Now is the effective time for those who have regard for the sacredness of human life to impress upon the members of the House of Representatives that they have been dollar-wise and humanity-foolish long enough. For twenty years the organized seamen have been urging legislation that would secure to them decent treatment and living conditions, and the rights of free men. Practically voteless, poorly paid, unfree, their struggle has been against tremendous odds. With their safety and welfare is bound up the safety of passengers and property. How long will the shipping interests be allowed to take frightful risks by sending out their boats and ships inadequately equipped with able-bodied, skilled seamen? How long will the world tolerate this cynical disregard of human life? Can the American nation, can any nation, afford to favor any special interests at the expense of human lives? Congress should stop dallying and playing with measures of such far-reaching consequences. This just and necessary law should be passed without further delay.—American Federationist.

Corporation's Messenger Boys.

The words "Commercial Club," "Chamber of Commerce" and "Citizens' Alliance" are becoming synonymous with "Big Business." Institutions bearing these names are everywhere being used to pull the chestnuts of the Interests from government fires.

Our own Commercial Club, not satisfied with the public rebuke it received during the past six years for declaring against union labor in 1907, two weeks ago adopted resolutions against the principal clause in the Safety-at-Sea bill, commonly known as the La Follette bill. And it passed these resolutions at the instigation of the big shipping interests without giving the men most vitally interested in the measure an opportunity to be heard.

All through the country similar organizations are used in an attempt to defeat the very necessary labor legislation that is being taken up by the several State Legislatures and Congress. It is the way Big Business has of fighting. It never comes out in the open where it can be attacked. It seeks shelter behind the skirts of little business men, little professional men, the doctors and lawyers who are living off the workers and who are blowing their puny breath against a hurricane in their endeavor to stem the tide for substantial social reform.

Fortunately, resolutions by Commercial Clubs do not carry the weight that they once had. The People soon learn what's what when an organization that labels itself "Commercial Club" becomes a mere messenger boy for Big Business.—The Labor World, Duluth-Superior.

"Slanderer of Labor."

Every issue of that slimy sheet printed in Cleveland by the Industrial Workers of the World, sides in with the shipowners in knocking the Seamen's bill. The sheet is misnamed "Solidarity." As a matter of fact it should be called "Slanderer of Labor." Its name would then be in conformity with its policy.—Labor Clarion.

TRICKY WILLIE HEARST.

Recently Hearst's New York American appeared with a half-tone reproduction of a photograph representing seven children standing in shallow water, with hands raised high above their heads, and above it these words, in display type:

"As proof of an almost unbelievable state of barbarity he found to exist in Mexico, Russell Hastings Milward, an English traveler, fellow of the Royal Geographical Society of London, sends the photograph shown here to the New York American. Parents of these children, Mr. Milward states, had been killed by Federal soldiers. The children were driven into the water, forced to hold their hands above their heads, and shot in the back. The tide carried their bodies away. Note the terror in the face of the one child who partly faces the shore."

That picture, with the lying comments, was a fine example of the manner in which the Hearst papers manufacture evidence when it is wanted for any special purpose, whether it be to stir up war with a foreign country, or merely to blacken the reputation of somebody.

The same picture was in the New York Tribune of September 1st, last year, with the words, "Carib children bathing," which was a correct description.

The New York World of the 25th instant reproduces the picture as it first appeared in the Tribune, and also as published in the American of the 22d instant. The World gives space to a communication from Russell Hastings Milward, above named, in which he relates that he gave the picture to a reporter of the American, after telling him it was taken in British Honduras, and was simply an innocent photograph of children bathing, with arms uplifted in order to show their good muscular development.

Evidently, the only atrocity in this matter was committed by the American in its vicious attempt to deceive its readers and so help to egg on a war with Mexico, for the benefit of Hearst as a large landowner in that country.—Sacramento Bee.

OWNERS WANTED.

More than a half century ago the United States received three bags of gold worth about $600, and it is still holding them. Some thirty years ago it took charge of a bag of valuable silver bullion, and the owner has never asked for it.

This gold and silver has been a great nuisance to the accounting officers of the federal government, who do not know what to do with it, and the comptroller of the treasury has just decided it is a problem for Congress.

In an effort to clear the accounts, George E. Roberts, director of the mint, appealed to the comptroller to know if he could cover it into the treasury to the credit of the men who presented it. The comptroller holds that such a course would require an act of Congress.

Demand the union label upon all purchases!

ONE MAN'S VIEWS.

High land values benefit no one but land speculators. They are an unmitigated curse to every one else. Unemployment is one symptom of the curse. "Idle lands make idle hands." High rents, eke high cost of living, is another symptom. Slum-life, prostitution, degeneracy, poverty and crime in general, are all directly traceable to this universal curse. The Single Tax would exorcise the curse from the world forever. We here in California need the Single Tax badly. Land values here are prohibitive to any but well-to-do people. Things will get worse with the formal opening of the Panama Canal. Penniless immigrants will come here in droves, hundreds of thousands of 'em. Each new arrival will boost our land values. That is, settlement of the land will become increasingly difficult. Unemployment will come to plague us worse than ever. Eke the high cost of living, prostitution, crime and general poverty. The Single Tax would obviate all these evils by removing their cause, high land values. Cheap land blesses both the user and non-user. Are you for cheap land and dear men? Then be sure and vote "yes" on the home-rule-in-taxation amendment to the (California) State Constitution which will be submitted to the electorate this (1914) coming Fall.

The greatest graft of all time is landlordism. It abides with us even as original sin. 'Twas the curse put upon Adam and his seed. It levies toll from all of us, from the cradle to the grave. It is the destroying angel of "peace on earth, good will to men." It spares no one. It is the "Anathema Maranatha" of civilization. To slightly paraphrase Lord Byron's famous lines on the letter H:

'Twas put upon man with his earliest breath;
It attends at his birth, it awaits him in death.

And the fatuity of it all! Land is the product, not of man's labor or planning, but of the Creative Mind which animates the universe. It is the only property to which a clear and absolute title is established by the simple fact of being born into the world. For man is a land animal. His birth is therefore prima facie evidence that he is a co-heir with every other man to the earth and the fullness thereof. Gauge then—if you can—the enormity of the insult to Divine Intelligence in holding a man up for the privilege of exercising his birthright!

Yep, every cloud has its silver lining. Even as our hearts are wrung with the sufferings of homeless, starving, unemployed men and women comes a ray of gladdening cheer via "the longest leased wire," etc. You'd hardly believe the "Windy City" guilty of harboring so much brotherly love, but the dispatch tells us that the patients in a Chicago cat and dog hospital had, all to themselves, a real Christmas tree, laden with choice morsels of steak for the grownup doggies and pussies, and cute little toys for the pups and kittens! Some civilization ours, eh? The fellow who called it "devilization" has another think coming to him after reading that dispatch.

There were 4451 desertions last year from the American army. At the same time the War Department reports that 80 per cent. of all applicants for enlistment were rejected because of inability to meet the physical requirements. Apropos of which a contemporary pertinently remarks: "Either capitalism is destroying the workers physically, or none but the unfit now care to join the army." I might add that the reason why the regular army finds it so hard to get and hold able-bodied recruits is probably because the army of the unemployed gets the pick of 'em. Case of rival attraction, as it were; choice of lesser of two evils, and so forth.

When is a boycott not a boycott? When it's a blacklist. A Massachusetts judge has so decided. The blacklist is therefore legal until declared otherwise by some other learned Dogberry. So go to it, Mr. Boss; as far as you like. When boycott meets blacklist then comes the tug of war. May the best team win. N. B.—The best team has nothing to lose, everything to gain.

"When God doesn't want to, the saints can't," says a Spanish proverb. This may now fitly be rendered, "When Capital doesn't want to, Labor can't." And that, friends, citizens and fellow workers, is the "coming slavery"—coming closer home to us every day. Wherefore be it resolved, That we need another Spartacus to lead us against the hosts of Mammon and Privilege.

Fellow citizens, don't forget to vote the good old ticket of the fathers, that government of Big Business, for Big Business, by Big Business, may not perish from the earth. Let rampant radicalism know where we, the people, stand on that sacred issue, tweedledum vs. tweedledee. So vote 'er straight, boys.

This thing of blaming poverty on "the will of God" is much like the habit of shipowners of dubbing shipwrecks, due to overloading and undermanning, "acts of God." If God Almighty were really guilty of all the atrocities imputed to Him by the unco guid, it is hard to understand why there was ever a need for a devil.

The universal dreibund—Pelf, politics and the public press. You press the button, they do the rest—including yourself.

"Back to the farm!" chorus the land speculators. "Keep off the grass!" chant High Land Values.

"Cum grano salis" for newspaper readers—If you see it in the Daily Slush 'tain't so.

Better to fight and lose out in a good cause than never to have fought at all.

An "undesirable citizen"—One who "isn't worth a dollar in the world."

EL TUERTO.

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships. Fraternally yours,

LAKE SEAMEN'S UNION,
V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION

570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y.....55 Main Street
Telephone Seneca 936 R.

CLEVELAND, O.....1401 W. Ninth Street
Telephone Bell Main 1842.

MILWAUKEE, WIS.....133 Clinton Street
Telephone South 240.

ASHTABULA, O.....21 High Street
Telephone 552.

NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

DETROIT, MICH.....7 Woodbridge Street, East
Telephone 3724.

SUPERIOR, WIS.....1721 N. Third Street
Telephone, New, Broad 385.

BAY CITY, MICH.....108 Fifth Avenue
OGDENSBURG, N. Y.....70 Isabella Street
CONNEAUT, O.....922 Day Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue
PORT HURON, MICH.....517 Water Street
ERIE, PA.....107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

HEADQUARTERS.

71 Main Street, Buffalo, N. Y.
Telephone Seneca 48.

BRANCHES:

CLEVELAND, O.....1185 W. Eleventh Street
CHICAGO, ILL.....445 LaSalle Avenue
MILWAUKEE, WIS.....151 Reed Street
DETROIT, MICH.....27 Jefferson Ave., East
SUPERIOR, WIS.....1814 Fourth Street
OGDENSBURG, N. Y.....70 Isabella Street
BAY CITY, MICH.....108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.

HEADQUARTERS:

BUFFALO, N. Y., 55 Main St. Tel. Seneca 2295

BRANCHES:

CLEVELAND, O.....1401 W. Ninth Street
MILWAUKEE, WIS.....151 Reed Street
CHICAGO, ILL.....314 N. Clark Street
ASHTABULA, O.....74 Bridge Street
TOLEDO, O.....54 Main Street
DETROIT, MICH.....7 East Woodbridge Street
PORT HURON, MICH.....517 Water Street
CONNEAUT, O.....922 Day Street
OGDENSBURG, N. Y.....70 Isabella Street
NORTH TONAWANDA, N. Y.....152 Main Street
SUPERIOR, WIS.....1721 N. Third Street
BAY CITY, MICH.....108 Fifth Avenue
ERIE, PA.....107 E. Third Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue

UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS.

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS.

Ashland, Wis.
Ashtabula Harbor, O.
Buffalo, N. Y.
Duluth, Minn.
Escanaba, Mich.
Grand Haven, Mich.
Green Bay, Mich.
Houghton, Mich.
Ludington, Mich.
Manistee, Mich.
Erie, Pa.
Menominee, Mich.
Ogdensburg, N. Y.
Oswego, N. Y.
Port Huron, Mich.
Manitowoc, Wis.
Marquette, Mich.
Milwaukee, Wis.
Saginaw, Mich.
Sandusky, O.
Sault St. Marie, Mich.
Sheboygan, Wis.
Superior, Wis.
Toledo, O.

WHERE A KNOCK IS A BOOST.

If our old Andy Furuseth was ever honored or complimented in his life he certainly received a lion's share in the December issue of the "Pacific Marine Review." Some of you might know that little paper, for if you are an officer or master of a vessel, you are permitted to read it; in fact, you are wanted to read it if you hold such a position. If you are only a common sailor keep your nose out of it, because the publishers of that paper draw a big line right there; he (the sailor) is, so to say, "the fall guy." In other words, we are the victims who are ripped up the back once a month by that dear little paper.

The "Review" is evidently controlled by the Shipowners' Association at San Francisco, and is the mouthpiece with which they express their kind and fatherly feeling toward their sailors.

The paper itself says that it is the official organ of the shipowners, but who is the editor? That gentleman must be ashamed to advertise his name, but this much is said:

"Subscription price, per year, domestic, $3.00; special rates to shipmasters, marine engineers, and officers, $1.50."

Do you get that "shipmates"? Yes, to my sorrow I must say there are some suckers among the officers who fall for this kind of stuff. Of course you can all guess their object—it is to get the licensed man down on the common scrub so that they can use the former in case the scrub should dare to refuse to work for them. That's why they are letting them have the paper at half price.

Now, shipmates, I wish every one of you who has not read the December number would try to get a copy and read it. It is good, it is magnificent, and it is "rotten." It is like the outcry of a wounded beast. The "Review" feels awfully hurt, because the Seamen's bill passed the United States Senate, and we hope it will pass the House in the same manner, but the gentlemen really ought to wait a while before they make such a signal of distress. The old saying is, "Don't holler until you are hurt," and you know they are not hurt yet. As I said before, the bill has to pass the House of Representatives and then it has to be signed by the President. No doubt if it passes the House the President will sign the bill, but it has a long distance to travel yet, and as we all know, we fell down once, but our "friends" certainly seem to be afraid.

Here are some of the headlines used in their magazine:

"A foreign-born agitator who has made good with the United States Senate." Referring to our friend Andy, of course. Then another one says, "How many men ashore get as good meals as these?" "A crew's bill of fare of the P. C. S. Co." They tried to be honest about it, for ham and eggs is down only twice a week. Then there is a headline in great big type, which says, "The sailor above all." Now, boys, wouldn't that give you the blues?

The Seamen's bill is referred to as the "Seamen's Union Bill," Andrew Furuseth is called the leader of the Sailors' Union of the World—some title—he is also called the "Honorable Andrew Furuseth." Senator La Follette is called an "excited, impetuous orator," and "a politician who is playing for the labor vote." Here is some more advice they have to give to Senator La Follette: "Do not let all your sympathy go with the sailor!"

The whole December number of the "Review" deals with the Seamen's bill. There are at least one dozen articles, and they all run in the same strain, but are evidently written by different persons. So you can see it takes a whole lot of shipowners to make up that one paper. It is really worth reading; for my part, never in my life have I read such "awful" stuff before, the arguments they are using are so cheap and unreasonable it honestly makes you laugh.

One thing they accomplished and that is they have given our old friend Andy a sky-high boost, by showing up to the public that he made it warm for them under their collar. It is a poor revenge, though, for our illustrious shipowners to call an old man like Andrew Furuseth a lot of cheap names, such as "foreign agitator," etc. You never hear them slurring Mr. Robert Dollar, the champion Pacific Coast Chinese lover, who prefers a Chinaman to a white man at any time. Too bad, really, Mr. Dollar cannot carry Chinese captains and mates as well as the remainder of the vessels' crew. If the shipowners had their way I wonder how many of us white sailors would be employed on board the vessels now? It is bad enough as it is, but in order to change the present system we will have to do all we can to help the passage of the Seamen's bill, and thus compel the shipowners to carry sufficient and efficient men who can understand the orders given in the English language.

I. M. Holt.

Don't knock the union unless you can show something better that will improve your immediate conditions.

Demand the union label upon all purchases!

ALASKA FISHERMEN'S DEATH LIST.

Secretary Hylen, of the Alaska Fishermen's Union, has compiled the following list of members who died during 1913:

Names	No.	Nativity	Died when and where	Buried when and where
Daniel Johnson	668	Finland	Jan. 4th, Berkeley	Berkeley
Mike Kragis	35	Russia	Jan. 9, San Francisco	San Francisco
Harry Wilson	18	Germany	Jan. 27, San Francisco	San Francisco
Thomas Howe	226	Norway	April 4, San Francisco	San Francisco
Peter Trolnes	112	Norway	April 6, on board "Star of Russia"	At sea
Fred Forsen	288	Finland	April 30, San Francisco	San Francisco
Chas. Jensen	292	Denmark	June 3, Fort Wrangell	Fort Wrangell, Alaska
Magnus Vik	94	Norway	June 20, Nushagak, Alaska	Nushagak, Alaska
Sigurd Olson	97	Norway	June 20, Nushagak, Alaska	Nushagak, Alaska
A. C. Clausen	51	Sweden	June 20, Ketchikan, Alaska	Ketchikan, Alaska
Andrew Nordin	1	Sweden	May 29, Nushagak, Alaska	Nushagak, Alaska
E. J. Bersheim	727	Norway	July 7, Cape Flattery	Seattle, Wash.
Sigfrid Andersen	373	Sweden	June 10, Nushagak, Alaska	Wood River, Alaska
Lorenzo Mazzino	414	Italy	Aug. 18, drowned, Gambier Bay, Alaska	
Oscar Anderson	209	Sweden	July 25, Nushagak, Alaska	Clark's Cannery
Ole Bredesen	296	Norway	March 23, Naknek, Alaska	Naknek, Alaska
Andrew Halversen ..	163	Norway	June 14, on way to Egegak, Alaska	
Frank Bodesta	587	California	July 31, Koggiung, Alaska	Koggiung, Alaska
J. A. Taddiken	263	Germany	Sept. 24, drowned in "City of Papeete"	
Emil Johnson	117	Sweden	Aug. 30, Seattle, Wash.	Seattle, Wash.
Chas. O'Connors	308	U. S. A.	July 22, Seattle, Wash.	Seattle, Wash.
Victor Mattson	155	Sweden	Oct. 3, San Francisco	San Francisco
John Larson	121	Sweden	Oct. 5, San Francisco	San Francisco
Wm. Hagberg	597	Sweden	Oct. 11, Seattle, Wash.	Seattle, Wash.
Ed. Lindquist	291	Finland	Oct. 14, Astoria, Ore.	Astoria, Oregon
Matt Bitilla	271	Finland	Oct. 23, drowned, Columbia river, Astoria	
Chris Lund	321	Norway	Oct. 30, San Francisco, California	San Francisco, California
Erick Olson	324	Norway	Nov. 2, San Francisco, California	San Francisco, California
Louis Pastora	78	Italy	Nov. 2, San Francisco, California	San Francisco, California
Albin Johnson	200	Sweden	Nov. 4, San Francisco, California	San Francisco, California
Albert Bengtsen	283	Sweden	Nov. 11, San Francisco, California	San Francisco, California
Mike Willa	110	Finland	Nov. 15, San Francisco, California	San Francisco, California
Albert Ross	144	Finland	Nov. 10, San Francisco, California	San Francisco, California
Oswald Jurashak	96	Germany	Nov. 26, drowned in Stmr. "President"	
Gust Kwarford	181	Sweden	Feb. 15, Galveston, Texas, drowned	
Joseph Poranto	294	California	Dec. 4, San Francisco, California	San Francisco, California
Jerry Kajo	6	Russia	Dec. 26, San Francisco, California	San Francisco, California
Oscar G. A. Lind	467	Sweden	Dec. 6, drowned by drawbridge near San Jose	San Francisco, Dec. 30
Olaf Olsen	4	Norway	Oct. 3, drowned, Chignik, Alaska	

The following members were drowned in the wreck of the Stmr. "Roseeranz," on the Picock spit, Columbia River Bar, January 7, 1913:

Rustad Hjalmar	390	Norway
Josen Severin	396	Norway
Peter Hareide	594	Norway
Tom Larsen	167	Norway

DEEP-SEA FISHES.

Fish are captured in depth of from one to two thousand fathoms in the Atlantic, and brought to the surface by means of a trawl. The majority of those living at great depths are jet black. Their luminous organs, which light up the dark regions which they inhabit, are marvelous. These fish, according to the Technical World Magazine, plough through the dark waters like flaming torches. Some have elongated snouts, on the tips of which are luminous organs emitting great volumes of light. Others have rows of luminous cells on top and below their bodies, with reflectors and lenses which serve the functions of projecting light in definite directions. These light-emitting organs are thought to be of vital importance to the life of the animal, for the purpose of illuminating the surrounding water to avoid foes, to recognize their own kind, or to capture prey. Many of the deep-sea pelagic fishes are extremely voracious, and some are known to devour fishes several times their own size. At 1500 fathoms animal life is quite abundant. The greatest depth found by sounding is 5269 fathoms, or 31,614 feet, nearly six miles. This exceeds Mr. Everest, in the Himalaya Mountains, 29,000 feet, by 2614 feet. This is a point in the Pacific Ocean off the coast of Guam, about one hundred miles or so.

There is no more interesting character in California than that class of prospector known as the "pocket hunter." In certain sections of the mountains the rich gold deposits are contained in small scattered pockets near the surface. The pocket miners often discover many rich deposits by tracing the particles of gold in the soil to their sources. As soon as a pocket is gouged out and colors of gold are no longer shown the place is abandoned. In one pocket in Trinity County as much as $45,000 was yielded in a few feet.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

announced, have secured the consent of nearly all their employes to the new wage scale, while the Department Store Drivers and Helpers' Union say that all firms have agreed to the new wage rate and working rules. The Boston Central Labor Union was represented at Chamber of Commerce conferences regarding enforcement of existing laws for fire prevention and protection. Metal Polishers' Union, No. 95, is protesting against the attitude of certain firms toward the State law, which calls for blowers on emery wheels. Attention of the new State Board on Labor will be called to the employers' indifference. The Elevator Operators and Porters' Union has decided that their minimum wage rate shall be $15 a week, starting on March 1. Officials of railroad brotherhoods and the Boston and Maine officials are holding conferences on the application of the recent wage increase awards to the existing agreements. Both sides believe a satisfactory decision will be reached. Arbitration hearings on the wage question of the Boston Street Car Men's Union are closed. It is said a decision will be handed down some time this month.

Labor Demonstration.

With the forces of Labor represented at the Philadelphia city hall recently, the select council reversed its attitude of indifference to popular opinion and adopted unanimously a resolution calling for the appointment of a commission to make an effort to settle the Garment Workers' strike. This action was essentially a victory for the Garment Workers, who have been fighting for arbitration. More than that—it was a triumph for organized labor in Philadelphia. The Philadelphia Central Labor Union called upon all the organized labor workers in that city to peacefully assemble on the north plaza of the city hall to publicly demand by their presence immediate action by the select council upon the resolution adopted by the common council, calling for the appointment of a committee for the purpose of making an effort to bring about a settlement of the strike of the cloak and skirt makers of the city. A very large number of people assembled at the appointed time and were addressed by a number of labor men. A committee of twenty-five presented an argument why the select council should pass the resolution. The appointment of a committee is called for in the resolution to take such testimony as it shall desire and to call for witnesses, papers, books, and other information dealing with the strike. It is hoped by this means to bring about an adjustment of the present difficulty.

Discouraging Immigration.

A cablegram from Rome to the Press Associations of this country states that the Italian government is discouraging emigration to the United States of Italian workers. A warning has been issued that there is no demand in America for unskilled labor, owing to the increase in emigration from other countries of Europe and also because of the lack of outdoor work in winter. The emigration authorities of the Italian ports, especially of Genoa and Naples, have been instructed to try to dissuade all those who can not prove they have a job awaiting them from coming to the United States. It is estimated that 900,000 Italians left the country this year, 500,000 of them bound for the United States. Italian government officials fear that unless immigration is checked the United States will adopt extreme restrictive measures and compel the Italians to return, as they arrive for the most part in the United States without funds. The Italian immigrants, as a rule, sell everything they possess to enable them to buy a steamship ticket, and if they are sent back they will return destitute and make the problem of unemployment more acute than it is at the present, and possibly provoke an industrial crisis.

Maryland Compensation Bill.

With the announcement of the completion of the Workmen's Compensation Bill, drafted by the commission appointed by the Governor of Maryland for this purpose several months ago, there comes simultaneously an announcement by Senator E. M. Hammond that he has prepared another compensation bill. Both of these bills will be presented to the coming State Legislature. There are radical differenses between the two bills. All occupations are included in both bills, except domestic and agricultural. It is predicted that as a result of the introduction of these two bills there will be a spirited contest, but that the result will be a law which will carry in its provisions the necessary protection for all workmen. The labor forces are preparing to protect their interest before the committee to which these bills will be referred by bringing to light the actual conditions which exist in industry and which demand that a law of this character be enacted. Furthermore, the actual results obtained in other States where compensation laws are in force will be brought to the attention of the committee by the representatives of organized labor in an effort to have the best provisions possible incorporated in the bill.

Guard Their Dollars Best.

In words that can not be mistaken, the Interstate Commerce Commission, in its annual report to Congress, charges that American railroads guard their dollars in a manner that must command admiration, while they are negligent of human lives. The report says: "The auditing and checking system used for detecting the dishonesty of employes are marvels of ingenuity and careful attention to detail, but means of determining whether trains are operated in accordance with requirements of safety and in conformity with the rules are entirely lacking. It would seem that adequate inspection and supervision of the work of employes to insure safety in operation would be amply justified from the standpoint of economy alone."

The Commission calls attention to the custom of using inexperienced men to flag trains, while the overspeeding of employes is mentioned as another reason why accidents occur. The Commission recommends that Congress give it greater power to inspect roadways and rails as a preventive measure against wrecks.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

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Headquarters:
ASTORIA, Ore., P. O. Box 138.

Branches:

LA CONNER FISHERMEN'S UNION.
LA CONNER, Wash.

GRAYS HARBOR FISHERMEN'S UNION.
ABERDEEN, Wash., P. O. Box 34.

DUWAMISH FISHERMEN'S UNION.
GEORGETOWN, Wash.

SKAGIT RIVER FISHERMEN'S UNION.
FIR, Wash., P. O. Box 6.

COQUILLE RIVER FISHERMEN'S UNION.
PROSPER, Ore.

ALASKA FISHERMEN'S UNION (Local No. 2), KETCHIKAN.
LORING, Alaska.

ALASKA FISHERMEN'S UNION (Local No. 3).
PETERSBURG, Alaska.

ALASKA FISHERMEN'S UNION.

Headquarters:
SAN FRANCISCO, Cal., 93 Steuart St.

Agencies:
SEATTLE, Wash., 84 Seneca St., P. O. Box 42.
ASTORIA, Ore., P. O. Box 138.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA

29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

All but 25 of the 1200 telegraphers employed by the St. Louis and San Francisco Railroad voted to strike unless demands for an eight-hour day and a 15 per cent wage increase were granted.

Delegates to the San Francisco Labor Council representing various trades and labor unions, in making weekly reports, stated that times are dull, work scarce and many men idle. Some delegates reported that a larger number of members in certain trades are out of work than ever.

A joint resolution, proposing that a committee of three Senators be appointed by the President and three members to be selected by the House, and providing for an investigation and report on the subject of old age pensions and annuities on or before December 1, 1915, has been introduced in the House by Representative Sabath, of Illinois.

A controversy of long standing in California has been ended by the State issuing a check payable to Detective William Burns for $10,000 in payment of the reward offered for the capture of John J. and James B. McNamara. A Los Angeles detective made an unsuccessful attempt to secure this money, claiming he was in large measure responsible for the apprehension of the McNamaras.

Under the new workmen's compensation act, which went into effect in California on January 1, every employer of labor is required to insure his employes. The industrial accident board is sending out blank forms to employers, asking those who desire to place their insurance with the State to make application. The State has appropriated a sum aggregating $170,000 to finance its insurance business, and the rates which the State will charge, it is now estimated, will be from 30 to 40 per cent of the rates now being charged by insurance companies.

Wage data, covering the earnings and hours of employment of more than 15,000 persons engaged in the boot and shoe, hosiery and knit goods industries were made public recently at Washington, D. C. In the Boot and Shoe business wage rates per hour in 1912 were 0.8 of 1 per cent higher than in 1911, although there was a reduction in the number of working hours of 1.5 per cent. In the hosiery and knit goods industries the rates of wages per hour in 1912 went 5.8 per cent higher than in 1911, despite a reduction of 1.7 per cent in the actual time of employment.

One of the big hat manufacturers of Newark, N. J., has signed up with the Hatters' Union, and the products manufactured by that concern in the future will carry the Hatters' Union label. This firm—J. Rumwell & Co.—was in the big combine in 1909, when over 10,000 members of the United Hatters' Union were locked out in more than forty hat factories in this country. Since that time the firm mentioned has maintained an open shop until the settlement just referred to. For a considerable period of time the firm has shown a desire to again be in agreement with the United Hatters. Officials of the organization and officials of the firm finally went into conference and the result is as above stated.

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Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Aagaard, A.
Abrahamsen, Johan
Alonzo, Julius
Anderson, T.
Anderson, H. -1352
Anderson, A. -1638
Anderson, Martin
Behr, Henry
Bishop, Patrick
Brunstrom, Gust.
Bartsch, W.
Balk, Marius
Berger, C.
Brandlung, G.
Burholtp, F.
Carlsen, Rudolf
Chevalier, U.
Christiansen, Nels
Christiansen, Anton
Chudelow, Geo.
Carlson, Harold
Christensen, H. -1366
Christensen, Trygar
Daughty, Pearly
Edvardsen, Anton
Engstrom, Fred
Engebrietsen, E.
Erlandsen, E. L.
Ferguson, Robert
Fonslund, Victor
Freeman, J.
Framness, Ivar
Graa, P. C.
Grant, Dave
Grant, J. J.
Gangsrud, O. K.
Gunther, Max
Hallnes, M.
Heiam, Dan
Hagen, Carl
Helpap, A.
Hoist, L.
Iversen, A. S.
Johnson, Charles O.
Jensen, Hans
Jensen, Jens
Jacobs, Wm.
Jacobsen, Johan
Johansen, O. K.
Johnson, Ernest
Klebnikoff, I. W.
King, Frederick
Kirwan, M. L.
Kohlmasher, O.
Kealy, James
Kenny, James
Kristiansen, K. F.
Ludicar, K.
Ludulgsen, Arni
Larsen, L. A.
Larsen, G. -1692
Larsen, Harry
Larsen, G. E.
Lillian, Ole
Lunder, B.
McPherson, R.
McNeary, J.
Mikkelsen, K. -1620
Mattson, Taivo
Matson, F.
McGoldrick, J.
Mehut, Joseph
Monsen, S.
Matson, M.
Martinsen, Chr.
Martinsohn, P. A.
Maitak, M.
Martens, Paul
McManigal, Thos.
Moen, R.
Nilsen, Martin
Nilsen, Oscar J.
Nissen, Louis
Nelson, Ed.
Nelson, Ludick
Nelson, Carl
Nelson, Albert
Noeri, H.
Olsen, O. P.
Owens, J. H.
Olsen, Albert
Olsen, Christ
Olsen, M. E. -1231
Olsen, Edwin
Owen, J. H.
Pedersen, Peder
Petersen, Vic.
Petterson, Richard
Petterson, S.
Peterson, Alf. -723
Richardsen, Adam
Roos, B.
Strasdin, A. W.
Sorensen, Geo.
Saar, J.
Satveit, Geo.
Smith, Clayton
Steffensen, F.
Stjerne, P. A.
Sund, K. A.
Thomson, W. Reg.
Taede, Jens
Thompson, T.
Terkelsen, A.
Taktz, R. Package
Waho, M.
Weekdroup, H.
Valentine, G.

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Tacoma Letter List.

Berglind, Ed.
Bjorklund, Eric S.
Christensen, Albert
Englund, Gust. E.
Flinkenberg, Uno
Freeling, Chas.
Hansen, C. M.
Hansen, Johannes
Haro, Aaro
Hetman, Walter
Iceberg, Theo.
Janson, H.
Johansson, Chas.
Jurgensen, Peter A.
Kallas, Alex.
Kalberg, Wm.
Kirwan, M. L.
Knappe, Adolph
Kutan, Alexander
Kierth, Hans
Linea, W.
Line, Hjalmar
Lundstrom, Samuel
Nielsen, C. V.
Petterson, I. M.
Petterson, Chas.
-1287
Petrow, A.
Plesner, Levi J.
Ridderstoff, Ernest
Seblom, John
Swansson, August
Thoresen, Axel L.
Wessman, John

INFORMATION WANTED.

Axel Peterson, F. Lundberg, J. Gustafson, M. Garcia, crew of the steamer Riverside, at the time she towed in the Oceana Vance, kindly call at the office of the Charles Nelson Co. for money due them.

Victor N. Kvenen, a native of Belgium, age 32, last heard of in Ashtabula, Ohio, April, 1909, inquired for by his brother John Kvenen, Route 2, Raleigh, Tenn.

Valetine (Walter) Zima from Lubiachowo, Kreis Schrimm, Province Posen, Germany; last address Sailors' Union Hall, Seattle. Please communicate with Imperial German Consul, Seattle, Wash.

Anyone who was on the schooner "Americana" on January 29, when Louis Buttner was injured, is respectfully requested to communicate with the injured man. Address Sailors' Union of the Pacific, San Francisco, Cal.

Carl Julius Carlson, born in Sweden in 1877, is inquired for by his mother. There is about $2000 due him from his father's estate. Last heard of in September, 1902, on the Atlantic Coast. Previously sailed on the Clifford between St. Johns and New York. Address Fru Sophia Carlson, Klubbegard, Hallands Lan, Heberg, Sweden.

John Nurm is requested to communicate at once with F. R. Wall, 324 Merchants' Exchange, San Francisco.

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Eureka, Cal., Letter List.

Ahlstrom, Harry
Breien, Hans
Ehlert, August
Eriksen, Anton
Gudmundsen, Gudmund
Hansen, Harald
Hansen, Harry -1827 (Photo)
Ismas, Richard
Jensen, George
Jacobsen, W.
Jorgensen, Olaf
Noel, Louis P.
Lutzen, Waldemar
Publicatius, August
Robertson, A.
Thorssen, Fredrik N.
Wexahl, Hansen Krist

INFORMATION WANTED.

John West, who was on the steamer Horatius in June, 1912, is inquired for by P. Ivers, River Darling, via Wenthworth, Australia. Please notify Sup't., No. 1 State street, New York.

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RAYMOND WASHINGTON

Portland, Or., Letter List.

Anderson, Gust	Larsen, Hans -1677
-1808	Larsen, Alfred
Anderson, Rasmus	Larsen, John
Anderson, Mike	Leidecker, E.
Backanan, Paul	Lemarchand, Louis
Baker, Geo.	Lundeman, Ruktie
Bergman, Karl W.	Lipclasey, John
Berglund, Ed.	Lierch, Paul
Boyard, C. E.	Lallwer, Alexander
Bohm, Franc	Mattson, Maurits
Bultz, Ernest	Macrae, Alexander
Carlsen, Charlie	Mikalsen, Andreas
Carlson, Jack	Miller, H. B.
Cagdell, D. J.	Maxnes, Kristian
Day, Aca	Miller, Chas.
Dahl, Henry	Neuling, Albert
Drenkholn, M.	Nelson, C. J.
Edstrom, John	Nielsen, Kristian
Erikssan, Erik	Nilsson, Axel
Erikson, Arthur	Norberg, John
Essen, Carl Axel	O'Brien, Jack
Ekham, Frans	Olsen, Ansgar
Goralia, Piet	Olsson, J. W.
Gynther, John	Olsen, John Andreas
Hall, G. A.	Olsen, Andy
Hansen, Hans M.	Palmer, Jas. W.
Hansen, Bernhard	Pakeman, Paul
Hansen, Sigvarth	Petterson, Einar
Hansen, Oskar	-1437
Hafke, Hernes	Peterson, Hans
Hernes, Klemet	Petersen, Christen
Henriks, Waldemar	-1486
Hansen, Max O.	Pillman, Frank
Henke, Ernest	Pohland, Max
Henze, A.	Rantion, Jacob
Heinaz, C. H.	Rhodes, F.
Hellman, Albin	Rincke, Sperman
Hogstad, Andreas	Runge, Axel
Mikalsen	Sandbarg, Alfred
Hock, Garve	Larsen
Johanson, John F.	Schroda, Peter H.
Jansen, Harry	Sellin, William
Johnson, Ole C.	Schulz, Alfred
Johanston, C. R.	Semens, O. L.
Johnsen, J. -983	Schmidt, Louis
Johansen, Chris.	Saukka, August
Karson, K. E.	Svenson, Martin
Kenny, James	Swanson, John
Klaesson, Karl	Swanson, Carl O.
Kluge, Frank	Sundguist, Ernest
Kirker, Alexander	Thomel, Martin
Koap, Nick	Warren, C.
Kristensen, Otta	Welson, J.
Kranstrand, H. T.	Wishart, John
Laine, Frank	Wieprecht, Ernest
Larsen, Laren	Wikstram, W.

Aberdeen, Wash., Letter List.

Anderson, Ernest	Finth, Richard
Andersen, F. C.	Forde, S. C.
Armstrong, Harry	Granberg, Eric
Anderson, George	Graf, Otto
Behn, Alfred	Glase, Gustav
Brown, C.	Hohn, Arthur
Bergman, Edwin	Herman, Axel
Bjorkholm, A. M.	Hansen, Ove
Bowen, J. J.	Hopstad, S. -2101
Burmeister, John	Hansen, Torleif
Burkland, John	Jensen, Harry
Bjerkman, C.	Johansen, Hans
Bodahl, Hans	Kristiansen, Nils
Christensen, Albert	Loining, Hermand
Christensen, Hans	Lengtssen, Gottfried
P.	Laine, Herman
Christensen, Harry	Lorsin, G. L.
Dobbs, Paul W.	Larsen, Lars
Eklund, Chas.	Larsen, H. P.
Engfors, Gustaf	Lindroos, A. W.
Eriksen, Olai H.	Larsen, Peter
-837	Martin, James

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Murphy, Daniel	Rosbeck, Gustaf
Martinell, Walter	Sandstrom, Hugo
Nikolin, E. Miko	Schacht, H.
Nord, Karl	Siven, Victor
Nielsen, N. C.	Sorensen, T. B. G.
Nerby, Kristian	Sutse, M.
Neddemeyer, John	Schreff, Paul
Olsen, Nils	Sim, Gunder
Oksanen, Juko	Slenman, Richard
Osterholm, J. W.	Wind, Jacob -1357
Olsen, Oswald -1059	Walder, Olsen N.
Peterson, Axel	Williams, J.
Petersen, S. J.	Walenious, Pete
Petersen, Erik -903	Zebe, G. V.
Pettersen, Karl	Packages.
Pettersen, Olaf	Hansen, John
Richendsen, Hilmar	MacGuire, O. F.
Rundblad, Oscar	Zebe, G. V.

INFORMATION WANTED.

W. A. Goodrich, who left the British ship Puritan at San Francisco, February 6, 1911, is inquired for by the British Consul-General at San Francisco.

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INFORMATION WANTED.

Any one knowing the whereabouts of Enoch Joseph Horsfold, 18 years old, native of New Zealand, please communicate with Coast Seamen's Journal.

Any one knowing the address of Thos. Symington, age 59, last heard from in Seattle, Wash., 1908, will please communicate with John Sym- Chicago, Ill.

Albert Smith, a native of Cork, Ireland, who left the American ship John C. Meyer, on Feb. 20, 1911, is very anxiously inquired for by his wife. Please notify British Consul General at San Francisco.

Nils Johnson, who was wrecked in the American bark Oasis, Sept. 2, 1887, is inquired for by W. F. Hohenschild, Berkeley, Cal.

George Albert Vaughan, aged 47, of Handsworth, Birmingham, England. Was in New York city in 1902; worked as steward on New York and South American boats. Important. Address, Rev. R. C. Cookson, 96 Monroe street, Brooklyn, N. Y.

Home News.

It is estimated that on Christmas Eve there were 100,000 men out of work in the Pacific coast cities.

It was announced in Los Angeles that many railroad projects of great import to the Southwest were taking place; large material orders were being placed and equipment orders were under consideration.

The Reserve Bank Organization Committee members decided to visit 14 cities in the next two months to obtain information regarding the reserve bank districts and hear the claims of cities for reserve bank centers.

Families of the 72 persons killed in the Christmas Eve disaster at Calumet, Mich., refused to accept one cent of the $25,000 relief fund collected by the Citizens' Alliance committee, and declared they would receive financial assistance from the Miners' Federation.

A system of industrial loan banks on a scale much larger than has ever before been attempted in this country will begin operations in New York and elsewhere the last of this month or early in February. Andrew Carnegie and Vincent Astor are said to be interested in the project.

New York City leads London in population by 1,000,000, according to figures made public by Dr. W. H. Guilfoy, statistician of the Board of Health. He fixes New York's population at 5,376,966, a total based on the city's presumptive growth since the last count. This comparison does not include as part of London that city's large suburban area.

Bids for the new municipal railway lines opened by the San Francisco Board of Public Works recently proved considerably below the City Engineer's cost estimates. As the money available will go further than was anticipated, the City Engineer states that more than the 100 new cars which it was intended to order can be built, and 125 will probably be constructed.

The output of arsenic in the United States during 1913 was all in the form of white arsenic or arsenious oxide commonly known as "arsenic," and amounted to about 2,375 short tons, valued at $142,-340, against 3,141 tons, valued at $190,757, in 1912, a decrease of 766 tons in quantity and $48,417 in value, according to the preliminary figures collected by Frank L. Hess of the U. S. Geological Survey.

The Kentucky Court of Appeals held, in the case of Louisville and Nashville Railroad Company vs. Burch's Adm'r, that a freight brakeman of only three months' experience in applying an emergency brake or in seeing one applied was not competent to give an opinion on the distance within which a passenger train going at the rate of forty-five miles an hour could be stopped by the use of the emergency brake.

The Department of Justice has ordered an investigation of the recent deportation of Charles H. Moyer, president of the Western Federation of Miners, from the Calumet copper mining district. Senator Martine of New Jersey has held that this incident was a forcible abduction, instigated, prompted and paid for by the mine owners. The department telegraphed Edward J. Bowman, assistant to the District Attorney at Grand Rapids, Mich., to make investigation into the affair.

Domestic and Naval.

After a three and a half year cruise about the world, during which she traveled 93,000 miles, the non-magnetic yacht "Carnegie," of the Carnegie Institution at Washington, arrived recently at Erie Basin, South Brooklyn.

Importations of potatoes from Holland to the United States have been very heavy lately in consequence of which the Holland-America Line despatched no fewer than five steamers from Rotterdam to U. S. ports during a period of seven days.

The Russian Department of Commerce and Industry has set aside the sum of $92,700 for the construction of a harbor for coasting vessels in the Amur Bay at Vladivostok. A wharf 910 feet long and a breakwater 210 feet long are to be built.

The founders of the Sweden-North American Line have applied to the Swedish Government for a loan of 33,000,000 kroner and an annual subsidy of 500,000 kroner for three years, and it is promised that the steamers shall be built so as to fit them for use as auxiliary cruisers.

Repairs to the American ship "William F. Babcock" will cost $8000, according to advices received by the marine department of the Chamber of Commerce from London. The Babcock was previously reported in collision with another vessel at Durban.

It was announced that, with the broken shaft of the battleship "Vermont" as an object lesson, the Naval Board of Inspection and Survey would go to the Norfolk Navy Yard to begin an inquiry into the causes for the breaking of the main shafting of naval vessels.

The "Zulia," which sank at New York after having her bottom pierced by a falling steel shaft, is owned by the Atlantic and Caribbean Steam Navigation Co., and is a steamer of 1,713 tons, built in 1901, and valued at $150,000. She was loading for Curacao and Maracaibo.

Work is progressing well at Russian shipbuilding yards and it is confidently anticipated that no further orders for high class steamers will be placed abroad. Not only are Russian vessels to be built in Russia, but every effort is to be made to have the auxiliaries made there as well.

The Argentine Government is again calling for tenders for the delivery of three motor ships and six motor tank-ships for traffic on the Bermejo. The tank ships are wanted for bringing liquid fuel from new deposits in the interior to Buenos Aires, and must be capable of using crude petroleum in their motors.

Messrs. A. A. Embricos & Co., of London, have contracted with Messrs. Wm. Doxford and Sons, Sunderland, for the construction of a high-class cargo steamer with a deadweight carrying capacity of about 10,500 tons on a draft of 25 feet, and to steam 11 knots. The contract price is about £75,000.

A statement issued by the Navy Department anent the recent cruise of the battleships to the Mediterranean says inter alia: "The refueling of the fleet by the colliers rather than by purchase of coal at the ports visited, resulted not only in a saving to the Government of upward of $75,000 but also in the supply of better coal than could otherwise be obtained."

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IMPORTANT NOTICE.

The members of the crew of the steamer "Hyades" who witnessed the assault upon Victor Petitmangen by the first officer of that vessel are requested to report immediately to the Secretary or any Agent of the Sailors' Union of the Pacific in order that depositions of their evidence may be forwarded to Honolulu.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify Jack Rosen, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Abolin, Chris.
Abrahams, A. M.
Abrahamsen, Johan
Addicks, Henry
Aga, Johan
Ahokas, Hmari
Akselsen, Herman
Alund, Ture
Andresen, A. -1635
Andersen, A. C.
Andersen, Arnfelt
Andersen, Christian
Andersen, H. T. -1620
Andersen, K. J. -1890
Andersen, N. -1549
Baardsen, Sellef
Baird, Robert B.
Bartels, O.
Barton, W. F.
Baumert, Heinrich
Beausang, Eugene
Begg, John
Behrens, Herman
Bekker, George
Bell, John
Benglson, Lars P.
Berge, Peter
Bergstrom, C.
Bergman, C. W.
Bergstrom, A.
Bergstrom, Axel
Berlin, A. W.
Berner, Axel H.
Berntsen, Julius
Bernstein, Hans
Birkness, Ole
Bjerk, Gustav
Bjornson, Konrad
Bjorseth, Knut
Cain, P.
Campbel, Wm. H.
Carlson, Gustag
Carlson, O. S.
Carlson, Thure F.
Carlsson, R. T.
Carlsson, Carl W.
Carlstrom, John
Carter, Sidney
Cederstrom, Wm.
Chaler, Bautista
Dahler, H. N.
Dalstrom -698
Damke, W.
Danielsen, Nils
De Baere, Henré
De Bruin, B.
Dehler, Alfred
Dellas, James
Dempsey, H.
Denver, George
Deswert, William
Eaton, William
Edgerton, Jack
Einardt, John
Eggers, John
Eliasen, Sam
Elholm, Peter
Ellingsen, Fritjof
Ellefsen, Otto
Ellingsen, O. W.
Ellingsen, Wilhelm
Farrell, H. D.
Ficher, W.
Finkson, Chas.
Fisher, Frank
Foerg, Wm.
Fogerti, O.
Follan, Thomas
Forsgren, Karl
Floernann, Anbert
Gansen, H.
Gasch, Willy
Gjardahl, Soren
Glen, James
Graiff, Ed.
Grabower, M.
Grolin, Conrad
Guckmann, Ewald
Guldbrandsen, Jack
Gumoes, Fredrick
Haack, R. A.
Hakonsen, Emil
Hakensson, C.
Hall, W. I.
Halmstrom, Oskar
Halvarsen, Hans
Halvarsen, Olaf
Halvorsen, Wm.
Hansen, Alf
Andersen, Sigurd
Anders, Fred
Anderson, Albin
Anderson, Andrew
Anderson, C. A.
Anderson, Abbe
Anderson, Carl
Anderson, E. -1886
Anderson, Fritz
Anderson, Harry
Anderson, Henry
Anderson, Knut
Andersson, P. A.
Anderson, S. A.
Anderson, Wm.
Andersson, E. -1781
Andreasen, H. -1477
Blair, Bernard
Blank, Georg
Blodsing, August
Blom, Gustaf
Bohnhoff, Heinr
Borgen, John
Boro, S. S.
Boy, Geo.
Bradic, Frank
Brander, Oscar
Brauer, Frederich
Brennesser, Otto
Brooke, Oswald A.
Broun, Frank
Bryan, Geo. F.
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Buaas, Thomas
Buchtmann, Fritz
Buck Arthur
Bugge, Fritz
Burgess, A.
Burde, Fritz
Burmer, Fred
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Erdal, John
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Erickssen, Gerhard
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Freiberg, T.
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Gundersen, P.
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Gunvaldsen, J.
Gustavsen, Olaf
Gustavson, G. R.
Gustafson, M. H.
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Hansen, C. P.
Hansen, E. A. -1658
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Hanson, P.
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Hawking, Iver
Hedberg, Alfred
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Hem, Jens
Hein, Paul
Hellesten, Ingval
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Herbert, Chas.
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Higgens, H.
Hiks, Gustaf
Hilke, Charles
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Holt, Adolf
Holt, Carl C.
Horgan, J. A.
Horse, Frank
Hoye, Haakon
Hubner, C. F. W.
Ilsemann, H.
Ingrebretsen, Josef
Intre, Raymond
Irwing, James
Jacobsen, Olaf
Jackisch, Magnus
Jacobes, Fred
Jade, Hans
Jahuke, Otto
Jakobsen, Anders
Jakobsen, Emil
Jamsa, James
Jansson, Fredrick
Jauncey, James T.
Jensen, C.
Jensen, Fredrike
Jensen, J. F.
Jensen, Just.
Jensen, M. P.
Johansen, Arthur
Johansen, F.
Johansen, E. O.
Johansen, H. B.
Joranson, Frank
Johansen, Thos. W.
Johannesen, Carl
Johannessen, Anton
Johansen, E. A.
Johansen, Eduard
Johansen, H. C.
Johansen, J. -2021
Johansen, -2183
Johansen, J. -2283
Johansen, 1081
Johansson, Emil
Johansson, -880
Johnson, -2094
Johnson, Antony
Johnson, Berdines
Johnson, C. A.
Johnson, Chas.
Johnsen, Chris.
Johnson, C. N.
Johnson, E. H.
Johnson, William
Jones, D. H.
Jorgensen, H. P.
Jorgensen, Peter A.
Jurishuck, O. A.
Kaasik, August
Kainin, E.
Kallasman, E.
Kalodyeyzik, A.
Karger, Fritz
Karlgren, August
Karlberg, Arvid
Karshama, Hiklas
Kaspersen, H. -1100
Kine, Conrad
Kiocha, August
Kisow, Paul
Klausen, C.
Klebengat, Fred
Klepzig, Otto
Klott, Herman
Knappe, Adolph
Knudsen, Lauritz
Knudsen, Daniel
Koch, R.
Kolbe, Albine
Korsmeier, F.
Koso, Pet
Kramer, Fred
Krane, Anton
Kreitsberg, A.
Kressman, Carl
Kron, A. H.
Kristensen, Hans
Kristensen, Jakob
Kroger, H.
Krohn, John A.
Kruger, Gustav
Krysmann, Karl
Kuhn, Jno.
Lagerquist, Gustav
Lahmeyer, Herman
Lambert, Edward
Langerud, Ole
Laponble, Jean P.
Larison, Hens
Larka, Edvard
Larsen, Erik J.
Larsen, Fred. W.
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Lindrob, Otto
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Ljungstrom, John
Lofgren, Richard
Lorenzen, Henry
Lovera, Paul
Luckmann, Ewald
Lude, Thorwald
Ludwig, Jack
Lund, Chr.
Lundberg, Thorsten
Lundholm, Frans
Lundmark, Helge
Lundquist, Alex
Lund, William
Maatson, Olaf
Macaulay, Hugh
Macdonald, George
Malmguist, Justus
Manus, J. M.
Marchand, Louis
Marchwardt, Carl
Marden, Gus
Mariner, R. W.
Markson, M.
Martens, H. -1892
Martens, Hans
Martin, Dan
Martin, Geo. S.
Martinsen, Ingvald
Mason, George
Mathews, John
Mathias, Albert
Mathiesen, Ludvig
Mattson, Chas.
Mattsson, Rudolf
Maves, J. B.
McCarl, F. A.
McCourt, Joseph
McKenzie, Wm.
McMahon, J. T.
McRae, J. W.
Mehrtens, H.
Menzel, Otto
Meyers, Ernest
Mickelsen, M.
Milas, Petar
Miller, Charles
Moen, Robert
Moller, John J.
Mollyhus, Ingvar
Monson, C.
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Mortensen, -2191
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Muller, Albert R.
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Murray, C. P.
Mushaar, Hans
Myers, B.
Neergaard, Anton C
Nelsen, Hans
Nelson, C. -641
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Nerlicht, Arthur
Never, Aug.
Nicolaisen, Otto
Nielsen, Chas.
Nielsen, Ed.
Nielsen, S. -1116
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Nilsen, Anders
Nilsen, Anton
Nilsen, Axel
Nilsen, Edan E.
Nilsen, Michael
Nilsen, Oscar F.
Nyman, Oskar
Ober, John
Olman, P.
Olsen, Ole
Olsen, Paulus
Olsen, Charles A.
Olsen, Charley
Olsen, Frank
Olsen, Gustav
Olsen, Harold
Olsen, Harry
Olsen, Jorgen
Olsen, Olaf
Olsen, Olaf D.
Olsen, Otto
Olson, Henrik
Olssen, Oscar
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Orman, Verney
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Opitz, Gustav
Osterhoff, H.
Ouckberlong, Fred
Owens, Peter
Palmer, F. G.
Paludan, Charles
Pankhurst, Thos.
Paulsen, Gustaf
Paulsen, J. -1229
Pearson, J. T.
Pedersen, Halfdan
Pedersen, Hans
Pedersen, L. -1167
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Pedersen, Ole
Pedersen, Petter A.
Pedersen, Vilhelm
Pedersen, -1560
Peterson, O. E. -1558
Pederson, S. R.
Peil, J. A.
Perrin, H.
Persson, Oscar
Peters, J.
Petersen, Axel
Petersen, Aksel
Petersen, A. L.
Petersen, Carl -645
Petersen, C. V.
Petersen, H. A. R.
Petersen, Karl
Quigley, R. O.
Randrop, John
Rasmusen, Andrew
Rasmussen, Emil
Rasmussen, Jacob
Rekstad, Erling
Rath, Herman
Redmond, Thos.
Redpath, A.
Reimer, Peter
Reinhold, Ernest
Renvald
Richter, N.
Ries, Heinrich
Riis, A.
Riis, Harry
Saarde, Als
Sahke, John F.
Sahlman, Chas.
Sand, Bernhard
Sandberg, J.
Sandy, Oskar
Sanne, Rudolf
Santo, Manuel
Salzer, Julius
Samuelsen, Leonard
Saul, Fred
Saunders, James B.
Scaribosta, Mario
Schellenberg, H.
Scher, G.
Schlabis, Edward
Schmehl, Paul
Schmidt, George
Schneider, H.
Schrej, G. W.
Schroder, Ernst
Schroder, Paul
Schultz, Albert
Scott, Ed
Seablom, Albert
Sederholm, Anton
Selander, W.
Seldal, Peter
Selen, J.
Senger, George
Sergo, A.
Sewall, Harry
Sievert, F.
Sievers, Herman
Taivola, Gust
Tamisar, P.
Tammon, Chr.
Tanberg, Einar
Taylor, J.
Tenneson, E.
Thompsen, Benj.
Thompson, Ch.
Thomasen, Benjamin
Thorkilsen, Jonas
Thorsen, Chas.
Thorsen, Jens
Tietjen, B. H.
Tiller, E.
Tesair, M.
Uhl, Theodore
Valtti, Jalmar
Van Bruen, J.
Van der Made, Leen
Van Katwyk, J. W.
Wahl, Robert
Wakroom, T.
Wank, Romano
Wattgren, I. M.
Wehde, F.
Weigaard, Jens
Wendel, Emil
Werner, Paul
Wersu, A.
West, Henry
West, Wakon A.
Wetzel, C. G.
Willman, Paul
Zirnbauer, Charles
Zimmerninks, F.
Petersen, Kristian
Petersen, O. -1595
Petersen, P. G.
Peterson, S. B.
Pettersen, S. A.
Petersson, Oscar
Pettersen, Fredrick
Phillips, Charles
Pomer, A.
Porino, G.
Preusse, Fred
Prinz, Carl
Punis, Torny
Rippe, R.
Rivera, John
Roalsen, Fred
Rogenes, G.
Rokus, J.
Roscheck, Paul
Rosenquist, A.
Roslin, Robert
Rudebeck, Otto
Rudt, Walter
Rundquist, O.
Rusberg, H.
Russell, Jim
Rytke, Otto
Simens, S.
Simonsen, C.
Skedsmo, A.
Skoglund, H.
Slettingdalen, Einar
Smith, E. S.
Smith, G.
Smith, Johan
Smyth, Wm.
Soneson, Wm.
Sonnenberg, J. C.
Sorge, Ewald
Sorne, F.
Staph, Andreas
Sparch, Tom
Spark, A. V.
Stange, A. -2063
Stangeland, P. A.
Stein, Emil
Stelle, John
Stewart, James L.
Strand, Louis
Straus, Walter
Strom, Leonard
Stuart, James G.
Sullivan, Axel
Sullivan, John
Sundquist, Ernst
Sundquist, W. W.
Svansen, S. E.
Svanson, E.
Svanson, Martin
Swarthey, Norman
Swanson, Listen
Todahl, Martin
Tollefsen, Andreas
Tompkins
Tommola, Vaino
Tonnesson, Harold
Torgerson, C.
Toysen, Theodore
Trede, Hans
Treiberg, P.
Treucrek
Tuck, W.
Tvede, Jens
Twede, F.
Tydeck, Carl
Ursin, J.
Vittemajor, W. U.
Vold, O. P.
Voss, Bernhard
Williams, John
Williams, Seth
Willkas
Willman, F.
Wills, Geo.
Wilson, J.
Wilson, Robert
Winther, John
Wittenborn, Hans
Willmann, Will
Woldhouse, John
Work, John
Wrig, Ferdinand
Zoe, Francis
Zoerb, Walter

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Andersen, E. -1739
Andersen, Hans A.
Anderson, A.
Baardsen, Tillef
Balda, A.
Berg, John
Bergstrom, Axel
Bjerk, Gustav
Bjorseth, Knut
Burnett, Ernest
Eriksen, Gerhard
Buas, Tomas
Carlstrom, John O.
Christoffersen, Olaf
Christensen, Fred R.
Christensen, Robert
Ellefsen, Otto
Freiberg, P.
Fritsch, Leonard
Gasman, Geo. A.
Guldbrandsen, Jack
Gumoes, Fredrick
Hansen, Chr. M.
Hansen, Karl
Hanson, Marins
Hartog, John
Haugen, Hans C.
Haugen, Lars
Heiberger, Morgan
Hendriksen, H. -1333
Hillig, Albert
Ingebrigtzen, Olaf
Iversen, Reidar
Johansen, E. M.
Johnsen, J. -2283
Johnson, Ivar
Johansen, J. J. -2021
Johanson, Nils A.
Johnson, W.
Jorgensen, Jorgen
Jorgensen, Oluv
Kaspersen, Henrik
Klingeland, Berger
Korsberg, Wollaf
Kristiansen, Jacob
Laydon, D.
Lindroth, Erik
Lukman, Ewald
Madson, Olaf
Malm, G.
Malmin, Tormod
Mickaelsen, John
Mortensen -2191
Narrup, Karl
Nelson, Hasmund
Nielsen, E. S. -1116
Nilsen, Emil
Olsen, -1244
Olsen, Carl -1101
Olsen, Henrik
Ottem, Aksel
Petersen, K. -1598
Petersen, Olav
Raasch, O.
Rasmussen, E.
Rathke, Reinhald
Reimer, P.
Rimmer, Chas.
Seibert, Harry
Smith, E.
Summers, James
Thorsell, Chas.
Thorsen, Jens
Tonnesen, Abraham
Torkildsen, Jonas
Trondsen, J. M.
Valboe, Hans
Van Pratwijk, Johannes
Wakely, R. E.
Walters, Albert B.
Willander, -876
Willmann, Wilhelm

INFORMATION WANTED.

Johannes Puun, born in Oesel, Arensburg, Russia, supposed to be sailing on the Pacific coast, is asked for by his mother. Anyone knowing his whereabouts please notify A. Lepp, Sailors' Union, San Francisco.

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Burman, Andrew	Larsen, Julius
Carlson, Arthur	Larson, C. L.
Carlson, Eric	Lizs, Otto
Cefalia, Vinzenco	Pinner, Robert
Erikse, Johan	Portanen, Alex
Ericksen, E. John	Petersen, F. V.
Hagen, L. P.	Swanson, John
Johanson, E. O.	Widlund, O. E.
Jeschke, Hans	Walrath, G. O.

Seattle, Wash.

Abolin, Adam	Osterlund, Albert
Borgen, K. Sigurdsen	Olsson, Sigfrid
	Peterson, Andrew K
Dahl, Ben.	Phister, Albert
Fister, Johannes	Polhome, Mr.
Finnigan, I. H.	Ridderstaff, Ernest
Hagen, Gunder	Rye, F. M. J
Jensen, Gustav	Selback, Chris.
Johansen, Ingvald	Slinning, Rasmus O
Johnson, Axel	Spellman, Tom.
Nelson, Nels Wilhelm	Starks, John
	Stein, George G.
Larsen, Fred	Stixrud, Jack
Magnuson, P. A.	Stromsness Oscar



Capt Chas. J. Swanson

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SEPT. 1880
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Pt. Townsend Letter List.

Andersen, E. T.	Mertz, George E.
Alango, John	Nachtigall, H.
Hermansen, L.	Rosbeck, Gustaf
Johansen, John	Shold, Chas. A.
Johnson, Ole	Varner, C.
Moore, George	Wilson, Gus

INFORMATION WANTED.

A. J. Nielson, who was injured on the "Minnie E. Kelton" at the time of her loss, please communicate with H. W. Hutton, 527 Pacific Building, San Francisco, Cal.

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INFORMATION WANTED.

Anyone knowing the relatives of Chas. Green, who was drowned at Nome, Alaska, October 5, 1913, kindly notify Coast Seamen's Journal.

Marcus Andersen, a native of Norway, age 24, five feet seven inches tall, dark hair, fair complexion; sailing on the Lakes when last heard from, in 1911. Any noe knowing his whereabouts please notify Geo. Johnson, 5727 Sangamon street, Chicago, Ill.

News from Abroad.

Four men were killed and 50 injured in a mutiny in the penitentiary at Cairo, Egypt.

A London newspaper announced that a punitive expedition against the Mad Mullah, in British Somaliland, was being organized.

It was reported at Tangier, Morocco, that Raisuli, the ex-brigand, had been proclaimed Sultan of Morocco by his followers.

James Larkin, the Dublin strike leader, announced that he would visit the United States soon to carry on his "fiery cross" campaign.

Fresh volcanic eruptions caused further loss of life among the natives of the island of Ambrim, in the New Hebrides group.

Twenty-five lives were lost and property valued at $2,000,000 was destroyed in a fire which swept Georgetown, British Guiana.

Final results of the elections for the New South Wales Parliament have now been published and show the return of 50 Labor members, 38 Liberals and two Independents.

The Orthodox Exarch of Bulgaria issued an encyclical deprecating church unity and recommending orthodoxy and "Slavism" under Russia's lead.

Three regiments of Chinese soldiers, at Talifu, in the province of Unnan, revolted and killed their general, a college professor and several civilians.

The Norwegian Government has resolved to request the Storthing to vote the necessary funds to send a warship to represent Norway at the opening of the Panama Canal.

It was announced from Vienna that 94 Ruthenians would be placed on trial at Maramaros-Sziget, Hungary, on charges of treason and espionage in the interests of Russia.

Prof. Ernest Schweininger, of Munich, famous as Bismarck's physician, declared the theory that radium and mesothorium were the long-sought cure for cancer was "a gigantic swindle."

Alfred Fried, the German publicist, declared the American policy of diplomatic postponement as exemplified in the handling of the Mexican situation, was the supreme achievement for peace of 1913.

An indication that Russia is not satisfied that all the complications raised by the Balkan wars have been disposed of was given by the issue of a long official list of military topics which Russian papers are forbidden to mention.

It is reported that Marconi, the wireless inventor, has been able to talk for half an hour over the wireless telephone from Clifden, on the west coast of Ireland, to Glace Bay on the shore of Cape Breton Island, Nova Scotia.

The French Parliament decided not to make an appropriation for the Panama-Pacific Exposition until a bill drawn by Thomas Ewing, the United States Commissioner of Patents, and which is now pending in the United States Senate, was disposed of.

The Indian population of Canada shows a considerable increase for the year just ended. In the transition from the wigwam to houses built on modern lines the Indian has experienced many difficulties in adapting himself. This, however, is being overcome to a marked extent according to a report fdom the department of Indian affairs.

With the Wits.

The Blame Placed.—Visitor—How does the land lie out this way?

Native—It ain't the land that lies; it's the land agents.—Philadelphia Record.

The Worst Kind.—Gabe—What is a bore?

Steve—A man who doesn't talk to us about ourselves.—Cincinnati Enquirer.

His Successor.—"It that the same fellow we saw doing stunts in his aeroplane?"

"When was that?"

"About six months ago."

"Well, hardly."—Life.

A Bent for Bills.—"Do you believe in women holding office?"

"Sure I do. Some day I'm going to run my wife for Congress on her knack of introducing bills into the house."—St. Louis Republic.

Why.—"We don't have any grass growing in our streets," sneered the New Yorker.

"No, I dare say not," replied the Philadelphian. "I suppose your street-car horses nibble it off as they browse along."—Lippincott's Magazine.

A Good Idea.—"A famous educator says everybody ought to read a little poetry every day."

"I agree with him. If more people would read poetry every day, perhaps there wouldn't be so many trying to write it."—Birmingham Age-Herald.

Hardly Begun.—"Your society started out to decide a number of questions of great scientific importance."

"Yes. We arranged to consider the manifestation of the psychic impulse in protoplasmic life and the molecular energy developed by the prismatic transmutation of light-waves and kindred topics."

"And have you done so?"

"No. We've only been in session a week. We haven't yet decided the question of who's boss."—Washington Star.

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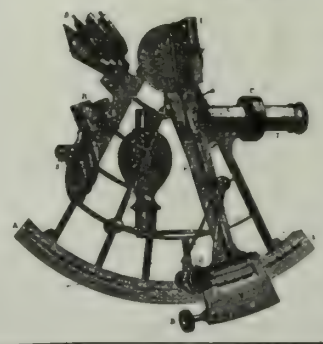
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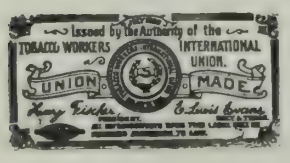
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COAST SEAMEN'S JOURNAL

FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XXVII, No. 19. SAN FRANCISCO, WEDNESDAY, JANUARY 21, 1914. Whole No. 2261.

PERTINENT QUESTIONS ANSWERED.

The editor of a prominent magazine recently requested Secretary V. A. Olander of the Lake Seamen's Union to answer a number of questions regarding the section of the Seamen's Bill requiring passenger vessels to carry lifeboats sufficient in number to carry every person on board, and two men of the rating of able seamen or higher for each such lifeboat.

In view of the fact that the questions deal largely with excursion vessels, the owners of which are particularly clamorous in their opposition to the Bill, the reply given by Secretary Olander will be of general interest. The questions and answers follow:

Question No. 1.—That the exemptions in the Bill are so narrow that they bring within the scope of the new statute not only all ocean-going ships, but the little boats and passenger boats plying along shore, like those in Chesapeake Bay, the Central New Jersey boats running to Atlantic Highlands, and so on.

Answer.—No passenger vessel, whether bound on an ocean voyage, or on the Great Lakes, or on sounds or bays, should be permitted to leave port without having on board a means whereby passengers can, in case of necessity, be taken off the vessel quickly and with reasonable safety. Once out of port, away from the immediate vicinity of docks, wharfs, or the banks of a river, there is no certain way to quickly and safely remove passengers except by means of lifeboats.

In harbors there are docks and wharfs on all sides which can be reached easily without speeding the vessel, and large numbers of small craft such as tugboats are always at hand. In rivers there is the river bank on both sides where the vessel can get close enough to land passengers by means of a gangplank. Small inland lakes where the line of travel is not more than 3½ miles from shore are usually simply a part of a river system. A river bank, cut by the current, is far different and a decidedly safer proposition for landing purposes that a sloping beach. In case of a river bank the water is deep close to actual land, and vessels used exclusively in the river trade are of much shallower draft than other vessels. A beach, however, shallows gradually, so that a vessel getting as close to land as her draft will permit may strike bottom and stop anywhere from one-half mile to three or four miles from actual land.

Will anyone argue that it is safe to jam a crowd of men, women and children into a hall, a theatre



Courtesy of Sacramento Bee.

WILL THEY PREVENT HIM FROM FIRING THE GUN?

or a shirtwaist factory on shore and then lock the doors?

Can it be any safer to crowd a ship with human beings and send it out of port without having on board the means by which the people can be taken off quickly and safely?

Means of quick exit is needed in both instances. On board ship safe exit, when out of port, can only be guaranteed by lifeboats and men to handle such boats.

Question No. 2.—That as many of these vessels are practically ferry boats, excursion boats that do not have sleeping cabins, it would be impossible to provide lifeboats sufficient to give a seat for every day passenger.

Answer.—The Bill exempts ferry boats, of course, since such vessels operate exclusively in harbors and rivers. No vessel should be permitted to go out of port so overcrowded as to leave no space to carry sufficient lifeboats. As to space for such boats; the bill does not require that all lifeboats must be under davits. Some can be placed on deck skids, so that, when the boats under the davits are launched, they can be quickly pushed into place and lowered in their turn. That system is not new, by any means.

Question No. 3.—That if such lifeboats were provided and two seamen were required for each boat, it would bring the number of the crew up to an impracticable point—hundreds of deck men, etc.

Answer.—The shipowners base that claim upon the very **smallest** type of lifeboat, figuring only 18 to 20 persons per boat, and the **maximum** passenger permit on the largest and most overcrowded excursion steamers. There will be nothing to prevent them from carrying lifeboats of 50 to 65 persons capacity each, as is done in many cases now.

As an illustration: a steamer carrying 1000 persons, having lifeboats of 60 persons capacity each, would require only 17 boats and 34 men of the rating of able seamen or higher, that is, about 30 able seamen exclusive of the licensed officers.

There is no arbitrary definition of what constitutes the deck department. In event of the passage of the bill, in cases where the present number of the deck department is not sufficient to make room for two men for each boat, the owners will employ able seamen as watchmen, in place of the inexperienced men now carried, which ought to be done, baggagemen, and in some cases probably porters and in other positions, placing them under the jurisdiction of the deck officers, and thus, by a readjustment of the crew, have a sufficient number of able seamen without increasing the total crew except in the case of the comparatively few extremely large excursion carriers.

Question No. 4.—That as these vessels do not go far from land, they can run into shallow water where they cannot sink, or into the shore quicker than a whole fleet of lifeboats can be unlimbered, and that they present an altogether different safety problem than the ocean-going liner.

Answer.—To "run into shallow water" in this sense means beaching the vessel, perhaps half a mile, perhaps a mile, perhaps five miles from actual land and in from twelve to twenty feet of water. The vessel is then in a position where it cannot be reached by other vessels on account of the shallow water, which, however, is deep enough to drown every person on board. The people can then only be taken off by lifeboats or other small craft, or by the very slow method of breeches buoy from the shore if near a life saving station and close to shore.

Perhaps the greatest danger on excursion vessels is that of fire. In case of a serious fire it may be a very dangerous matter to attempt to move the vessel at all. Please note the following from the report of the Commission on Investigation upon the Disaster of the Steamer General Slocum, given as the reason for the sudden spread of the fire in that case:

". . . his action in maintaining a high speed and creating a strong draft of air from forward, sweeping the flames aft."

In event of accident many things may prevent the quick movement of the vessel, even if such movement is advisable. The engine may be damaged, the boilers affected, or the steering gear may be put out of commission.

Suppose, however, that a large excursion steamer loaded with people, being on fire, is beached. Let us say the weather is good, no sea running. What then? The people must leave the vessel. How? Our opponents say that the passengers can then put on life preservers, jump overboard and float around until help comes.

Passengers on excursion vessels often consist of over 50 per cent. children. At the recent hearing before the Committee on Merchant Marine and Fisheries I illustrated just what a life preserver means to a child by putting one of the regulation belts on a little girl. It hung down around her hips, with the lower part at her knees. If placed in the water the child would have floated feet up and head down.

Even if it were possible to provide a life preserver that would automatically adjust itself to either a large man or a small child, the people in the water cannot be given any help quickly except by large numbers of lifeboats. Viewed from every angle the lifeboat is absolutely necessary.

Question No. 5.—That the provision for three years' deck experience as a pre-requisite of an able seaman's certificate depends in the bill on an affidavit—which is not a very dependable base.

Answer.—We believe that the Department of Commerce will undoubtedly provide proper rules to guard against certificates being obtained through false affidavits.

Question No. 6.—That even if the affidavit was reliable, three years' deck experience would not necessarily enable a man to handle lifeboats.

Answer.—Three years' service on deck will enable any man to handle a lifeboat better than he could as the result of that length of service in any other department.

The work on deck, on both freight and passenger ships, is the only kind that accustoms a man to handle tackles, lines, and other gear in daily use on all vessels and thus gives him the kind of skill useful in lowering boats. In the actual handling of the boats in the water, the members of the deck crew alone get any experience in that, outside of the exhibitions known as "boat drills." Whenever a boat is used for working purposes, either on freight or passenger vessels, it is manned by the deck crew. The man who works on deck gets, as a part of his routine work, experience needed to make him useful in lifeboat work, and, in a greater or less degree, he gets such experience on every vessel on which he serves, regardless of "boat drill." Besides, it is the deck crew that cares for and keeps in repair the equipment and gear of the boats.

Question No. 7.—That an examination for efficiency rather than three years' experience would be desirable from the standpoint of safety, if not from the standpoint of labor organization.

Answer.—I quote from Hearings, Subcommittee of the Senate Committee on Commerce, on the Seamen's Bill (then H. R. 23673) December 2 to 17, 1912, page 610, as follows:

"SENATOR BURTON—An alternative between the two, either an examination or a time limit?

"MR. FURUSETH—Exactly. That is how the bill read that was introduced first, but the shipowners were so absolutely opposed to the examination and the department was so utterly opposed to the examination, that we simply had to drop it.

"SENATOR BURTON—What were the reasons they gave against it, that it was impracticable?

"MR. FURUSETH—Utterly impracticable, they said, and entailing such a tremendous loss of time and expense as to be utterly out of the question. That was the report made by the Commissioner of Navigation to the House Committee on Merchant Marine and Fisheries. . . ."

Mr. Furuseth, as you know, is the President of our International Union, the International Seamen's Union of America. I think that the above quotation proves that this labor organization has taken a liberal position on that question.

However, we say this, that an examination that entirely ignores experience, which requires no experience to be shown, would not be the proper thing.

And in every instance where this question has been reported upon by the committees of either the Senate or the House, the standard of three years' deck experience has been recommended in reference to able-seamen.

That is what the English law provides; it is the standard recommended by the Norwegian Commission in 1910; it is included in the new Australian Navigation Act of 1913; it is the standard in Germany; while New Zealand requires four years. The service must be **on deck** in all instances.

Question No. 8.—That to give deckhands this certificate and to bar out fishermen and men used to Sound boats, dories, etc., is indefensible.

Answer.—The bill does not bar service on deck, on bay, Sound, or on fishing vessels. However, a boy playing with a skiff or paddling a canoe would not be considered as thus obtaining deck experience.

Question No. 9.—That the requirement that none of these able seamen on the decks can be used in other departments of the boat will merely create a deck crew as serviceable in emergency, but as idle in ordinary times as a fire department crew; and that obviously men that qualify with this certificate should be available for work in other departments of the boat or the payroll will have to be increased so as to make such transportation charges excessive.

Answer.—The requirement that seamen engaged for service in one department of the ship shall not be required to work in another department, except in emergencies, is particularly aimed at an inhuman practice in vogue on freight steamers on the Great Lakes, i. e., that of shipping men and boys as **deckhands** but compelling them to work in the hot fireholds and bunkers as **coal passers,** subject to being called on deck at any time, a health-wrecking process that ought to be stopped.

The requirement will work no hardship on any vessel. It can easily be complied with. There is no arbitrary definition of what constitutes the deck department. The shipowners will simply readjust their crew, as explained in my answer to Question No. 3.

Two able seamen do not, by any means, constitute a full crew for a lifeboat. That requirement is the very minimum of safety and guarantees simply the presence of at least two skilled men, one at each end in lowering the boat, getting her away, and making use of and directing the services of perhaps a dozen men from other departments of the ship. It is an irreducible minimum. In case of bad weather, when the boat will be handled largely by means of a steering oar at the stern and a drag out ahead, it is these men who must be relied upon. But they will have others with them, of course.

Please do not get the idea that able seamen are needed only for lifeboat duty. The presence of a sufficient number of such men would have **prevented** many a disaster at sea in the past. Their services are needed in the every-day work of the ship. It is important, of course, to have on all passenger ships good cooks, efficient waiters, and lively bell-boys. But don't forget that it is more important, as a matter of safety, to have men at the wheel and on the lookout who are not exhausted from unduly long watches, to have men on deck who know how to heave the lead when necessary to take soundings, and who can keep that immense part of the ship which must be looked after by the deck department in proper shape to meet and overcome danger. A proper deck crew, now rather rare, is badly needed to guard against the necessity for abandoning the ship.

There are many instances now where deck crews are often compelled to work 18, 24 and even 36 hours continuously without rest. In many other cases they are required to be on duty all day, 12 hours or more, after which they are allowed to go below for the night, subject to call. The result is that the only men on deck at night are those at the wheel, on lookout, the officer on the bridge, perhaps three or four all told. When something serious goes wrong, which must be repaired quickly, there is no regular watch on deck to attend to it, but it must wait until the men off watch are called, who come on deck with eyes heavy from sleep, perhaps half clothed, stumbling along in the darkness. And these men very often, in nearly all cases of excursion vessels, are inexperienced and incapable of doing the work properly. Even the ordinary deck work is neglected.

Just another word. Excursion steamer owners tell about such vessels only being operated 9 to 12 hours of the day, in some instances. Don't be misled by such statements. In such cases most of the crew is required to work from fourteen to eighteen hours daily. The vessel must be prepared before she leaves, and must be put in order after the crowd is ashore. The crew has breakfast at 6 o'clock a. m., proceeds to get the ship in order for passengers. It leaves port at somewhere between 9 a. m. and noon, keeping in continuous operation until some time between 9 p. m. and midnight, after which the crew must make things secure before turning in. The deck crew, under present conditions, get the very worst of this kind of treatment. Excursion steamers, as a rule, are worse than most others in that respect.

If safety of life is to be given full consideration, then the La Follette bill ought to pass exactly as it now reads. On the other hand, if short trip excursion steamers are to be exempted from the lifeboat provision, it will make less difference to the seamen as a class than to any one else. It is not the wives of seamen, or the children of seamen, that patronize those vessels. Seamen do not get wages enough to indulge in such a luxury as a home, with a wife and children. But as seamen we know the dangers of the sea whether affecting an ocean liner or an excursion steamer. We tell the facts, the bald truth, and point to the remedy, or rather the safeguard. That is our duty as citizens, aside from any interest we may have in the matter as workers.

The pilot-boat "Pathfinder", which cradled on the rocks of Point Diablo during the fog in the evening of January 15, has gone to pieces, unable to withstand the swell pounding shoreward. The little craft, which for many years has carried the pilots in and out of the Golden Gate, has broken in half, and all that is visible of the wreck is a mast showing at an angle a few feet above the surf. In view of the fact that the "Pathfinder" was equipped with auxiliary power at an expense of more than $10,000 a few weeks ago, the loss is keenly felt by the Pilots' Association. Some, but not adequate, insurance was carried on the vessel. Captain Charles Johnson, the boat keeper, who was bringing the "Pathfinder" in from sea at the time of the mishap, gives as an explanation of the accident that the compass was a trifle off and in the mist the inshore current got the better of the helm.

The wreck of the four-masted wooden schooner "Balboa" is reported as having been sold at Aberdeen, Wash., for $160. The consideration was snot cash, and Will Herren was the successful bidder. The "Balboa" lies a wreck just north of the north jetty at the entrance to Gray's harbor. The underwriters only decided to sell the vessel at auction after they deemed it useless to attempt floating her.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Passage of Immigration Bill Urged.

On December 15, 1913, Mr. John L. Burnett, chairman of the House of Representative's committee on immigration, reported the Immigration bill, H. R. 6060, to the House. He urged its early consideration and speedy passage. This bill contains the following restriction:

"That after four months from the approval of this act, in addition to the aliens who are by law now excluded from admission into the United States, the following persons shall also be excluded from admission thereto, to wit:

"All aliens over sixteen years of age, physically capable of reading, who cannot read the English language, or some other language or dialect, including Hebrew or Yiddish; Provided, That any admissible alien or any alien heretofore or hereafter legally admitted, or any citizen of the United States, may bring in or send for his father or grandfather over fifty-five years of age, his wife, his mother, his grandmother, or his unmarried or widowed daughter, if otherwise admissible, whether such relative can read or not, and such relative shall be permitted to enter. . . . Each alien may designate the particular language or dialect in which he desires the examination to be made, and shall be required to read the words printed on the slip (prepared under the direction of the Secretary of Labor), in such language or dialect."

This section of the act is the literacy test that the American Federation of Labor has urged Congress to enact for many years. In the last Congress it was passed by both Houses and vetoed by President Taft. The Senate took it up and passed it over Mr. Taft's veto, by a vote of 72 to 18; the House vote being 213 to 114. A change of five votes in the House would have overridden the veto and placed the literacy test for incoming aliens upon the statute books during that Congress.

Protests against the enactment of the literacy test are being received by Congressmen, but the general opinion is that they are inspired by, and primarily emanate from, steamship agencies and large corporations like the Steel Trust, the Sugar Trust, the Woolen Trust, the Cordage Trust, the Harvester Trust, and similar agencies interested in having a full supply of helpless immigrants, who, because of their necessities, must work cheaply.

The literacy test is very broad and liberal. When it is enacted into law it will prove to be equally valuable as a means of protection to native born American workmen, foreign born workmen already here, and foreign born workmen who may come in the future. A foreign born workman, able to read, will not be so easily imposed upon as the foreign born workman who can not read. It will enable such to become more easily acquainted with American institutions and American trade unions, and protect all from the greed and rapacity of the big corporations that are striving their utmost to keep labor in this country under their subjection.

All trade unions and trade union members should immediately urge their Senators and Congressmen to pass the Burnett bill, with the literacy test provision, as early as possible. Do not delay—do it now.

Logical Observations.

The San Francisco Clarion, in an article entitled, "Wearing of the Red," makes the following observations:

"The Utah State Federation of Labor, ending October 17th, went 'red,' according to one of our exchanges. The convention passed a resolution calling upon President Gompers to get out of the Civic Federation or out of the office of president of the A. F. of L. It went also on record as favoring Socialism. The item then reads: 'The indorsement of Socialism was directly due to the report of the outgoing president, A. H. Kempton, who recommended that after an unsuccessful effort of the State Federation to get eighteen labor measures through the last Legislature, organized labor enter the political arena as a constructive and class conscious force electing their own representatives to office.'

"Mighty small reasons given thus for going red all of a sudden. If the new color will give the federation more votes at the next election, it was mighty good tactics of the federation, but if the change does not increase its voting strength, it was good tactics only for the red politicians, and the eighteen labor measures that failed of passage will stay dead a long time yet until the voting power of labor grows stronger than that of the opposition. California experience does not show that it is necessary for labor to adopt any particular color to obtain legislation in favor of labor. In our State all colors are carried by the giant labor, and his votes count."

Large Shoe Firm Unionized.

As a result of changing industrial conditions, which it acknowledges is taking place, and which makes necessary the organization of employers for mutual protection and advantage, the Hamilton-Brown Shoe Company of St. Louis, Mo., operating three large factories and employing 2,500 persons, has just made public, through the St. Louis daily press, its belief that "the right of employes to organize for mutual advantage and protection should be recognized and that the principle of arbitration should be applied in the settlement of disputes." In announcing that it will hereafter recognize and enter into contracts with the Boot and Shoe Workers' Union, the management says: "We believe that the economy which is made possible by avoiding strikes on the one side and lockouts on the other will eventually eliminate the waste incident to frequent interruptions which occur in the different departments of factories operating under what is known as 'open shop' conditions, which cause serious loss to the employer and employes alike. In pursuit of the new policy of this company, we have decided to operate union factories under contract with the Boot and Shoe Workers' Union, affiliated with the American Federation of Labor."

(Continued on Page 11.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeland Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts Maritimes de France, 33 rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S, Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federacion Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

Papers read at a meeting of the Royal Statistical Society, London, recently, showed that while wages had increased in London during the last 12 years, the retail prices of necessaries had gone up in greater ratio, so that in reality wages had fallen five per cent. during that period.

The Perth, Western Australia, branch of the Amalgamated Railway Employes' Society has formulated grievances against the Minister and Commissioner of Railways to the number of fifty. These included non-payment of 6d. per day extra to certain workers, as directed by the Arbitration Court.

A women worker's conference of trade unionists in Victoria, N. S. W., demanded equal wages for both sexes, legal protection for women in confinement and for children. The women workers in Sydney raised 20,000 shillings by means of a bazaar for the establishing of a workers' daily paper.

The result of the strike of French miners seems to be a victory all round for the men. In addition to forcing the employers to recognize an eight-hour day immediately, they have also persuaded Parliament to pass a bill providing for a compulsory eight-hour day, and optional overtime, not to exceed 60 hours per year.

During the eleven months ended November, 1913, the total number of seamen shipped from ports in the United Kingdom was 529,753, an increase of 32,112 on the total for the corresponding period of 1912. There were large increases at Liverpool, London, Southampton, Cardiff, and Glasgow. Larcars are not included in the figures.

If any capitalist has had designs on cornering air in France, his hopes are rudely shattered, because of an important decision of the Court of Appeals, at Amiens, which denies the right of a speculator to buy land near an airship company, and then make it impossible, through the erection of high fences, for the company to navigate aloft.

Steady advances in Canada are reported by the Boot and Shoe Workers' Union. The latest gain is the Adams Shoe Company, of Toronto, manufacturers of children's shoes, which will hereafter bear the union stamp. The Murray Shoe Company, of London, and the Weyland Shoe Company, of Montreal, are also recent accessions to the theory that workers have the right to bargain collectively. The union officials announce that outside of a rapidly declining national movement in Quebec, there is no dualism among Canadian boot and shoe workers.

The report on strikes and lockouts in Germany in 1912, published by the Imperial Statistical Office, shows that the number of labor disputes terminated in that year was 2,834, as compared with 2,798 in 1911. Since 1899 (the first year for which a report on this subject was issued by the Imperial Statistical Office) this number has been exceeded on only two occasions—namely, in 1906 and 1910, when the total numbers of disputes were 3,626 and 3,228 respectively. The total number of days lost by those on strike or locked out in 1912 was 10,723,782, as compared with 11,466,727 in the previous year.

SAN PEDRO, CAL.

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When you are buying a FUR HAT, either soft or stiff, see to it that the Genuine Union Label is sewed in it. The Genuine Union Label is perforated on the four edges exactly the same as a postage stamp. If a retailer has loose labels in his possession and offers to put one in a hat for you, do not patronize him. Loose labels in retail stores are counterfeits.

JOHN A. MOFFITT, President, Orange, N. J.
MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

WILL BE A MOTHER TO YOU
Fix your clothes, sew the rips, repair the tears, fasten the buttons, etc. We really clean your clothes by our
French Dry Cleaning Process
which is entirely different from the mere "sponging and pressing" method.
We Call and Deliver
The French Dye Works
612 BEACON STREET
SAN PEDRO, CAL.

INFORMATION WANTED.

This is to certify that on the 27th day of February, 1911, one Mathias Lagman, then nineteen years of age, was a seaman on board the S. S. "Paloma," Cuban flag; that when said vessel was lying at anchor in the Port of Cabarian, P. R., at about 8 o'clock in the evening, Lagman, who had been working with other men at painting, was walking between decks in the dark, when he fell through hatch No. 4, which had been left uncovered. He was picked up in the hold and it was found that he was paralyzed from the waist down. This young man was subsequently taken to Russia, where his mother, who is very poor, is taking care of him.

It is believed that the owners were negligent in failing to have the hatch covered, and in failing to have or furnish proper lighting for the 'tween decks at the point where Lagman fell. If these facts can be proven, some relief might be obtained for this unfortunate boy.

The following are the men who signed on the articles with Lagman, and who had been working with said Lagman:

C. Jones, C. J. Johnson, F. Johan, M. Lanhard, E. Randal, W. Paulson.

Any seaman who will locate these men or send their addresses to the Legal Aid Society, No. 1 Broadway, New York City, will be doing a great favor to said sailor, and to S. B. Axtell, attorney-in-charge.

For similar reasons we desire to communicate with the following men who were members of the crew of the "Lyman M. Law" in October, 1911, when Edward S. Tennberg was severely injured on the trip between Boston and Norfolk:

Adolph Dittmer, John Olson, Harold Herman, Charles Newberg, James J. Kelly.

San Pedro News Co.
Sixth and Beacon Streets, San Pedro, Cal.
Dealers in
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KANE & BRUCE, Props.
We have the best alleys and pool tables on the Pacific Coast.
Light and ventilation perfect.
Cool and pleasant at all seasons.
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INFORMATION WANTED.

Adolf Theining, a native of Vannersborg, Sweden, is inquired for by his mother. Address, Coast Seamen's Journal.

Walter Jorgesen Clang, born in Aaland Yetta, Ostro Yetta, is inquired for by his uncle, John Clang. Address Coast Seamen's Journal.

George Alfred Hall, last heard of on the Sch. "Sehome" in June, 1913, will please communicate with his brother, Walter Hall. Address 790 18th street, Oakland, Cal.

Rudolph Kurella, born January 5th, 1868, at Grabowo, Germany, is inquired for by the German Consul-General at San Francisco, Cal.

Oscar Osolin, John Lind, M. Elone, John Anderson, Thomas Pukki, Alex. Tuominen, Chas. Grouberg, who were on board the steamer "Fifild" April 7, 1913, please communicate with the Coast Seamen's Journal.

Anyone knowing the whereabouts of John Owens, age about 24, last heard of in Sydney on the barque Misbeck, November, 1912, please communicate with Coast Seamen's Journal.

Lasker Munter, of Spokane, Washington, born 1884, left home in 1903, is inquired for by his father, Adolph Munter, Spokane, Washington.

San Pedro Letter List.

Andersen, K. -1717	Lauritsen, Geo.
Arnell, John	Lindholm, Erik A.
Anderson, S.	Leino, G. F.
Ahlstrom, A. -1748	Lemke, Richard
Andersen, M. -1874	Loining, Herman
Anderson, A. -1045	Larsson, Axel
Anderson, Gust	Lindeberg, Gust
Anderson, Hemmind	Lundquist, A.
Anderson, Patrick	Malmberg, Elis
Anderson, Soren	Miller, Wm.
Anderson, George -1812	Manners, C.
Anderson, Mr.	Marden, Gus
Andersen, M. -1897	Makinen, Oskar
Andersen, E.	Maatta, John
Andersen, Morris	Miller, John
Ahlquist, E. F.	Mayers, P. M.
Askvik, Ed. T.	Mikkelsen, Harald
Brien, Hans	Neuman, A. E.
Bengtsson, C. -1924	Nurminen, J. W.
Bergman, L. J.	Nardin, Gus
Bodecker, A.	Nordberg, H.
Bergh, Borge	Nielsen, J.
Bringsrud, Harald	Olsen, A. -759
Bowman, J.	Olsen, Nick
Behrsin, Jacob	Olsen, W.
Carlson, Gust W.	Olsen, Sckutar
Carlson, Gustif	Owen, Fred
Christensen, Harry	Olsen, Marius
Carlson, Ernest	Olsen, Olav
Davey, Charles	Paulson, Gustaf
Durara, Ciso	Pedersen, A. -1564
Daugal, Gust.	Petersen, Aage
Dreyer, O.	Pedersen, Peder
Dreger, Jack	Phillips, K.
Ekholm, F.	Petterson, C. -1287
Eriksson, C. -333	Paul, Peter G.
Fries, W.	Penningrud, L.
Franke, Farl (Reg. Letter)	Pedis, A. (Reg. Letter)
Gronlund, Oscar	Rajala, Victor
Grigoleit, E.	Roth, Svend
Glasse, Gust	Repson, Ed.
Gatz, Rudolf	Rudowitz, H.
Hansen, George	Rignell, J. V.
Holm, Arthur J.	Schreff, Paul
Heeshe, Henry	Senger, G.
Hunt, Gust	Swenson, Axel
Holms, H.	Schultz, Axel
Hogan, Mr.	Soderlund, Uno
Hovi, Andrew	Sjoblom, A.
Hengst, Otto	Sparkes, A.
Hausman, Mr.	Sellers, Wm.
Hansen, Herald	Sanders, Chas.
Hansen, Johannes	Sievers, G. P.
Helenius, Oskar	Thorn, Arvid -70
Johnson, J. -2266	Tyskman, Henry
Johansson, C. A.	Tamisar, P.
Jorgensen, Jorgen	Townsend, R.
Johansson, Fritz	Torgensen, Anton
Jorgensen, Fred	Thomsen, Th.
Jensen, Jens B.	Voss, Henry
Johnson, G. -1452	Webber, Fred -1176
Johanson, Algot	Waaland, Lewis
Johnson, J. A. -1659	Wahlstedt, R. -778
Johnson, Nels	Wenneck, Andreas
Jarvinen, J. A.	Wilsen, J.
Kari, Matti	Westvik, Johannes
Kallberg, Arvid	Wilson, William
Kashluhn, Frank	Zoe, Frank
Lindroth, Gustaf	Zorning, A.

Honolulu, H. T.

Anderson, Arnfelt	Jackisch, Magnus
Anderson, E. R.	Jennings, George
Anderson, C. M.	Johnson, Abe
Anderson, A.	Karlson, Oscar
Anderson, Fred	Kjassgaaids, Hans
Austin, Frank	Karlson, Hans
Andowitz, H.	Langan, Robt.
Anderson, Axel W.	Lentinon, Ernest
Clancy, James	Lundberg, I.
Clarson, Axel	Nilsen, Nils
Chrishansen, Anton	Nordling, C.
Edgerton, J.	Nilsen, C. O.
Ehleit, August	Olander, Carl
Havner, F.	Olson, J. H.
Hansen, Jorg	Peron, E.
Hanson, Max	Stenraas, A. W.
Hapstad, Sigurd	Slattery, Wm.
Hansen, Christ	Sjoblom, Gustaf
Henecross, Harry B.	Sunders, O. F.
Hansen, Pet	Salversen, Swendrop
Hayke, Aloysius	Sienert, Herman
Irwin, Robert	Viloot, J.
Ivars, Carl	Werner, Paul
Jensen, Hans	Woonder Roach, J. F.
Jeiker, Willie	

INFORMATION WANTED.

Fred (Albin) Swanson, a native of Malmo, Sweden, aged about 25, is inquired for. Address, Coast Seamen's Journal

Johannes Larsen, age 22, born in Fitje, Norway, is inquired for by his brother, Ingolf Vestrick. Anybody knowing his whereabouts please notify his brother at 9 Mission street, San Francisco.

Fred W. Larsen is inquired for by his brother John. Anybody knowing his whereabouts please notify Chas. Hammarin, care Fishermen's Union.

Fritjaf Ellinquen, age 32, a native of Drammen, Norway, he was short, heavy set, dark hair, parted in the center, and good looking. Anybody knowing his whereabouts please notify Ed Knach, 171 Clipper street, city.

Andrew John Anderson, who left Aberdeen, Wash., on lumber barge Washtura for San Francisco, is inquired for. Any one knowing his present whereabouts please notify Mrs. Anna Anderson, Aberdeen.

John Rebbetad, who was in the steamer A. F. Lucas in November, 1911, is inquired for by his brother. Address, Coast Seamen's Journal.

Pacific Coast Marine.

The schooner "William F. Garms," which has been drifting, dismasted and water-logged, in the North Pacific, has been picked up and brought to Puget Sound with all members of her crew safe.

The schooner "Repeat," thirty-seven days from Honolulu, arrived at Port Townsend on January 6 and reported that Second mate F. W. King was washed overboard on the morning of December 18th during the worst storm Captain J. R. Mackenzie had experienced in twenty-three years at sea.

During December of last year 30 vessels loaded at the mills in the lower Columbia River districts, and their combined cargoes amounted to 30,526,711 feet of lumber. Twenty-four of these vessels, carrying 16,916,711 feet of lumber, went to domestic ports, and six, with 13,610,000 feet of lumber, sailed for foreign ports.

The British steamer "Roseric," which has been chartered by the British Columbia Sugar Refinery to bring raw sugar from Peru, is the first vessel that the company has chartered in years for such a trade. In the past the B. C. Refining Company have been importing sugar from Java, and has also experimented with Cuban sugar.

Both passenger and freight rates on every steamship line plying between ports on the California coast will be subjected to investigation, and some may be materially changed, as the result of a decision handed down by the United States Supreme Court December 29, in which the State Railroad Commission is conceded jurisdiction over all such lines, with power to regulate traffic rates and exercise the same control now exercised over other common carriers and public utilities in the State.

The auxiliary schooner "Golden State," the first of the codfish carriers to reach San Francisco in several months, arrived on January 15, nineteen days from Pirate Cove, Alaska. On board the "Golden State" was a cargo of 170,000 codfish consigned to the Union Fish Company's packing plant at Belvedere. Captain Wallstedd reports heavy southeasterly gales encountered all the way down the coast, and states had it not been for his vessel's auxiliary power great difficulty would have been met with in making port.

The schooner "Polaris," while being towed to sea from San Francisco by the steam-schooner "Wilmington," broke loose from her tug in the night of January 15 and drifted before the gale that was raging off Point Reyes. The "Polaris" finally struck on Bolinas reef and it is believed she will be a total loss. Captain Hansen and his crew of twelve were saved. The "Polaris" is a four-masted schooner, of 717 gross tonnage; she was built in 1902 at Marshfield, Or., and was owned by the Charles Nelson Company of San Francisco.

Papers were signed during the week by the Standard Oil Company awarding to the Union Iron Works at San Francisco the contract to build immediately a 10,000-ton tank steamer, a sister ship of the new "Richmond," which recently arrived here from her builders on the Atlantic Coast. The building of the oil tanker will give employment to several hundred men for several months. President McGregor of the Union Iron Works says the building of the steamer is the first step in competition with Eastern builders.

Preliminary tests of Alaska coal from the Bering River district have been very discouraging to Government officials, who hoped they might develop a new fuel supply for the Navy. Rear-Admiral Griffin, in charge of the investigation, has reported to the House Naval Affairs Committee that the Bering River coal tested so far has fallen so far under expectations in practical use as to be of no value, but from the Matanuska fields and other sections of the Bering district from which coal is yet to be tested, the Navy is hoping for better results.

Among the cargo arriving on the steamer "Persia" from Hongkong last week were sixty cases of opium, totaling 6,000 tins, in transit for Mexico. The shipment was forwarded to destination on the steamer "San Jose." It is believed by the customs authorities that the whole shipment was intended for smuggling into this country from Mexico, and efforts were made to seize the opium, but it was found that there was no legal authority for such action. At the present market rate the 6,000 tins of opium are worth $180,000. Each case contains 100 tins, worth $30 each.

The tug "William Jolliffe," heretofore owned by the British Columbia Salvage Company, who purchased her from W. and T. Jolliffe, Liverpool, has been sold to the Canadian Pacific Railway. During the past few weeks the "William Jolliffe" has been thoroughly overhauled and fitted with oil-burning apparatus. The tanks for the storage will have a capacity of 700 barrels. While on the ways the tug was also fitted with an automatic towing machine. This apparatus will greatly facilitate the towing of the big transfer barges between Vancouver Island and the mainland.

The first attempt to declare unconstitutional the new California law placing a license tax on all fishermen was nipped in the bud on the very day of its inception, when the State Supreme Court denied an application for a writ of habeas corpus filed on behalf of John Arvantropulos, a fisherman, who was arrested in Carquinez Straits for failure to observe the law, and who was selected by his fellow fishermen to test the validity of the measure. The application was filed by Attorney John R. Cronin of Stockton. A few hours later a denial was entered, this being signed by Justices Henshaw, Lorrigan, Melvin and Shaw. No written decision accompanied the denial, and the Court gives no reasons for refusing the writ.

Extensive remodeling work on the steamers "Admiral Dewey" and "Admiral Schley," purchased by the Pacific-Alaska Steamship Company, the holding company of the Alaska-Pacific and Alaska Coast companies, for service between this port and Seattle and Tacoma, is progressing satisfactorily, according to word received from the East by the local office of the concern. The "Admiral Dewey" came off the dry dock at Brooklyn on New Year's day and the "Schley" went on. According to the company's plans, the two Admirals will be in sea readiness by the time the Canal is opened, and it is not unlikely that the vessels will be among the first merchantmen to use the big ditch en route from the East Coast to the Pacific.

The value of the Oregon exports for 1913 exceeds that of 1912 by more than $3,000,000. Nearly 1,000,000 more bushels of wheat than last year were dispatched abroad, over 140,000 more barrels of flour, approximately 1,000,000 bushels more of barley and 82,000,000 feet more of lumber. Including the 6,912,156 bushels of wheat shipped to California by the water route, the largest quantity ever sent coastwise from the Willamette River heretofore, there were 15,345,195 bushels set afloat in the local harbor, and foreign and coastwise lumber shipments total for 1913 from Portland total 419,815,922 feet, as against 273,554,524 feet in 1912. Of the 419,815,922 feet, 288,084,984 feet went to California. The off-shore shipments last year were 108,906,000 feet and 164,648,527 feet to California.

Announcement is made of a new steamship line between Portland and southeastern Alaska. It is reported that the White Pass and Yukon Railroad is back of the new project. The new line has been formally organized with E. H. Dodge, of Portland, president, and N. F. Titus, of the Portland Commercial Dock and Warehouse Co., as general manager. Portland shippers attempted for years to secure a part of the Alaska business which has come to Seattle since the gold rush of 1898, but without a direct means of communication had little success. The new Pacific Steamship Co. will succeed the Skagway Steamship Line of the White Pass and Yukon route. The new line will begin the operation of a fleet of steamers between Portland and Alaska soon after the first of the year. The freighter "Leelanaw," of the Skagway-Seattle Line, will open the service.

The report of the California State Harbor Commissioners just issued gives a tabulation of the "tons of freight discharged and loaded over the State wharves during the eighteen years from 1894 to 1912." The amount given for the last fiscal year there reported—1911-12—is 6,798,726 tons. There was slightly less freight handled over the State docks at San Francisco in 1911-12 than there was in the fiscal year 1906-07. The report says: "In 1907 the amount of freight was 6,802,792 tons. We are now handling practically the same amount as in 1907, with a slightly reduced berthing space." Possibly a considerable amount of export tonnage now passes over other than State wharves, and, in particular, those located on other parts of the bay shore; but the commission's figures and its verbal comment is plain that it is "now handling practicaly the same amount as in 1907." The same fact appears from a comparison of the number of vessels docking at State wharves, which was given for the two-year period, 1908-10, as 984, and for the two years reported by the present commission as 1,004, lighters, launches and barges being excluded.

CARD OF THANKS.

I hereby desire to express my appreciation and thanks to Messrs. Joe Harris and sons, and the friends of the late Richard L. Power, for interest taken in his burial.

W. J. MILLER, a Friend.
(Advt.)

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone, Kearny 394; (Advt.)

International Seamen's Union of America.

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.
THOS. A. HANSON, Secretary.
570 West Lake St., Chicago, Ill.

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NEW ORLEANS, La., 1054 Magazine St.

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Branches:
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NEW ORLEANS, La., 117 Decatur St.
BALTIMORE, Md., 802-804 South Broadway.
MOBILE, Ala., 104 S. Commerce St.
PHILADELPHIA, Pa., 227 Sansom St.

HARBOR BOATMEN'S UNION.

Headquarters:
NEW YORK CITY, 214 West St.

LAKES DISTRICT.

LAKE SEAMEN'S UNION.

Headquarters:
CHICAGO, Ill., 570 West Lake St.

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BUFFALO, N. Y., 55 Main St.
ASHTABULA HARBOR, O., 21 High St.
CLEVELAND, O., 1401 W. 9th St.
MILWAUKEE, Wis., 133 Clinton St.
N. TONAWANDA, N. Y., 152 Main St.
CONNEAUT HARBOR, O., 992 Day St.
ERIE, Pa., 107 E. Third St.
DETROIT, Mich., 7 Woodbridge St., East.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
OGDENSBURG, N. Y., 70 Isabella St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.
PORT HURON, Mich., 517 Water St.

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Branches:
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CHICAGO, Ill., 445 La Salle Ave.
DETROIT, Mich., 27 Jefferson Ave.
MILWAUKEE, Wis., 151 Reed St.
SUPERIOR, Wis., 1814 Fourth St.
OGDENSBURG, N. Y., 70 Isabella St.
BAY CITY, Mich., 108 Fifth Ave.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 55 Main St., Tel. Seneca 2295.

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MILWAUKEE, Wis., 151 Reed St.
CHICAGO, Ill., 406 N. Clark St.
ASHTABULA, O., 74 Bridge St.
TOLEDO, O., 54 Main St.
DETROIT, Mich., 7 East Woodbridge St.
PT. HURON, Mich., 517 Water St.
CONNEAUT, O., 922 Day St.
OGDENSBURG, N. Y., 70 Isabella St.
N. TONAWANDA, N. Y., 152 Main St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
ERIE, Pa., 107 E. Third St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.

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SAILORS' UNION OF THE PACIFIC.

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VANCOUVER, B. C., Labor Temple, Cor. Homer and Dunsmuir, P. O. Box 1365. Tel. Seymour 8703.
TACOMA, Wash., 2218 North 30th St.
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PORTLAND, Ore., 101 N. Front St.
SAN PEDRO, Cal., 123 Fifth St., P. O. Box 574.

(Continued on Page 11.)

Coast Seamen's Journal

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BY THE

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PAUL SCHARRENBERG.....Editor
JACK ROSEN.....Manager

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, JANUARY 21, 1914.

THE CALL OF THE ROLL.

As the time for action upon legislation for greater safety of life at sea draws nearer and nearer the activity of the shipping intrests appears more and more on the surface of things.

Everything that can be bought, bribed or bullied has been lined up against the Seamen's bill. The Portland Oregonian is the latest recruit to join the ranks of the new "Solidarity for Safety of Dividends." Like the Hearst publications, the Oregonian pretended to favor the Seamen's bill just as long as there was no "real danger" that Congress would enact such legislation. But since it has become evident that there is going to be some sort of legislating for greater safety of life at sea many of our wobbly allies have deserted "the cause that needs assistance" and lined up with the forces that can be depended upon to oppose every measure not approved by Big Business.

In striking contrast with the flopping and trimming policy adopted by many of the so-called "great" dailies, the Labor press, composed of several hundred weekly and monthly papers, has steadfastly supported the Seamen in their long struggle for the abolition of involuntary servitude and for all the other reforms contained in the La Follette bill.

The last issue of the Weekly News Letter of the American Federation of Labor which, by the way, has a circulation of half a million copies, makes a special appeal to the trade-unionists of this country to rally to the support of the La Follette Seamen's bill.

The timely article in the News Letter concludes with the following ringing call to arms:

> Prompt, vigorous action is wanted at this time to save the bill. Now is the time to act, and all demands should be expressed in vigorous terms. All organizations of labor and their friends should get in touch through personal influence and by correspondence with their representatives in Washington, and tell them in the most emphatic way, that the La Follette Seamen's bill, which passed the Senate, must be passed by the House of Representatives, in order that the safety of the public may be insured while on the high seas, and that the freedom of American seamen should be restored to them, so that they, like other citizens, may be free men.
>
> Every friend of the seamen, every lover of liberty, all who desire safety at sea, all who believe that American ships should be manned by Americans, and that involuntary servitude should forever be abolished on merchant vessels in American ports, should write or wire at once to their Representatives, demanding the enactment of the La Follette seamen's bill. Do not delay—do it now.

The organized Seamen of this country, and for that matter the organized Seamen of the world, are truly grateful for every assistance rendered, and when this struggle is over and when the smoke of the battle has cleared away we shall call the roll and segregate our "fair weather" friends from those who stayed through thick and thin and regardless of the final outcome of this long pending contest we shall at least know definitely "Who is Who" among the "Seamen's friends"!

BURNS HIRELINGS AT WORK.

The man who threatened to "get" Gompers but failed utterly to make good his threat, is still in the business of "working up" cases against workingmen.

Elsewhere in this issue, under the caption, "Forcing Confessions," appears an almost incredible revelation of the inhuman "Burns methods" which seem to have been practiced in California without fear of consequences by detectives of the notorious Burns Agency. And worse still, it appears as if their infamous crimes were perpetrated in California jails by the aforesaid detectives, temporarily in the employ of Yuba County, and with the knowledge and consent of public officials in charge of county jails at Oakland and Fresno.

Can it be possible that these fiends, who are masquerading under the title of private detectives, are to be permitted to torture a defenseless prisoner on trial for his life without the slightest fear of punishment?

Can it be possible that there is no law upon the statute books of California under which the brutal hirelings of the Burns Agency may be punnished?

Can it be possible that a civilized community will tolerate this damnable method of extracting confessions by torture and use confessions thus obtained to send men to the penitentiaries and even to the gallows?

The commercial fishermen of Southern California have organized to urge the enactment of legislation which will be conducive to the upbuilding of the fishing industry, etc. This reminds us that at the last session of the California Legislature the statesman who represented San Pedro most emphatically objected to raising the fishing license of the Japs, because in his judgment the Jap fishermen were the only ones who would work—the white fishermen being a lot of worthless, lazy good-for-nothings. Who are the commercial fishermen of Southern California?

The cartoon published on the first page of this issue appeared originally on the editorial page of the Sacramento Bee. The editor of the Bee, Mr. C. K. McClatchy, loves to espouse a good and worthy cause and his son, C. K. McClatchy, Jr., seems to have inherited all of the old man's fine qualities. Read his account of Burns detective methods published in this issue under the caption "Forcing Confessions"!

THAT LONDON CONFERENCE.

According to press dispatches, the more or less farcical international conference for safety of life at sea has practically completed its work.

Since it became evident at an early stage of the proceedings that this gathering with its secret deliberations had constituted itself primarily into a conference for "safety of dividends," it was not expected that any resolution tending toward greater safety of life at sea could be adopted if it would mean an increase in the operating expenses of ships.

It was not believed, however, that the distinguished delegates who attended this conference would trouble themselves about manufacturing reasons for their refusal to heed the warnings of the awful catastrophes which have recently taken place upon the seas. But their consciences must have bothered them somewhat, for the press was graciously furnished with a brief statement of which the following is an excerpt:

> The Americans were unsuccessful in their contention as to the number of men manning each ship. The European delegates voted unanimously against the extra equipment suggested on the ground that confusion probably would result from great numbers of sailors in the event of a crisis.
>
> The adoption of the provision for rafts aboard ship, against the contention of the Americans, was carried. The Americans, however, forced the concession that never more than one-third of the life-saving craft should consist of rafts, and always two-thirds or more of lifeboats, where the ship carries both.

There we have the situation in a nutshell. The European delegates voted against a proper manning scale not because of the extra cost involved (perish the thought!), but on the ground that with all those idle mariners loafing around the decks there would probably be confusion in the event of a crisis. And they probably voted against "boats for all" because it is much more comfortable to sit on a raft and let your feet hang in the deep blue sea.

If it were possible to load the entire conference on a string of rafts and tow them across the Atlantic—that would be retributive justice and it would incidentally give the alleged experts on safety of life at sea a liberal dose of their own medicine.

It is to be hoped that there is no truth in the rumor that President Wilson is considering the appointment of former President Taft as Chief Justice of the United States Supreme Court. Of course, if the Supreme Court is forever to be maintained as the last bulwark of plutocracy then Taft is the logical man. But if it is the desire of President Wilson to re-establish the prestige of the highest tribunal in the land and gain the confidence of the common people in the fairmindedness of that court's decisions then "Injunction Bill" ought to be the last man on the list. Surely, there must be men available for that appointment who are not hopelessly reactionary and who are at least capable of grasping a progressive idea.

Generally speaking, if the man who considers himself "ahead of the times" would pause and look backward he would find that he is merely proceeding in a direction opposite to that of the times.

Much of that which passes as "progressive" and "advanced" in the thought of to-day is merely outgrown notion expressed in a strange vocabulary.

DOLLAR IMPORTS CHINESE.

Under the Act of March 3, 1903, commonly called the Contract Labor Law, 32 U. S. Statutes at Large, page 1213, it is unlawful for any person to make a contract with an alien in a foreign country to perform labor or service of any kind in the United States.

By the same Act of Congress the words "United States" are construed to mean "the United States and any waters, territory or other place subject to the jurisdiction thereof."

It seems evident that the Dollar Steamship Company has violated this law by importing nineteen Chinese seamen to serve on the American steamer "Mackinaw," and in accordance with the terms of the Contract Labor Law suit has been brought against the Dollar Company to recover the sum of $19,000 for the violation of the law on nineteen counts.

The complaint filed in the Federal District Court follows:

In the District Court of the United States in and for the Northern District of California, First Division.
At Law.

Paul Scharrenberg, Plaintiff, vs. The Dollar Steamship Company, a corporation, and James Abernethy, Defendants.

Plaintiff complains of the defendants and for cause of action alleges:

I.

That on all of the dates and times herein mentioned, plaintiff was and now is a citizen of the United States.

II.

That as plaintiff is informed, and believes and so avers, defendant The Dollar Steamship Company, on all of the dates and times herein mentioned, was and now is a corporation, organized and existing under and by virtue of the laws of the Dominion of Canada, and on all of said dates and times it was the owner and operator of a certain steamer flying the British flag, and known, named and called the "Bessie Dollar," and on all of said dates and times the defendant James Abernethy, was in the employ of said corporation on said steamer in the capacity of master of said vessel.

III.

That as plaintiff is further informed and believes and so avers, the said defendant The Dollar Steamship Company. on all of the dates and times herein mentioned was and now is the charterer and operator of a certain American steamer. known and called the "Mackinaw," the said vessel on all of said dates and times being an American Merchant vessel.

IV.

That as plaintiff is further informed and believes and so avers, the said defendants within the three months last past knowingly facilitated and assisted and encouraged the importation and migration of Dung Pau, Yuen Mow Shin, Mau Shing, Sz Hang Lang, Chin Pau Sue, Ying Wo Dong, Le Shin Knau, Yan Pan Fung, Chn Chang Kwa, Wong Chin Muk, Sang San Dong, Pan Chin Lung, H. A. Chun and Ye Pan Lo, each of whom was a Chinese person and resident and bv birth a native of Shanghai, China, and Tsang Po, Tsang Kan, Ching Ling and Tsang On, each of whom was an alien and native of Canton, China, and of Wong Fook, who was also an alien and a native of Hongkong, off the coast of China, into the United States of America, for the purpose of performing labor and service in the said United States as follows: That on the 3rd day of December, 1913, the said vessel "Bessie Dollar," was lying at Shanghai, China, with defendant James Abernethy, as master on board and in command, and with a full crew of officers and seamen, whereupon the said James Abernethy, as agent and at the request of the defendant The Dollar Steamship Company, hired and employed each of the foregoing Chinese persons, and entered into a contract in writing with them before the British Consul at said Shanghai, wherein and by which contract it was agreed between the said Chinese persons and each thereof that the said Chinese persons and each thereof should ship as seamen on said vessel "Bessie Dollar" under the following terms, circumstances and for a voyage described as follows: "On voyages from Shanghai to San Francisco there to join the S. S. 'Mackinaw' or any other vessel within the limits of 70 degrees north and 70 degrees south latitude, trading to and from as may be required and back to Shanghai to be discharged with consent of local authorities. Term of service not to exceed two (2) years. The master has the option to transfer any or all of the within mentioned persons to any other British or foreign ship bound to Shanghai in the same capacity and at the same rate of wages," that the said description of said voyage was in the said contract entered into as aforesaid which said contract was signed by each of said Chinese persons and the said James Abernethy as aforesaid, that after the signing of said contract each of the said Chinese persons pursuant to the terms of said contract went on board of said vessel "Bessie Dollar," as an additional crew and the said vessel with the said Chinese persons so on board left the said Shanghai, and arrived in due course in the Port of San Francisco, at which place and on or about the 15th day of January, 1914, each of said Chinese persons were paid off from said "Bessie Dollar" and immediately went on board of the said vessel "Mackinaw," and on or about said day the said Chinese persons at the request of the said The Dollar Steamship Company, signed shipping articles before the United States Shipping Commissioner, at the Port of San Francisco. Wherein in pursuance of the agreement hereinbefore mentioned as having been made at said Shanghai, each of said Chinese persons agreed to work for the said The Dollar Steamship Company, and it agreed to employ each thereof on a voyage as follows, the same being set forth in said shipping articles last above mentioned to wit, from: "San Francisco, Cal., to Shanghai, China, and such other Asiatic ports as the master may direct via Grays Harbor, Seattle, Wash., and such other ports on the Pacific Coast as the master may direct. Final port of discharge shall be Shanghai, China." That as plaintiff is further informed and believes and so avers each of said Chinese persons is now in the employ of said defendant The Dollar Steamship Company, on board of the said vessel "Mackinaw" in the Harbor of San Francisco, in the State of California, performing work and labor pursuant to the contracts hereinbefore set forth.

V.

That by reason of the premises plaintiff has been damaged in the sum of one thousand ($1000.00) dollars on account of each of the said Chinese persons or nineteen thousand ($19,000.00) dollars in all.

Wherefore plaintiff prays judgment against the defendants for the sum of nineteen thousand ($19,000.00) dollars and costs of this action.

H. W. HUTTON,

United States of America,
Northern District of California.—ss.

Paul Scharrenberg being first duly sworn deposes and says as follows:

I am the plaintiff above named, I have read the foregoing complaint and I know the contents thereof and the same is true of my own knowledge, except as to the matters therein stated on information or belief and as to those matters I believe it to be true.

PAUL SCHARRENBERG.

Subscribed and sworn to before me this 19th day of January, 1914.

(Seal) L. H. ANDERSON,
Notary Public in and for the City and County of San Francisco, State of California.

DEMAND STRIKE INVESTIGATION.

The resolution which follows is self-explanatory and was adopted by unanimous vote at a recent meeting of the Sailors' Union of the Pacific, held at headquarters in San Francisco:

Whereas, Thousands of miners in the copper regions of Michigan, as well as in other parts of the United States, have been for months engaged in a terrific industrial struggle with the mine owners; and

Whereas, In this struggle the workers have encountered atrocity and outrage, have seen their members murdered, their property destroyed, their homes ravaged, their children killed; the editors and publishers of their papers arrested, thrown into jail and refused release on bail; their leaders shot, violently assaulted, dragged through the streets of the city, and driven out of the State; and

Whereas, In all the copper region all semblance of right and justice is suspended and a reign of violence and terrorism prevails, while labor and industry are paralyzed; and

Whereas, These events demonstrate conclusively the utter incapacity of the present mine owners to operate the mines of these regions, either in justice to labor or in safety to the communities, or in harmony with the welfare of the people of this Nation. Therefore, be it

Resolved, By the Sailors' Union of the Pacific in regular meeting assembled at San Francisco, Cal., that we demand of the Congress of the United States to take steps as follows:

First: That a thorough congressional investigation of the whole strike situation be made immediately, and the findings be published at the earliest possible moment;

Second: That the Government take immediate steps to acquire possession of the copper mines, and operate them under union conditions.

It is the "dreamer" who keeps the world from going to sleep altogether.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Jan. 19, 1914.

Regular weekly meeting came to order at 7 p. m., J. Faltus presiding. Secretary reported shipping slack, with better prospects, but many members ashore. Omitted from the minutes of the previous meeting: The following were elected delegates to the San Francisco Labor Council: Ed. Andersen, Ole Andersen, W. Behne, E. Ellison, E. A. Erickson, Frank Johnson, D. W. Paul, C. Petersen, Paul Scharrenberg, R. Tunnell.

JOHN H. TENNISON, Secretary pro tem.
84 Embarcadero. Phone Kearny 2228.

Victoria, B. C., Jan. 12, 1914.
Shipping dull.
ARCHIE KING, Agent.
Old Court Rooms, Bastion Square.

Vancouver, B. C., Jan. 12, 1914.
Shipping and prospects poor.
W. S. BURNS, Agent.
N. E. corner of Hastings and Main streets. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Jan. 12, 1914.
Shipping dull; prospects uncertain.
H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, Jan. 12, 1914.
Shipping and prospects poor.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Jan. 12, 1914.
Shipping dull; prospects uncertain.
JOHN PEARSON, Agent.
P. O. Box 6. Tel. Main 557.

Portland Agency, Jan. 12, 1914.
Shipping dull; prospects poor.
G. A. SVENSON, Agent.
P. O. Box 2100. 51 Union Ave. Tel. East 4912.

Eureka Agency, Jan. 12, 1914.
Shipping medium.
JOHN ANDERSEN, Agent.
227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, Jan. 12, 1914.
Shipping improving.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Jan. 5, 1914.
Shipping and prospects poor.
JACK EDWARDSEN, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Jan. 15, 1914.

Regular weekly meeting was called to order at 7 p. m., Ed. Andersen in the chair. Secretary reported shipping very slow, prospects uncertain.

EUGENE STEIDLE, Secretary.
Kearny 5955.

Seattle Agency, Jan. 8, 1914.
No meeting. Shipping slow.
LEONARD NORKGAUER, Agent.
Grank Trunk Dock, Rooms 203-205. P. O. Box No. 214. Phone Main 2233.

San Pedro Agency, Jan. 8, 1914.
No meeting. Shipping dull; plenty of members ashore. HARRY POTHOFF, Agent.
P. O. Box No. 54.

Portland Agency, Jan. 12, 1914.
No meeting. Shipping medium.
THOS. BAKER, Agent.
27½ 2nd St., Bickle Bldg., Room 10. Phone Main 9731.

ALASKA FISHERMEN'S UNION.

Headquarters, San Francisco, Cal., Jan. 16, 1914.

Regular meeting came to order at 7:40 p. m., John Vance Thompson presiding. Secretary reported that Attorney-General McReynolds had advised the District Attorney of Juneau, Alaska, that under the organic act creating the Territory of Alaska, Federal officers can not hold any office under the Government of Alaska; and to that extent the Attorney-General concludes: "The revenue acts of the Alaska Legislature are void and of no effect."

Territorial officials are now considering the advisability of calling a special session of the Legislature for the purpose of providing local machinery for carrying into effect the laws passed at the last session.

The Executive Committee submitted recommendations for new agreements and wage scales for the coming season, which were, after a lengthy discussion, approved. The Executive Committee will now confer with the various Alaska salmon packers on wages and conditions for the coming season and submit reports to meetings as they progress in this matter.

I. N. HYLEN, Secretary.

A TALE OF A TUB.

"Seven men from all the world, back from sea again,
Rolling down the Ratcliff Road, drunk and raising Cain;
Seven men from out of Hell! Ain't the owners gay,
'Cause we took the Boliver safe across the Bay?"

It was the cheap and villainous British tramp steamer that inspired Kipling's muse in the above stanza, the closing one of his well-known "Ballad of the Bolivar," the unseaworthy ore-carrier, "just a pack of rotten plates puttied up with tar," that came through a Biscay gale and after "euchring God Almighty's storm and bluffing the eternal sea," limped back to port, where the seven men celebrated her return, and their own, in customary nautical fashion.

We don't have tramp steamships of this type on this side of the Atlantic, but we have "something just as good," or just as rotten, which ever the reader pleases. We have coasting oil tanks, or, at least, John D. Rockefeller has them, and we have the privilege of drowning in them.

One of them, the "Oklahoma," cleared in ballast the other day from this port of New York, and an hour or two outside Sandy Hook, almost within sight of land, was lifted on the crest of a wave of moderate dimensions and promptly broke in two pieces.

Eight men were rescued from the forward half by a passing German steamer, five more were hooked out of a drifting boat by a pygmy British liner a few hours afterwards, and twenty-seven went to D. Jones, his locker.

The seven men of Kipling's ballad at least got back to port on their anticipated floating coffin, but her American prototype disdained the "lame duck" business, and refusing to prolong the agony, shipped it green, just once, and according to the account of the survivors, ducked under and stayed under. It's a cold day when we can't go one better than the British, even in the matter of coffin ships and shipwrecks. Question of superior efficiency and quicker action—that's all.

Here was a new vessel of nearly 6,000 tons, only a few hours out of port and breaking in two in a seaway which did not in the least imperil the safety of a half dozen ocean steamers gathered around her in an attempt to save the unfortunate crew. And among the assembled vessels, it may be noticed, was a little government steam cutter that the tanker could have carried on her deck, and this diminutive craft rode safe and unharmed over the heavy seas while the giant tanker foundered alongside like a pig of lead. None of the other vessels took the slightest harm.

What's the matter? Nothing except that the American tanker type is built to carry oil, much oil and still more oil; not in the least to ride safely over the seas. At least that is a very secondary consideration.

This is what they are like—what the "Oklahoma" was like. A vessel 420 feet long, with all the weight of her engines, boilers, fuel and stores stowed in the last seventy-five feet astern. A vessel with a clear hold 350 feet long, right to the bows, and empty, with the exception of some water ballast in the bilge tanks.

This 350 feet is lifted up at the bow by a high sea, the weighted stern sinks at the same time and the next moment the whole forward three-quarter length of the empty vessel comes down with a thundering smash into the hollow left where the sea has passed. At the same time several hundred tons of green water roll along the deck above, which is usually still further weakened by having the hatches cut through its entire length and breadth. All this happens in a few seconds. Something has got to give way. The sea finds the weakest part of the structure, a point about amidships, the vessel "hogs" under the tremendous strain and breaks in two pieces, the hogging strain having perhaps been already well started by successive encounters with other seas before the big comber that gives the finishing stroke comes along.

That's what happened to the "Oklahoma." Nothing more and nothing less. Pity it was that the sea was so rough with her, for she carried a lot of oil, much more than a vessel of the same size not purposely constructed for carrying oil—and, incidentally, of course, foundering in a seaway.

If the landsman cares to notice he will observe that all ordinary seagoing steamers are constructed with another system of distribution of weights altogether, the engines, boilers, bunker coal and other great weights being centered in the vessel and distributed fore and aft from amidships. It can be readily seen that a vessel so constructed can ride a high sea with infinitely greater ease and less danger than the American oil tanker type, but—and here is the immense disadvantage in the comparison—they cannot carry anywhere near so much oil or other cargo. The tanker type is very profitable—when it doesn't founder—and, of course, even that contingency can be covered or partially covered by insurance.

Last month there was something of a storm on the big frog ponds known to fresh-water sailors as the "chain of lakes." Twenty-eight steamers went down, and half of them in their descent did the same stunt as the "Oklahoma" outside Sandy Hook; that is to say, broke in two and disappeared.

The lake cargo steamer is built on the same principle as the "Oklahoma," and is, if anything, perhaps less seaworthy. But they carry an immense gut full of freight; far more than an ocean steam freighter of the same tonnage.

In the past twenty years, since the type appeared, hundreds of these vessels have disappeared on the lakes. Whenever a ten-foot sea arises there, these freight coffins break in two with their own weight and disappear, and so well known are their peculiarities in this respect that since the storm referred to the ship insurance companies have insisted on either raising the premiums or dictating another type of construction more seaworthy for lake shipping.

It is worth remarking also that before this type appeared such a thing as a ship breaking in two in a seaway was never heard of. Such a catastrophe was always the result of pounding on rocks, reefs or shoals, or of a collision.

These vessels are not ships. They are barges, nothing more and nothing less. But the public doesn't know the difference, and as passengers are never carried in them, they are not likely to care, either. But the type is utterly unseaworthy and no amount of explanation can gloss over the damning fact that a practically new vessel of the type, the largest on the coast, is, a few hours after leaving port, caught by a sea, grabbed by the tail end and snapped in two, just as a farmer boy snaps a snake's backbone by a quick, whip-like jerk.

To be sure, the public doesn't understand these technicalities, and the twenty-seven doomed wretches who went down with the "Oklahoma" have no further interest in the matter. But the owners are very sorry, and wink the other eye. For when the tanker does manage to get through, she is a most profitable carrier, and when she doesn't, why, the matter must be left in the hands of God—and the insurance companies.—New York Call.

WONDER WORKERS "SOLIDARITY."

One Joseph Ettor is again in our midst with the avowed intention of organizing the mass of unorganized men in the timber industry. The Industrial Workers of the World for years had free rein in this State among timber workers but failed to make much of a dent in affairs. From 1905 to 1913 they were unmolested by any organization in the laudable endeavor to better the working conditions of the men who work in the camps and mills. Their "general strikes" proved ghastly jokes, with the workers on the receiving end. They failed and failed miserably to bring any lasting victory to any appreciable body of men in that industry. Then the Shingle Weavers stepped in and took up the work. They made the fatal mistake—in the opinion of the "wonder workers"—that they did not immediately call a great strike in the timber industry. Organization first, strikes if necessary, afterwards, was the motto of the Shingle Weavers. In less than one year's time the weavers have done what the Industrial Workers failed to do in seven—organized several thousand men. If the Industrial Workers are so keen on "solidarity" as they profess to be, they will give the organization that is in the field with an avowed purpose and the nucleus of a splendid organization, the same chance to prove its effectiveness as was given to them. But that is not the way the "wonder workers" do business.—The Labor Journal, Everett, Wash.

Bluff, straight-spoken Andrew Furuseth became disgusted with the International Conference of Safety of Life at Sea and resigned. He was the single representative of the seafaring class out of a hundred delegates from the principal maritime nations of the world, the rest being a choice collection of dukes, lords, lawyers, preachers and whatnot. The recommendations of the conference were so inadequate to the practical mind of Furuseth and his efforts to get some consideration for the seamen so fruitless that he resigned in disgust and is on his way back to America. More power to you, Andy. The only way you will get real results is by continuing the organization of the seamen until they are in a position to force the shipowners to give the conditions required for their safety and the safety of the passengers they care for.—Seattle Union Record.

ONE MAN'S VIEWS.

If to labor at something useful is man's manifest destiny, then chronic unemployment may be likened unto an abscess on the body politic. Abscesses are the outward manifestations of putridity within. Chronic unemployment is, and always has been, the concomitant of the economic system under which we now live. Ergo, that system is rotten within. Rottenness has no place where social health and economic soundness abide. Wherefore we have neither. Plainly, then, we must get back to the norm if the triad of equality, fraternity and liberty is not to perish from the earth. Cut out the abscess of unemployment by making it possible for every able-bodied man and woman to work at that for which he or she is best fitted. It can be done, easily and surely, by banishing from the world forever every kind and degree of special privilege. Make a beginning with land-monopoly, the oldest, most deep-rooted and vicious of all special privileges. And make haste, please. Men don't preach revolution unless they feel it in their hearts.

The Federal Government is preparing to acquire its own oil wells and pipe lines. The object sought is to supply the Navy with fuel oil at cost, and, incidentally, to put a stop to the extortions of Standard Oil. Which suggests that fuel oil at cost, minus S. O. extortions, would be greatly appreciated by private consumers. What's sauce for the goose, etc. Why should the people be made to stand for a hold-up which its own government won't stand for? Why should the people of this country be taxed for the upkeep of Standard Oil multi-millionaires and other economic tapeworms of that ilk, when government statistics prove that more than one-half of us don't earn enough on an average to keep ourselves even physically efficient? What's your answer, Mr. Standpatter?

The truth about Congress—

All I've done since I've been in Washington has been to sit around and try to look wise, and that's what any man has to do who isn't willing to barter his convictions for political expediency. —J. J. Whiteacre, Congressman from Ohio.

Mr. Whiteacre has declined renomination, explaining that "no man who wants to be intellectually honest has any business in Congress." Which helps considerably to explain why the Seamen's Bill has for years been doing nothing but treading water. When Big Business doesn't want to, honest Congressmen can't. Moral: Big Business must be destroyed, or democracy will pass from the ken of mankind. There isn't room enough on earth for both.

Now, please, don't all get ready to answer at once. But, really, if government-owned and operated railroads are a good thing, why wouldn't government-owned and operated ships be likewise so? Yes, why not? There is no essential difference, either in principle or practical application, between transporting passengers, mail, or freight on shore, and doing the same thing afloat. If there is, will some kind-hearted marine editor please point out where it can be seen and interviewed?

Government-owned and operated ships is what it'll come to if the shipowners don't mind their p's and q's. Reactionism always begets radicalism. And it's a moral cinch that when ships are owned and operated by the Government there will be lifeboats for all, and enough bona fide seamen to properly man them. Enlightened public opinion will stand for nothing less. Hey! wake up, Mr. Bourbon Shipowner. Don't you know this is the Twentieth Century?

"The interests of capital and the interests of labor are identical." How long is it since ye eloquent spellbinder discarded that ancient and ever reliable chestnut from his anthology of guaranteed applause-producers? Can you remember? And to think that once upon a time it used to bring down the house! 'Twould be a brave orator who would try to spring it these days on a mixed audience—in Colorado, for example!

Misfortunes never come alone. The higher the cost of living mounts, the scarcer grow the chances of making a living. Maybe a case of cause and effect! If so, at the present rate of increase in the cost of living, how long will it be before some of us will be out of work all of the time, and all of us some of the time? Figure it out yourself.

Did you ever note that those who rhapsodize the most about the "dignity of labor" are generally too dignified to work at anything? And remember, brethren, that always and everywhere men do that best which they best like to do. What's the answer?

If you accept as true the aphorism that "a fool and his money are soon parted," then you must also accept as true that the world is mainly inhabited by fools. How much money have you wisely parted with in your day, Bill?

Slogan of Big Business—"Hands off!" Despite which it is becoming more and more evident that what Big Business needs, and needs badly, is a laying on of hands. The Big Stick don't seem to scare it any longer; needs pickling, probably.

"Businessmen Appeal to Mr. Hearst."—Newspaper headline. Sure; let Willie do it. Ain't he the whole works of this Nation? Ain't he the guy who put the dent in President and the con in Congress? Ask him.

Wonder if the dove of peace would object to civilization declaring war against poverty! Respectfully referred to the Hague Peace Tribunal.

Congress, n.; pl., Congresses—A law-making body maintained by the people to see that they (the people) don't get what they want.—Standpat Dictionary.

Three unfailing signs of capitalistic prosperity: Soup-kitchens, bread-lines, and parades of the unemployed.

Thrice armed is he who hath his quarrel backed by organization.

The fear of want makes tight-wads of us all.

EL TUERTO.

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,

V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

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Marquette, Mich.
Milwaukee, Wis.
Saginaw, Mich.
Sandusky, O.
Sault St. Marie, Mich.
Sheboygan, Wis.
Superior, Wis.
Toledo, O.

FORCING CONFESSIONS!

Proof that private detective agencies have the freedom of California jails to beat and torture by fiendish means men convicted of no crime came from Deputy Sheriff Henry Daken of Marysville (Yuba Co.).

Deputy Sheriff Daken states that, of his own knowledge, H. D. Suhr, one of the four hop-pickers now on trial at Marysville for the murder of the late District Attorney E. T. Manwell, was for nights deprived of his sleep by Burns detectives in the employ of Yuba County in an effort to make him confess guilt.

Dictagraphs were installed in his cell; detectives disguised as hobo cellmates, kept him awake; food would have been refused him had Deputy Sheriff Daken allowed it, and torture of every kind was used upon him.

Deputy Daken brought Suhr back from Phoenix, Ariz., where he was arrested. He protested the treatment accorded Suhr, and only evaded the detectives' plans to take Suhr away by themselves by telegraphing to Sheriff G. H. Voss, of Yuba County.

The officials who allowed these outrages are the jail authorities of Fresno and Oakland.

Suhr spent three nights in the Oakland jail, deprived of sleep and tortured by Burns detectives. When he tried to slumber, the covers were jerked from his bed. When he held the blankets tightly, his legs were pulled and pinched. When every nerve was quivering with exhaustion, he lay down upon the floor, mindless of the lack of covers or of the damp cold stone beneath him. Then his body was poked and stuck with papers rammed through the cell door. In final desperation Suhr stood up to get some sleep leaning against the cell wall. But the watchful Burns men outside, alert by taking turns at patrol, shook his cell door and hammered his walls till the rattle and rumble jarred him back to painful consciousness.

Suhr then signed a confession prepared by Burns men, which he is said to have repudiated an hour afterward. The same afternoon, sapped of his strength and half crazy through lack of sleep and the torture of detectives, he tried to commit suicide by slashing his wrists with razor blades.

Such is the charge Suhr has made. Its truth is borne out in all essential details by Deputy Sheriff Daken, an officer of Yuba County, shot at in the Wheatland riots and with no liking for I. W. W. men. He is an officer known for his bravery throughout Superior California, with the reputation of getting every man he ever went after. Nor has he been known to mistreat an unoffending prisoner.

Deputy Sheriff Henry Daken said:

> Suhr was mistreated and deprived of sleep by Burns detectives. I have no sympathy for such outrages, for unless a man is resisting arrest, he will always get good treatment from me.
>
> It wasn't my doing, for I had telegraphic orders from District Attorney Stanwood to let the Burns men have all the opportunity to talk to Suhr they wanted.
>
> The Burns men joined us at Fresno, two fellows, Martin and Watson by name. One of them disguised himself as a hobo, and was put in Suhr's cell. He kept Suhr awake by talking to him, and I noticed on the train next day that Suhr slept most of the time, though from Phoenix to Fresno he didn't sleep in the daytime.
>
> They put a dictagraph in his cell at Fresno, and I understand got some damaging admissions.
>
> We arrived in San Francisco very early in the morning and went to the Sutter Hotel, where we slept a few hours. We were ordering something to eat and Suhr said what he wanted, when one of the Burns men said, "No, you don't want to eat! You can wait awhile!" I said, "When he's with me he eats," and I sent down and got him some breakfast.
>
> We put him in the Oakland jail next day. The day following, when I saw Suhr and asked him how he felt he said the Burns men had kept him awake all night by pulling the covers off him and by jerking his legs. He complained of that to me several times. I protested to the Burns men, but it did no good. On the third day Suhr signed a confession, which one of the Burns men had taken down. He also wrote a letter to his wife in which he is said to have practically admitted his guilt.
>
> Mundell, Pacific Coast head of the Burns Agency, had me in his office trying to get me to go home and leave Suhr with him. They made the mistake of thinking me as big a brute as they are. I telegraphed Sheriff Voss about it and he wired to bring Suhr to Marysville immediately.
>
> Never again when I go after a prisoner will I allow any private detectives to be along, orders or no orders. I don't believe in manhandling prisoners, never did it and never will. I've got no use for the inhuman manner in which these Burns men act. I've been accused myself of mistreating Suhr. I never laid a hand on him. Whatever was done to him was done by Burns men. Suhr himself will tell you that I treated him fine.
>
> I told Suhr that when this trial is over if he brings any action against the Burns men I would be a witness for him. My God! I've got no use for Burns men or anybody else who will beat up a defenseless man.

These things are true, yet Suhr has been denied opportunity of pressing charges in Court against his assailants, and the detectives are still in the employ of Yuba County. Their fees will be enormous.

The District Attorney of Alameda County, where the assault occurred, refused to entertain Suhr's complaint when presented by his attorneys, Royce and Lewis. Judge E. P. McDaniel, of Yuba County, Judge K. S. Mahon, of Sutter County, and District Attorney E. B. Stanwood have not accorded him the assistance he asked in bringing his pseudo-legal assailants to answer before the law. Moreover, a cloak of official secrecy has been thrown over the charges in an endeavor to hide them from the public. Suhr has been allowed to see no one save his wife and attorneys, up to the time of writing.

Newspaper men have been uniformly and persistently barred access to Suhr by District Attorney Stanwood. The writer asked permission of District Attorney Stanwood to get from Suhr a statement of his charges of mistreatment by Burns men. The permission was refused after Stanwood had consulted with Attorney W. H. Carlin, who is representing the State in the trial.

An atmosphere of inquisition methods hangs over the treatment of Suhr and his companions. After Burns detectives have had the opportunity of cruelly treating these men, they are immured in jail and Suhr's cries for justice against brutal detectives are unheeded. Though the law presumes them innocent until found guilty, and they have as yet been convicted of no crime, newspapermen cannot see the prisoners.

Suhr's attorneys and Suhr himself are both willing that reporters should see Suhr and his companions, but the District Attorney has ordered them in strict confinement with no visitors. Had it not been for the honesty with which Deputy Sheriff Daken answered when asked concerning the treatment of Suhr, publicity concerning the shameful violation of the rights of an American might have been squashed forever.

One charge of mistreatment and torture by Burns detectives which the Yuba County authorities have tried to scoff and deny into silence has been proved accurate by one of their fellow county officers.

Are the other charges true?

The charge was made that a Burns detective beat and kicked Alfred Nelson at Martinez. The Swedish Consul of San Francisco protested to Governor Hiram Johnson. Later Detective R. B. Cradlebaugh was tried, convicted and sentenced.

The charge is made that Allan Johnson was beaten by Burns detectives, his ear cut open and that later he went insane from this mistreatment. He is to-day an inmate of the Stockton Insane Asylum.

The charge is made that as a result of mistreatment by Burns detectives Nels Nelson later committed suicide in the Yuba County jail. Nels Nelson was in the hands of the detectives and did hang himself in his cell.

The charge is made that Burns detectives have spirited away Edward Glaeser, a 16-year-old witness, and are keeping him from his relatives. Glaeser was last seen with Burns men in Marysville, was found in their custody later at Gilroy Hot Springs by his uncle and was again lured away by Burns men in San Francisco. The Burns men still have him, where, no one knows.

The charge is made that District Attorney Stanwood held these men in jail from forty to eighty days without a hearing, though the law plainly provides that a man arrested must immediately be haled before a Magistrate. Stanwood admits this, giving as a reason that he was rushed with criminal cases then on the docket and needed further time for investigation. But the law is plain, makes no exceptions, and District Attorneys are presumed to know the law.

Deputy Sheriff Daken has appeared in some of these latter charges to prove them conclusively. To the average man, however, mistreatment of prisoners by Burns detectives, proven in two cases, makes other cases of like nature charged against them extremely probable.

In justice to District Attorney Stanwood it must be said that he emphatically and in detail denies any knowledge of prisoners having been beaten by Burns men, or of his having authorized or allowed any mistreatment.

District Attorney Stanwood had to admit, however, that mistreatment of prisoners by Burns detectives could have occurred without his knowledge.

He also admitted that in some cases the detectives would have had the opportunity of mistreating prisoners and that nothing interfered to prevent them unless they had conscientious scruples against such a course.

But the abuses occurred nevertheless. Burns men did mistreat prisoners, as an inquiry into Suhr's charges would have shown. These detectives are still in the employ of Yuba County, though their head, Mundell, has broken away from Burns to establish an agency of his own.

The fact also remains that men are now on trial for their lives in Yuba County to a great extent upon evidence gathered and prepared by Burns detectives, who in two cases have endeavored to get that evidece by brutal beatings and fiendish torture. Whether the men on trial for the murder of the late District Attorney Manwell are guilty or not is unknown and beside the charges. The fact remains that illegal and criminal means have been used by detec-

tives to convict them. The experiences of Suhr and his companions teach The People of California that public jails are used by private detective agencies to beat and torture men convicted of no crime. It teaches that officials elected by The People allow torture of men innocent in the eyes of the law. It shows that some of these jail officials harbor private detectives and assist them in their fiendish torture.

How common is this substitution of torture and beatings for the legal processes of the law?

What assurance have you or I, or any citizen of California, that he may not be sent to prison or hanged upon false evidence or confessions wrung from nerves wrecked by loss of sleep and mistreatment?

These beatings and tortures of prisoners by Burns detectives are a shameful blot upon the justice of Yuba County. No matter how fairly the case in open Court is conducted, it can never be said that Suhr and his companions have had a fair trial.

There will remain the knowledge that the gathering of the evidence against them is interwoven with torture, beatings and all the resourceful practices of private detectives in "working up" a case.—C. K. McClatchy, Jr., in Sacramento Bee.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

The company, in making application to the Boot and Shoe Workers for their union stamp arbitration contract, makes this further interesting announcement: "Men in our employ, other than shoe workers, will be organized in accordance with the rules of their respective organizations, provided they are affiliated with the American Federation of Labor." The firm manufactures a well-known and high grade of shoes for men and women, and these shoes will hereafter bear the union stamp. While pleased with the substantial gains made, national officers of the Boot and Shoe Workers' Union show that the clear-cut reasons given by the Hamilton-Brown management, and made public by them, for accepting the theory of trade unionists for industrial peace with betterment will be far-reaching in their effect.

Education and Organization.

A literary test for immigrants is the decision of a Seattle conference, which consisted of trade unionists and others numbering 200, interested in social work, who are holding open forums for the purpose of discussing the immigration question. Another important resolution, which was adopted, requests the Federal Department of Labor to act jointly with the department of political and social science of the University of Washington and any other agency of similar purport in an inquiry regarding modifications, if necessary, of land ownership, taxation and credit in this State to permit it to assimilate the immigrant without lowering the present standard of living. In line with this "back-to-the-land" idea the conference agreed that the State should prepare for cultivation lands to be sold in small tracts on long and easy terms to immigrants who declare their intention of citizenship. It is the purpose to hold these meetings frequently, and the hope is expressed that more Pacific coast communities discuss this question. The conference made an emphatic declaration that organization among the workers on the Pacific coast must be the keynote of successful work "along the lines of preserving to the workers of the country conditions that would make possible a standard of living such as should be maintained." It was also decided to interest the various organizations of foreign citizens on the necessity for friendly cooperation, and show them the necessity of carrying back to their native land the conditions and opportunities along the Pacific coast. It was conceded that there was a "regrettable lack of information among union men on all phases of the immigration question," and it was urged that this issue be made a subject of first importance.

COMMENT ON SEAMEN'S BILL.

Chinese Sailors and Firemen.

"When the ship struck the Chinese sailors and firemen became panic-stricken and, rushing madly from their quarters, seized life-preservers and started to lower the boats and abandon the ship.

"The skipper rushed down from the bridge and drove the frightened Orientals back to their duties, and Christensen on the bridge skilfully turned the ship about in the breaking seas and steamed back to the harbor."

That is a part of the story of the near-wreck of the British oil steamer "Cowrie," just as it was steaming out of San Francisco harbor last week. And that part of the story is taken from the San Francisco "Examiner," which, with other Hearst papers, insists that the Seamen's bill must be amended in the interest of shipowners. The shipowners ridicule and denounce the provision that 75 per cent. of the crew must be able to understand the orders of the officers of a ship; and R. P. Schwerin and others assert that American ships will be driven from the ocean unless they are free to employ Chinese crews.

The accident to the "Cowrie" might, in the circumstances, have happened to a passenger steamer. As it was, the "Cowrie" struck twice on the rocks at Point Bonita, was almost broken in two, and by skilful piloting was brought back into the harbor, waterlogged. The damage and loss to cargo will amount to $250,000. What might not have been the result of such an accident to a passenger steamer, going out the Golden Gate in that storm?—The Star.

Willie Is a Wonder.

The Mexicans have appealed to Hearst for assistance; the Spaniards have appealed to Hearst for protection. And now the San Francisco Chamber of Commerce has appealed to Hearst to prevent the passage of the Seamen's bill. Why, can Hearst do it? Sure, he can do anything—and any body. With one wave of the hand he simply pushes aside the President, Congress and the Supreme Court, and takes charge of things. Little Willie is certainly a wonder, but no one has yet succeeded in getting him near the field of battle.—The Despatch-Democrat, Ukiah, Cal.

For fair products of all kinds consult the JOURNAL's ad columns.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

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The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA

29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

Senator Borah, chairman of a Senate investigation committee, reported that martial law had been unjustly exercised in the West Virginia coal strike.

The chief of the Mine Department of West Virginia has compiled a statement showing that there are 70,321 men employed in the State's mining industry. Of this number 32,612 are Americans, 14,000 are negroes, and 23,709 are foreigners, of whom the majority are Italians.

One of the last scenes of the ghastly Triangle fire, March 25, 1911, was enacted in New York City when Surrogate Fowler signed an order permitting the administrators of the estates of nine victims to settle their claims against the owner of the building for $75 apiece. It is said the money was paid by a casualty company in which the owner was insured.

In an interview, published in a Philadelphia paper, Captain Groome, of the Pennsylvania State Constabulary, indicates that his cup of bitterness is filled to overflowing because the last Legislature defeated a proposal to increase his force 120 men. The captain is angry, and expresses the opinion that "labor agitators" are responsible for his undoing.

Charles H. Moyer, president of the Western Federation of Miners, and thirty-seven other officials and members of the organization were indicted at Houghton, Mich., on charges of conspiracy in connection with the copper miners' strike. The true bill was so worded that the allegations against the men constitute a misdemeanor. Several other true bills were returned, but because they charged felonies Judge P. H. O'Brien ordered the documents sealed until the men named in them have been arrested.

The Los Angeles workers have started an organization campaign with the object of bringing all the unorganized workers into the various unions. The slogan of the campaign is to be a "100 per cent union city." Many mass meetings have been arranged and immense quantities of literature is to be distributed. Bill boards are to be covered with posters giving short definitions of unionism and arguments in its favor. The enthusiasm of those who are actively engaged in this work is inspiring and the work to be performed cannot but greatly enhance the effectiveness and influence of the trades union movement here.

Employers of female labor in Washington State estimate that it costs a working girl from $9.81 to $10.29 a week to support herself. The Industrial Welfare Commission, which outlined a cost-of-living investigation as one of the preliminaries to the fixing of minimum wages in various industries, has just made public the compilations of replies received from 138 employers of women in response to a request for an estimate of what expenditure is necessary in each of a list of thirty items for maintenance. The average is considerably in excess of the minimum wage fixed in Oregon, and also considerably in excess of the average wages paid female employes in Washington, previous investigations indicating that the average wages in various industries looked into is between $8 and $9.

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Haro, Aaro	Petterson, Chas.
Hetman, Walter	-1287
Iceberg, Theo.	Petrow, A.
Janson, H.	Plesner, Levi J.
Johansson, Chas.	Ridderstoff, Ernest
Jurgensen, Peter A.	Seblom, John
Kallas, Alex.	Swansson, August
Kalberg, Wm.	Thoresen, Axel L.
Kirwan, M. L.	Wessman, John

INFORMATION WANTED.

Axel Peterson, F. Lundberg, J. Gustafson, M. Garcia, crew of the steamer Riverside, at the time she towed in the Oceana Vance, kindly call at the office of the Charles Nelson Co. for money due them.

Victor N. Kvenen, a native of Belgium, age 32, last heard of in Ashtabula, Ohio, April, 1909, inquired for by his brother John Kvenen, Route 2, Raleigh, Tenn.

Valetine (Walter) Zima from Lubiachowo, Kreis Schrimm, Province Posen, Germany; last address Sailors' Union Hall, Seattle. Please communicate with Imperial German Consul, Seattle, Wash.

Anyone who was on the schooner "Americana" on January 29, when Louis Buttner was injured, is respectfully requested to communicate with the injured man. Address Sailors' Union of the Pacific, San Francisco, Cal.

Carl Julius Carlson, born in Sweden in 1877, is inquired for by his mother. There is about $2000 due him from his father's estate. Last heard of in September, 1902, on the Atlantic Coast. Previously sailed on the Clifford between St. Johns and New York. Address Fru Sophia Carlson, Klubbegard, Hallands Lan, Heberg, Sweden.

John Nurm is requested to communicate at once with F. R. Wall, 324 Merchants' Exchange, San Francisco.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Alquist, Oscar	Jacobs, Wm.
Anders, Fred	Kalning, J.
Andersen, A. -1821	Karlson, M. -917
Anderson, Hjalmar	Karsima, N.
Anderson, Gust	Klebnikoff, I. W.
Andersen, Peter F.	King, Frederick
Anderson, K. E. V.	Larsen, Lars
Anderson, Tony	Larsen, John
Anderson, H. -1352	Larsen, L. A.
Anderson, A. -1638	Larsen, Harry
Anderson, Martin	Lillian, Ole
Berg, N. N.	Martinsen, R.
Behrens, Herm.	Minor, James
Bishop, Patrick	Molver, M.
Bartsch, W.	Morse, H. W.
Berger, C.	Moyer, E. S.
Burholtp, F.	Moonan, John
Christiansen, Axel	Muir, F. W.
Christiansen, C. F. -573	Mattson, Taivo
	Monsen, S.
Chevalier, V.	Matson, M.
Christiansen, Anton	Martinsen, Chr.
Carlson, Harold	Noss, Cearl
Christensen, H. -1366	Newman, J. S.
	Nelsen, Jonas
Christensen, Trygar	Nelson, Albert
Daniels, C.	Olsen, Leo
De Groot, G.	Olsen, B. -597
Dornqvist, Otto	Olsen, Sigfried
Daughty, Pearly	Ogilvie, W. A.
Edson, F.	Osmundsen, Rangwald
Edvards, John	
Erikson, O. H. -837	Osterhoff, H.
Engebrietsen, E.	Olsen, Albert
Fellix, Hans	Pedersen, Hedley
Ferguson, Robt.	Petterson, John M.
Fraser, Elias	Parkhurst, Thos.
Ferguson, Robert	Petersen, Vic. -1447
Frammess, Ivar	Reekman, H.
Hass, W.	Rorvick, C. E.
Hansen, Olaf	Samson, Geo.
Hernes, K. L.	Schmidt, J. A.
Heynes, Hans	Saulter, Mike
Holm, Fred	Seddon, R.
Hagen, Carl	Seibert, Henry
Helpap, A.	Smith, John
Jade, H.	Stegeru, P.
Janscwitch, J.	Sullivan, J. M.
Jensen, Johannes	Swenson, L. G.
Johansen, A. -2186	Stresslin, A. W.
Johanson, Emil	Torbeckson, C. H. C.
Johansen, Olaf	Taede, A.
Johnson, J. 983	Thompson, T.
Johnson, E. -2294	Voldby, P.
Jorgensen, Fredrick	Walley, Paul
Jensen, Hans	Witherspoon, Jas.
Jensen, Jens	Wald, S.

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Eureka, Cal., Letter List.

Ahlstrom, Harry	Jacobsen, W.
Breien, Hans	Jorgensen, Olaf
Ehlert, August	Noel, Louis P.
Eriksen, Anton	Lutzen, Waldemar
Gudmundsen, Gudmund	Publicatius, August
	Robertson, A.
Hansen, Harald	Thorssen, Fredrik
Hansen, Harry -1827 (Photo)	N.
	Wexahl, Hansen
Ismas, Richard	Krist
Jensen, George	

INFORMATION WANTED.

John West, who was on the steamer Horatius in June, 1912, is inquired for by P. Ivers, River Darling, via Wenthworth, Australia. Please notify Sup't., No. 1 State street, New York.

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RAYMOND, WASH.

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RAYMOND WASHINGTON

Portland, Or., Letter List.

Anderson, Gust -1808	Koap, Nick
Anderson, Rasmus	Kristensen, Otta
Anderson, Mike	Laine, Frank
Backanan, Paul	Larsen, Hans -1677
Baker, Geo.	Larsen, Alfred
Bergman, Karl W.	Larsen, John
Berglund, Ed.	Leidecker, E.
Boyard, C. E.	Lemarchand, Louis
Bohm, Franc	Lundeman, Ruktie
Bultz, Ernest	Lipclasey, John
Carlsen, Charlie	Lallwer, Alexander
Carlson, Jack	Mattson, Maurits
Cagdell, D. J.	Macrae, Alexander
Day, Aca	Mikalsen, Andreas
Dahl, Henry	Miller, H. B.
Drenkholn, M.	Maxnes, Kristian
Edstrom, John	Miller, Chas.
Erikssan, Erik	Neuling, Albert
Erman, A.	Nelson, C. J.
Edberg, Conrad	Nielsen, Kristian
Ekham, Frans	Nilsson, Axel
Forde, S. C.	Norberg, John
Goralia, Piet	O'Brien, Jack
Gynther, John	Olsen, Ansgar
Hansen, Hans M.	Olsen, Andy
Hansen, Bernhard	Palmer, Jas. W.
Hansen, Sigvarth	Pakeman, Paul
Hansen, Oskar	Petterson, Einar -1437
Hafke, Hernes	Peterson, Hans
Hernes, Klemet	Pillman, Frank
Hallgren, Anders	Pohland, Max
Henriks, Waldemar	Rantion, Jacob
Hansen, Max O.	Rhodes, F.
Henke, Ernest	Rincke, Sperman
Henze, A.	Runge, Axel
Hellman, Albin	Schroda, Peter H.
Hogstad, Andreas Mikalsen	Sellin, William
Hock, Garve	Schulz, Alfred
Johanson, John F.	Semens, O. L.
Jansen, Harry	Saukka, August
Johnson, Ole C.	Swanson, John
Johanston, C. R.	Swanson, Carl O.
Johansen, Chris.	Sundguist, Ernest
Karson, K. E.	Thomel, Martin
Karlson, August	Warren, C.
Klaesson, Karl	Welson, J.
Kluge, Frank	Wishart, John
Kirker, Alexander	Wieprecht, Ernest

Aberdeen, Wash., Letter List.

Anderson, Ernest	Finth, Richard
Andersen, F. C.	Forde, S. C.
Armstrong, Harry	Granberg, Eric
Anderson, George	Graf, Otto
Behn, Alfred	Glase, Gustav
Brown, C.	Hohn, Arthur
Bergman, Edwin	Herman, Axel
Bjorkholm, A. M.	Hansen, Ove
Bowen, J. J.	Hopstad, S. -2101
Burmeister, John	Hansen, Torleif
Burkland, John	Jensen, Harry
Bjerkman, C.	Johansen, Hans
Bodahl, Hans	Kristiansen, Nils
Christensen, Albert	Loining, Hermand
Christensen, Hans P.	Lengtssen, Gottfried
Christensen, Harry	Laine, Herman
Dobbs, Paul W.	Lorsin, G. L.
Eklund, Chas.	Larsen, Lars
Engfors, Gustaf	Larsen, H. P.
Eriksen, Olai H. -837	Lindroos, A. W.
	Larsen, Peter
	Martin, James

INFORMATION WANTED.

Mrs. Alice Phillips wishes to hear from her husband, Tom Phillips. Write to 35 Sussex St., Sydney, N. S. W., Australia.

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Martinell, Walter	Sandstrom, Hugo
Nikolin, E. Miko	Schacht, H.
Nord, Karl	Siven, Wictor
Nielsen, N. C.	Sorensen, T. B. G.
Nerby, Kristian	Sutse, M.
Neddemeyer, John	Schreff, Paul
Olsen, Nils	Sim, Gunder
Oksanen, Juko	Slenman, Richard
Osterholm, J. W.	Wind, Jacob -1357
Olsen, Oswald -1059	Walder, Olsen N.
Peterson, Axel	Williams, J.
Petersen, S. J.	Walenious, Pete
Petersen, Erik -903	Zebe, G. V.
Pettersen, Karl	Packages.
Pettersen, Olaf	Hansen, John
Richendsen, Hilmar	MacGuire, O. F.
Rundblad, Oscar	Zebe, G. V.

INFORMATION WANTED.

W. A. Goodrich, who left the British ship Puritan at San Francisco, February 6, 1911, is inquired for by the British Consul-General at San Francisco.

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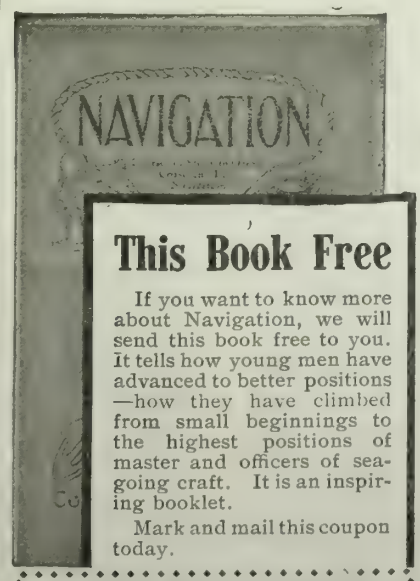
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Home News.

Seven of the crew of the bark "Manga Reva" were convicted of mutiny at Wilmington, Del.

It was announced the Panama Canal would be ready to admit vessels within 70 days, barring accidents.

A report of the Department of Labor's investigation of the Michigan copper strike asserts that strike-breakers were imported into the mining regions by misrepresentations.

It was announced by the Department of Agriculture that 1913 had been a bumper year for American farms, with $10,000,000,000 worth of products and $5,000,000,000 of cash income.

Data gathered by the non-magnetic yacht "Carnegie" in 150,000 miles of voyaging has been turned over to the United States hydrographers and much of it is now in use by shipmasters.

Josephus Daniels, Secretary of the Navy, presented statistics to show the need of the office of Vice-Admiral to place the American Navy on a parity with navies of European countries.

Secretary of the Interior Lane urged the immediate passage of a law giving the President the right to reserve to the United States Government radium-bearing ores found anywhere on the public lands.

The New York, New Haven and Hartford Railroad accepted the terms of the Department of Justice and will dispose of its trolley, railroad and steamship lines so soon as compatible with good business principles.

Treasury officials predicted that the Underwood-Simmons tariff act would produce several millions more revenue annually than estimated by experts and that the $45,000,000 decrease expected for 1913 probably was excessive.

Four sailors of the crew of the flagship "Wyoming" of the Atlantic fleet were drowned on January 9 in Hampton Roads when a big freight sailing cutter was swamped in the heavy seas with sixteen sailors on board. Twelve of the men were picked up by a tug which went to their rescue.

Dashed to death on the rocks in the treacherous Fraser River, British Columbia, or swept to their doom by the swift current, was the fate of seventy-five laborers employed by the Grand Trunk Pacific Railroad, according to Angelo Pugliese, one of the twenty-five who managed to escape when the frail flat boat in which they were being transported across the river was wrecked on a rock. Pugliese said the twenty-five who escaped were all more or less injured. The tragedy occurred in British Columbia, west of Fort George.

The abnormal development in battleship design in the last fifteen years has impaired the usefulness of dry docks constructed during the same period at Boston, Portsmouth, N. H., Philadelphia, Mare Island, Cal., and Charleston, S. C. These dry docks are now inadequate to receive the largest ships, according to the annual report of the chief of the Navy Bureau of Yards and Docks. It is added that there are but three dry docks available to receive the largest battleships, these being at New York, Norfolk, and Puget Sound.

Domestic and Naval.

During the St. Lawrence shipping season of 1913, 471 steamers went up the river with passengers and freight, as compared with 405 for the navigation season of 1912.

Fifteen vessels are either en route or loading with Argentine corn destined to U. S. ports. Upward of 8,000,000 bushels have been imported since the new tariff placed corn on the free list. This is all new business created by the Underwood tariff act.

To remedy the shortage of officers in the French mercantile marine, a decree of August 8, 1913, gives masters in the coasting trade the privilege to ship as mates of deep sea vessels. The shortage of officers was caused solely by the low wages offered, which led seafarers to seek shore employment.

Admiral Duarte Huet de Bachellar, formerly chief of the Brazilian Naval Commission in Europe, has been arrested and sentenced to eight days' imprisonment. He was arrested on board his vessel in Rio because of an article published vehemently blaming Brazil for the sale of the dreadnaught "Rio de Janeiro."

The Japanese Government is said to be preparing a law for limiting the operations of foreign shipping companies in Japanese waters and for instituting a state regulation of rates of freight, so that, for instance, any increase of 10 per cent or more shall not be effected without the express sanction of the government.

The Cunard Steamship Co. has ordered another steamer for the Cunard Canadian service. The new vessel will have a tonnage of 14,000 tons, and is to be built by Messrs. Swan, Hunter, Wigham, Richardson & Co. of Wallsend-on-the-Tyne, the builders of the "Mauretania," the Boston liners "Franconia" and "Laconia" and other famous Cunarders. She will be named the "Aurania," and it is interesting to recall the fact that the Cunard Co. had a previous steamer of that name. This is the first occasion on which the line has repeated the name of an older ship.

In discussing general jurisdiction cases in his annual report the U. S. Attorney-General notes that many of these arise out of contracts made by all departments of the Government for the building of battleships, cruisers and other vessels of the Navy Department and the construction of drydocks. The amounts involved in these cases may be judged from the fact that the sums claimed in pending suits under contracts of the Navy Department for the building of battleships, cruisers, etc., aggregate approximately ten million dollars, while the litigation over drydocks involves about $2,500,000.

The motor lifeboats built by Messrs. Maclaren Brothers, Dumbarton, for the two new Allan liners "Calgarian" and "Alsatian" are fitted with 30 h.-p. four-cylinder paraffin engines, and are each capable of taking eight to ten ordinary lifeboats in tow. They are 28 ft. in length, with a cabin occupying five-eighths of their length forward, a considerable free-board giving good headroom in the cabin. The engine is placed in the cabin and all controls are taken aft to a watertight self-draining cockpit in which the steersman sits. The boats are fitted with wireless telegraphy, and submarine signaling apparatus.

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IMPORTANT NOTICE.

The members of the crew of the steamer "Hyades" who witnessed the assault upon Victor Petitmangen by the first officer of that vessel are requested to report immediately to the Secretary or any Agent of the Sailors' Union of the Pacific in order that depositions of their evidence may be forwarded to Honolulu.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify Jack Rosen, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Abolin, Chris.
Abrahams, A. M.
Abrahamsen, Johan
Abramsen, Aleck
Aga, Johan
Alexi, Hakon
Allan, Charles
Alund, Ture
Andersen, A. -1635
Andersen, A. C.
Andersen, Albertinus
Andersen, Arnfelt
Andersen, Christian
Andersen, H. T. -1620
Andersen, K. J. -1890
Baird, Robert B.
Bangs, Morris
Bartels, O.
Barton, W. F.
Baumert, Heinrich
Begg, John
Behrens, Herman
Bekker, George
Belin, Erik
Bell, John
Benglson, Lars P.
Berge, Peter
Bergstrom, C.
Bergman, C. W.
Berner, Axel H.
Berthoier, Michel
Billing, Knut
Bjoren, C.
Blair, Bernard
Blair, Francis Z
Cain, P.
Campbel, Wm. H.
Carey, Ed
Carlson, Gus
Carlson, Gustag
Carlson, O. S.
Carlson, Oskar
Carlsson, R. T.
Carlstrom, John
Carter, Sidney
Cederstrom, Wm.
Dahler, H. N.
Danielsen, Nils
De Baere, Henré
De Bruin, B.
Dehler, Alfred
Dellas, James
Dempsey, H.
Denver, George
Deswert, William
Eaton, William
Edgerton, Jack
Einardt, John
Eggers, John
Eliasen, C.
Eliasen, Sam
Elholm, Peter
Ellingsen, Fritjof
Ellis, Jack
Emanuelsen, C.
Enstrom, Carl
Falk, Elis
Farrell, H. D.
Ficher, W.
Finkson, Chas.
Fisher, Frank
Foerg, Wm.
Fogerti, O.
Follan, Thomas
Forsgren, Karl
Gansen, H.
Gasch, Willy
Gerner, Hans
Gibbes, L. W.
Gjardahl, Soren
Glen, James
Graiff, Ed.
Grant, David
Groat, Adam
Grolin, Conrad
Guckmann, Ewald
Gulbranson, Bjorn
Haack, R. A.
Hakonsen, Emil
Hakensson, C.
Hall, W. I.
Halmstrom, Oskar
Halvarsen, Hans
Halvarsen, Olaf
Halvorsen, Wm.
Hansen, Alf
Hansen, Charles
Hansen, C. T.
Andersen, Sigurd
Anderson, Albin
Anderson, Andrew
Anderson, Abbe
Anderson, Carl
Anderson, E. -1886
Anderson, Fritz
Anderson, Harry
Anderson, Hilding
Anderson, -1896
Anderson, Knut
Andersson, J. R. -1246
Andersson, P. A.
Anderson, S. A.
Anderson, Wm.
Andersson, E. -1781
Blank, Georg
Braun, William
Blodsing, August
Blom, Gustaf
Bohnhoff, Heinr
Borgen, John
Boy, Geo.
Bradic, Frank
Brennesser, Otto
Brooke, Oswald A.
Broun, Frank
Bryan, Geo. F.
Brynjulfsen, Halvar
Buaas, Thomas
Buchtmann, Fritz
Buck Arthur
Bugge, Fritz
Burgess, A.
Burmer, Fred
Buschman, G.
Chaler, Bautista
Charles.
Christensen, Erling
Christie, Martin
Clausen, C.
Clifford, William
Conners, Chas.
Conolly, O.
Crosiglia, Joe
Cunningham, C.
Dickens, D. W.
Dixon, John
Dorles, H.
Downey, William
Dracar, E.
Drexel, Dan
Duckman, Ed.
Duglass
Durbeck, Billie
Erdal, John
Erdmann, B. -1704
Erickson, Chas.
Erickson, Eric
Erickssen, Gerhard
Ericson, Edw.
Erikson, Arthur
Eriksson, J. E.
Eskildson, Nils P.
Evans, Dave
Evensen, Martin
Floernann, Anbert
Frainer, Frank
Frederich, H.
Fredrickson, Geo.
Fricke, Willie
Fritsch, Leonard
Froborg, Enok
Furlong, Peter
Gumoes, Fredrick
Gundersen, C. A.
Gundersen, Kristian
Gundersen, Ole
Gundersen, P.
Gunther, Dick
Gunvaldsen, J.
Gustavsen, Olaf
Guslavson, G. R.
Gustafsen, Gust
Gustafson, M. H.
Guthre, Raymond
Hansen, C. P.
Hansen, E. A. -1658
Hansen, Frank
Hansen, F. N.
Hansen, Hans
Hansen, Hans O. -315
Hansen, Henry
Hansen, Johan
Hansen, M. -968
Hansen, Thomas
Hansen, Walter
Hansen, Wilhelm
Hanson, G.
Hartman, Fred
Hartog, John
Hatwyk, Ivar.
Hawking, Iver
Hedberg, Alfred
Heiberger, Morgan
Helgesen, Einar
Hem, Jens
Hellesten, Ingval
Henry, James
Herbert, Chas.
Hermann, J.
Hermansson, C. P.
Higgens, H.
Hiks, Gustaf
Hilke, Charles
Hillig, Albert
Hjorth, John
Hogan, A.
Holberg, John
Holman, Wm.
Horgan, J. A.
Horse, Frank
Hoye, Haakon
Hubner, C. F. W.
Huse, Edward
Ilsemann, H.
Irwing, James
Irwin, Robert
Jacobson, John
Jacobsen, Olaf
Jackisch, Magnus
Jade, Hans
Jakobsen, Anders
James, Alfred
Jameson, H. W.
Jamsa, James
Janssen, Heinrich
Jansson, Fredrick
Jauncey, James T.
Jensen, C.
Jensen, Fredrike
Jensen, Jens
Jensen, J. F.
Jensen, Just.
Jensen, M. P.
Johansen, Arthur
Johansen, August
Johansen, Einar
Johansen, F.
Johansen, H. B.
Joranson, Frank
Johannesen, Carl
Johannessen, Anton
Johansen, J. -2021
Johansen, 1081
Johansson, -880
Johnsson, Oscar
Johnson, -2094
Johnson, Antony
Johnson, Berdines
Johnson, C. A.
Johnson, Chas.
Johnsen, Chris.
Johnsen, Slefon
Johnson, C. N.
Johnson, Henry
Johnson, William
Jonassin, John
Jones, D. H.
Jorgensen, H. P.
Jorgensen, Peter A.
Jurishuck, O. A.
Kaiser, Fred
Kainin, E.
Kallasman, E.
Kalodyeyzik, A.
Karger, Fritz
Karlgren, August
Karlberg, Arvid
Karssam, Niklas
Kaspersen, H. -1100
Kesher, Karl
Kine, Conrad
Kiocha, August
Klausen, C.
Knappe, Adolph
Knudsen, Daniel
Koch, R.
Kolbe, Albine
Kolt, Chris
Krane, Anton
Kreitsberg, A.
Kristensen, Hans
Kroger, H.
Kuhl, H.
Kuhn, Jno.
Lahmeyer, Herman
Lambert, Edward
Langerud, Ole
Lapouble, Jean P.
Larka, Edvard
Larsen, Erik J.
Larsen, Fred. W.
Larsen, George
Larsen, Gus
Larsen, Herman
Larsen, Johannes
Larsen, K. L.
Larson, Chr.
Larssen, Finval
Larsen, H. P.
Lauritsen, Ole
Law, Harry
Laydon, D.
Leino, G. F.
Lelloren, Ole
Lester, J. O.
Liberg, R.
Lill, Charles
Liljedal, Lewis
Lindalm, Alfred
Lindrob, Otto
Littlestorm
Lorenzen, Henry
Lovera, Paul
Luckmann, Ewald
Lude, Thorwald
Ludwig, Jack
Lund, Chr.
Lundberg, Thorsten
Lundholm, Frans
Lundquist, Alex
Macaulay, Hugh
Macdonald, George
Manus, J. M.
Marchand, Louis
Marchwardt, Carl
Marden, Gus
Mariner, R. W.
Martens, H. -1892
Martens, Hans
Martin, Dan
Martin, Geo. S.
Martin, Jack
Martinsen, Ingvald
Mason, George
Mathews, John
Mathias, Albert
Mattson, Chas.
Mattsson, Rudolf
Mayes, J. B.
McCarl, F. A.
McCarty, P. J.
McKenzie, Wm.
McMahon, J. T.
McRae, J. W.
Mehrtens, H.
Menzel, Otto
Merieult, G.
Meyers, Ernest
Mickelsen, M.
Moen, Robert
Moller, John J.
Mollyhus, Ingvar
Monson, C.
Moore, C. C.
Mortensen, J. B.
Mukel, Bertel
Muller, Albert R.
Muller, Henry
Murray, C. P.
Mushaar, Hans
Myers, B.
Neergaard, Anton C
Nelsen, Hans
Nelson, C. -641
Nelson, W.
Nerlicht, Arthur
Nerner, P.
Never, Aug.
Nicholson, F. E.
Nicolaisen, Otto
Nielsen, Chas.
Nielsen, Ed.
Nielsen, N. J.
Nilsen, Anton
Nilsen, Axel
Nilsen, Edan E.
Nilsen, Michael
Nilsen, Oscar F.
Nole, Sigvald
Nordin, Gus
Nordstrom, C. A.
Norris, N. A.
Nyman, Oskar
Ober, John
Ojstedt, S. A.
Olman, P.
Olsen, Ole
Olsen, Charles A.
Olsen, Charley
Olsen, Frank
Olsen, Geo. N.
Olsen, Harold
Olsen, Harry
Olsen, James
Olsen, Jorgen
Olsen, Olaf
Olsen, Olaf D.
Olsen, O. T.
Olsen, Otto
Olsen, Sigurd
Olsson, C. G. -1101
Olsson, Oscar
Olsson, -1187
Olsson, Gustaf B.
Orman, Verney
Olsen, Olair S.
Opitz, Gustav
Osterhoff, H.
Osterholm, J. W.
Ouckberlong, Fred
Owens, Peter
Paludan, Charles
Pankhurst, Thos.
Paulsen, J. -1229
Pearson, J. T.
Pedersen, J. A.
Pedersen, O. -1392
Pedersen, Ole
Pedersen, P. -901
Pedersen, Vilhelm
Pedersen, -1560
Pederson, S. R.
Peil, J. A.
Perrin, H.
Person, C. -1508
Persson, Oscar
Peters, J.
Petersen, A. -1442
Petersen, Axel
Petersen, Aksel
Petersen, A. L.
Petersen, C. V.
Petersen, H. A. R.
Petersen, John G.
Petersen, Karl
Petersen, P. G.
Peterson, Fred
Peterson, S. B.
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Petterson, Otto
Phillips, Charles
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Porino, G.
Preusse, Fred
Pylkkanen, William
Rade, Alfred
Randrop, John
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Rasmussen, Emil
Rasmussen, Jacob
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Rath, Herman
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Redpath, A.
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Reinhold, Ernest
Richter, N.
Ries, Heinrich
Rils, Harry
Rippe, R.
Rivera, John
Rodstren, Sam
Rogenes, G.
Rokus, J.
Rommerdahl, Knud
Roscheck, Paul
Rosenquist, A.
Roum, Henry
Rudebeck, Otto
Rundquist, O.
Runge, V.
Rusberg, H.
Russell, Jim
Rytke, Otto
Saarde, Als
Sahke, John F.
Sahlman, Chas.
Sand, Bernhard
Sandberg, J.
Sandy, Oskar
Sanne, Rudolf
Santo, Manuel
Salzer, Julius
Samuelsen, Leonard
Saunders, James B.
Scaribosia, Mario
Schellenberg, H.
Scher, G.
Schlabis, Edward
Schmidt, George
Schneider, H.
Schrej, G. W.
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Schroder, Hans
Schultz, Albert
Schutze, Paul
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Selen, J.
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Sewall, Harry
Sickman, Andrej
Silverly, E.
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Simonsen, C.
Simpson, L. C.
Skoglund, H.
Slettingdalen, Einar
Smith, G.
Smith, Johan
Smyth, Wm.
Soneson, Wm.
Sonnenberg, J. C.
Sorne, F.
Soderlund, Uno
Sorensen, M.
Sparch, Tom
Spark, A. V.
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Stelle, John
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Strom, Leonard
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Sullivan, John
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Svanson, Martin
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Tanberg, Einar
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Taylor, J.
Tenneson, E.
Thirup, Kr.
Thompson, Ch.
Thomasen, Benjamin
Thorkilsen, Jonas
Thorsen, Chas.
Thorsen, Jens
Thorsen, Otto
Tietjen, B. H.
Tiler, E.
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Tollefsen, Andreas
Tollefsen, Hans
Tommola, Vaino
Torgerson, C.
Tornquist, M.
Torsel, C.
Trede, Hans
Treucrek
Tvede, Jens
Twede, F.
Tydeck, Carl
Uesair, M.
Uhl, Theodore
Ursin, J.
Valtti, Jalmar
Van Bruen, J.
Vanderven, Geo.
Van Katwyk, J. W.
Vermagoret, A.
Vittemajor, W. U.
Vold, O. P.
Voss, Bernhard
Wahl, Robert
Wall, Erik
Wank, Romano
Wattgren, I. M.
Weigaard, Jens
Wendel, Emil
Wenneck, Andreas
West, Henry
Westman, A.
West, Wakon A.
Williams, John
Williams, Seth
Willkas
Wilson, J.
Wilson, Robert
Winkel, A.
Winther, John
Wittenborn, Hans
Willmann, Will
Woldhouse, John
Work, John
Wrig, Ferdinand
Zeckel, W.
Zoe, Frank
Zoe, Francis
Zoerb, Walter

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Andersen, E. -1739
Anderson, A.
Anderson, Victor
Baardsen, Tillef
Balda, A.
Berg, John
Bjerk, Gustav
Bjorseth, Knut
Burnett, Ernest
Eriksen, Gerhard
Buas, Tomas
Carlstrom, John O.
Christoffersen, Olaf
Christensen, Robert
Ellefsen, Otto
Freiberg, P.
Fritsch, Leonard
Gasman, Geo. A.
Guldbrandsen, Jack
Hale, Sigvard
Hansen, Chr. M.
Hansen, Karl
Hanson, Marins
Hartog, John
Haugen, Hans C.
Heiberger, Morgan
Hendriksen, H. -1333
Hillig, Albert
Ingebrigtzen, Olaf
Iversen, Reidar
Johansen, E. M.
Johnson, Ivar
Johansen, J. J. -2021
Johanson, Nils A.
Johnson, W.
Jorgensen, Jorgen
Jorgensen, Oluv
Kaspersen, Henrik
Klingeland, Berger
Korsberg, Wolmar
Kristiansen, Jacob
Krogsett, Svend
Laydon, D.
Lindroth, Erik
Lorin, Kristian -1444
Lukman, Ewald
Madson, Olaf
Malm, G.
Mansen, Martin
Markley, Paul
Mickaelsen, John
Mortensen -2191
Narup, Karl
Nelson, Hasmund
Nielsen, E. S. -1116
Nilsen, Emil
Olsen, -1244
Olsen, Carl -1101
Olsen, Henrik
Petersen, K. -1598
Petersen, Olav
Raasch, O.
Rasmussen, E.
Rathke, Reinhald
Rimmer, Chas.
Smith, E.
Summers, James
Thorsell, Chas.
Thorsen, Jens
Tonnesen, Abraham
Torkildsen, Jonas
Trondsen, J. M.
Van Pratwijk, Johannes
Wakely, R. E.
Walters, Albert B.
Willander, -876
Willmann, Wilhelm

INFORMATION WANTED.

Johannes Puun, born in Oesel, Arensburg, Russia, supposed to be sailing on the Pacific coast, is asked for by his mother. Anyone knowing his whereabouts please notify A. Lepp, Sailors' Union, San Francisco.

Any one knowing the whereabouts of John Burke No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

William Fayette White, whose mother died recently, is inquired for by his brother. Anyone knowing his whereabouts please address S. A. White, 106 W. Salem Ave., Roanoke, Va.

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Carlson, Arthur	Larson, C. L.
Carlson, Eric	Lizs, Otto
Cefalia, Vinzenco	Pinner, Robert
Erikse, Johan	Portanen, Alex
Ericksen, E. John	Petersen, F. V.
Hagen, L. P.	Swanson, John
Johanson, E. O.	Widlund, O. E.
Jeschke, Hans	Walrath, G. O.

Seattle, Wash.

Abolin, Adam	Osterlund, Albert
Borgen, K. Sigurdsen	Olsson, Sigfrid
	Peterson, Andrew K
Dahl, Ben.	Phister, Albert
Fister, Johannes	Polhome, Mr.
Finnigan, I. H.	Ridderstaff, Ernest
Hagen, Gunder	Rye, F. M. J
Jensen, Gustav	Selback, Chris.
Johansen, Ingvald	Slinning, Rasmus O
Johnson, Axel	Spellman, Tom.
Nelson, Nels Wilhelm	Starks, John
	Stein, George G.
Larsen, Fred	Stixrud, Jack
Magnuson, P. A.	Stromsness Oscar



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Pt. Townsend Letter List.

Andersen, E. T.	Mertz, George E.
Alango, John	Nachtigall, H.
Hermansen, L.	Rosbeck, Gustaf
Johansen, John	Shold, Chas. A.
Johnson, Ole	Varner, C.
Moore, George	Wilson, Gus

INFORMATION WANTED.

A. J. Nielson, who was injured on the "Minnie E. Kelton" at the time of her loss, please communicate with H. W. Hutton, 527 Pacific Building, San Francisco, Cal.

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INFORMATION WANTED.

Anyone knowing the relatives of Chas. Green, who was drowned at Nome, Alaska, October 5, 1913, kindly notify Coast Seamen's Journal.

Marcus Andersen, a native of Norway, age 24, five feet seven inches tall, dark hair, fair complexion; sailing on the Lakes when last heard from, in 1911. Any noe knowing his whereabouts please notify Geo. Johnson, 5727 Sangamon street, Chicago, Ill.

News from Abroad.

Enver Bey, the young Turk leader, was appointed Turkish Minister of war.

A bill for a $100,000,000 loan was submitted to the Greek Chamber of Deputies.

The King of Roumania announced that he intended to alleviate the condition of the Jews in his kingdom.

Jules Vedrines, the French aviator, arrived in Cairo from Paris, completing a flight of nearly 3000 miles.

It was officially estimated that 24,000 persons were put to death in 1913 in the province of Szechuen, China.

Sir Ernest Shackelton announced his intention of visiting America before undertaking his Antarctic expedition.

Frederick Burlingham, an American, descended to the floor of Vesuvius' crater and took motion pictures.

The question of armament increase has caused divisions in the British Liberal party, which may wreck the Asquith Cabinet.

The Japanese Government declared itself opposed to the withdrawal of all foreign troops from China as proposed by Russia.

George Legagneux broke the world's altitude record for aeroplanes when he ascended at Saint Raphael, France, to a height of 20,295 feet.

Three hundred Federal prisoners who were captured in the fight at Ojinaga, Mexico, are said to have been executed without the formality of court-martial by order of General Villa, the rebel commander.

A striking illustration of the terrible human waste in war is furnished by the census just taken of the new Bulgarian territories acquired by conquest. The male population of that portion of Macedonia allotted to Bulgaria was reduced during hostilities from 175,000 to 42,500. In Bulgarian Thrace only 225,000 males remain out of a total before the war of 494,000, while in the district of Mustapha Pasha, where fighting waged long and fiercely, only 4000 males are left out of 33,000.

Eight prominent Portuguese monarchists escaped during the night from the ancient fortress prison of Coimbrea, where they were incarcerated on a charge of conspiracy. The prisoners had found an old underground passage in the fortress, and through it reached the courtyard, where three soldiers were on guard, whom they beat with stones. They then scaled the walls and escaped into the country. The fugitives include Colonel Montez, Captains Metta and Veigo Perreira, Dr. Cordeino Ramos and a Catholic priest named Viera.

Japan is confronted with a double affliction—famine in the north and earthquakes and volcanic eruptions in the south. Ten million people are said to be in need of food in Northern Hondo and Kokwaido, and there have been many deaths from starvation. In the south the islands of Kiushiu and Shikoku are in the grip of seismic disturbances. Craters had suddenly discharged great volumes of flaming rocks and ashes, carrying destruction and terrifying the southern empire. Ashes are falling as far north as Osaka. Although the fate of the inhabitants of Sakura island is not certain, it is believed that a majority of them have escaped in boats to the mainland.

With the Wits.

His Share.—The under dog usually gets $50,000,000 worth of sympathy and two cents' worth of assistance. —Cincinnati Enquirer.

Both Behaving.—Mrs. Wombat—Mah husban' ain't been arrested in twenty-five years.

Mrs. Coopley—Mine's up fo' life, too.—Puck.

Usual Treatment.—"Mrs. Brown has the kleptomania."

"Indeed; what is she taking for it?"

"Anything that looks good to her." —New York Times.

He'd Treat Himself.—"If you had, say, $500,000,000, would you build libraries or start colleges?"

"Neither. I'd have meat three times a day."—Chicago Record-Herald.

Used to It.—Lawyer—The cross-examination did not seem to worry you. Have you had any previous experience?

Client—Six children.—Kansas City Star.

A Reprimand.—"You knew your lesson to-day," said the head of the team accusingly.

"Yes, captain."

"Well, let it pass this time, but it looks as if you were neglecting your football."—Washington Herald

Getting It Straight.—"After all," said Kwoter, "it's a true saying that 'he laughs best who laughs last.'"

"Not at all," replied Wise. "The really true saying is: 'He laughs best whose laugh lasts.'"—Catholic Standard and Times.

Going.—During revival meetings in a Western city placards giving notices of the various meetings, subjects, etc., were posted in conspicuous places. One day the following was displayed:

Subject—"Hell: Its Location and Its Absolute Certainty."

Thomas Jones, barytone, will sing, "Tell Mother I'll Be There."—Ladies' Home Journal.

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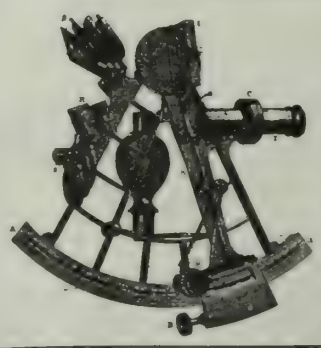
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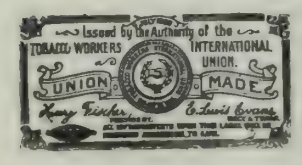
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COAST SEAMEN'S JOURNAL

FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XXVII, No. 20. SAN FRANCISCO, WEDNESDAY, JANUARY 28, 1914. Whole No. 2262.

SUPREME COURT AWARDS DAMAGES.

The Supreme Court of California on January 16, 1914, rendered an opinion in favor of Otto Schellin, a seafaring man, who was injured while at work in a cannery at Bristol Bay, Alaska, in 1910. The case was begun by Attorney F. R. Wall in the State court in San Francisco, and was originally tried by Judge Hunt and a jury in October, 1911.

The opinion, which follows, is of particular importance because of the fact that it gives the law that will govern like accidents happening in Alaska, notwithstanding the several newly enacted Workingmen's Compensation Acts of the Pacific Coast States:

In the Supreme Court of the State of California.
(Filed January 16, 1914.)
DEPT. 2.

Otto Schellin, Plaintiff and Respondent, vs. North Alaska Salmon Company, a corporation, Defendant and Appellant. S. F. No. 6189.

The plaintiff was given a verdict for $4800 by way of compensation for injuries received while in the employ of the defendant corporation. These appeals are by the latter from the judgment and from an order denying its motion for a new trial.

In 1910 the plaintiff, who was a sailor, was employed by defendant to go to Alaska and there to work at the cannery belonging to the defendant. He entered the service of his employer at San Francisco and shipped as a "fish dock" man. His first work in the cannery was repairing the iron crates in which the cans were to be packed before they were put through the cooking process. He was employed in that manner for about two weeks. Then he was required to watch a "solder-wiper," his duty being to observe the cans go through the machine and to stop it if anything went wrong. He went about two weeks at that work and was then sent to the fish dock to clean part of the machinery there. At this task two weeks more were consumed. The shafting at the fish dock was in place when the plaintiff went there and he was engaged upon the four fish cleaning machines which were under a shed there and he was not cleaning all of the machinery. It is true that plaintiff had shipped as a "fish dock man" and knew that he would be required to run a gasoline engine, yet, as he testified, he had no experience prior to that time with such an engine. Before he was put to work his ignorance was well known to the defendant, because engineers in the employ of the corporation instructed him in the matter of operating the gasoline engines which drove the fish cleaning machinery. There was also abundant evidence to justify the jury in concluding that the plaintiff had been instructed in the method of putting a belt upon the pulley while the machinery was in motion—and only in that way—so that the turning of the pulley would draw the belt into place when it was held in the proper manner against the side of the pulley. It was also in evidence that one man could put a belt on the pulley when the machinery was in motion, but that it took two men to do the same thing when the machinery had stopped.

The plaintiff was in charge of the machinery in the shed where the process of fish cleaning was being carried on, and he noticed that the belt had slipped off a pulley. This was a belt by which a grindstone was usually operated. The pulley in question was attached to a shaft about twelve feet above the floor and was distant about two feet from a partition. Just below the shaft at a distance of about two feet there was a running board. The plaintiff placed a ladder against the running board, two to four feet from the pulley, and ascended to the running board. He was proceeding to adjust the belt in the manner in which he had been instructed to perform that duty when his clothing was caught by a set screw which projected about three-fourths of an inch from a collar that was on the shafting, and he was first twisted around the shafting and then thrown to the floor with great violence, sustaining injuries of a very serious character. The collar and the set screw that caught plaintiff's clothing were about eighteen inches from the pulley upon which he was endeavoring to re-adjust the belt, and that was very near the partition. The diameter of the collar was three or three and a half inches. Plaintiff had never before been required to put that belt on the pulley, and had never seen the set screw on the collar. It was in evidence that the set scrw could not be seen when the machinery was in motion.

Appellant contends that it was not its duty to box the shaft or otherwise to provide against the projecting of the set screw; that it had no knowledge of the existence of the set screw; that plaintiff and defendant had the same means of knowledge of the danger; that plaintiff's duties required him to become familiar with the machinery; that he assumed the risks of his employment; that he was guilty, as matter of law, of contributory negligence in attempting to put a belt on a rapidly moving pulley, and that defendant is relieved from liability under the "fellow servant" doctrine.

Even if it was not the defendant's duty to box the machinery, it must be conceded that the plaintiff was entitled to a reasonably safe place in which to work. The pulley was so located that the belt could not well be adjusted by a person standing on the ladder except by a left-handed man. While the running board eighteen inches wide was not the safest place in the world, it was the only place from which, under the existing conditions, plaintiff could adjust the belt. The collar and set screw performed no functions. Their presence at that place made it one of great danger to plaintiff, and it was defendant's duty to make and to maintain there as safe a place as reasonably was possible (Kreigh vs. Westinghouse, C. K. Co., 214 U. S., 256; Jacobson vs. Oakland Meat, etc., Co., 161 Cal., 432 and cases there cited). The shafting had been erected before plaintiff was put to work. Of course if there had been a danger so obvious that plaintiff must have seen it and assumed the risk of working in proximity to it, he could not recover. It was for the jury to say whether or not under all of the circumstances plaintiff was bound to observe the set screw attached to the collar more than five feet above his head as he worked on the floor of the shed—a menace which was shut off from all possible observation from many parts of the building by the running board beneath it, and rendered invisible by the rapid motion during the time when the machinery was in operation. We can not say as matter of law that the jury incorrectly decided this question in plaintiff's favor. If plaintiff was, as he testified, ignorant of the existence of the set screw, he was under no obligation to investigate (Majors vs. Connor, 162 Cal., 135). The rule of assumption of risk by an employe does not apply where the danger is not obvious; where it is unknown to the employe, and where by the exercise of ordinary care the employer could have discovered and removed it (Brown vs. Sharp-Hansen Con. Co., 159 Cal., 94).

To the point made by appellant that plaintiff had equal means with it of knowing of the existence of the projecting set screw, the obvious answer is, first, that the machinery was installed before plaintiff went to work and the shaft was not easily observable by him; and, second, that unless he was charged with the duty of keeping that very place safe, upon his employer rested that obligation.

Nor was plaintiff guilty as matter of law of contributory negligence. Whether or not a plaintiff is guilty of contributory negligence is usually a question of fact. It is a question of law only when the evidence will support no other legitimate inference than that the plaintiff was guilty of contributory negligence (Zibbell vs. Southern Pacific Co., 160 Cal., 240). The evidence was conflicting. Plaintiff testified that he had been instructed to put a belt on a "moving" pulley in case of necessity. Williams, the foreman of the defendant corporation, denied this, but the superintendent, Mr. Hale, admitted that he himself frequently replaced a belt on a running pulley, although he said that he had forbidden plaintiff to do the same thing. Confronted with this conflict of testimony we can not say that the jurors were mistaken, particularly in view of the statement prepared shortly after the accident by Mr. Searle, one of the employes of the defendant, that the injury was not caused by a violation of rules and that no special caution had been given to the injured person in relation to his duties.

The fellow servant doctrine does not apply. Plaintiff was alone in the shed at the time of the accident. But it is argued that he pursued the incorrect method of putting on the belt while the machinery was moving, through the advice of Walsh, a fellow servant, and that therefore he can not recover; but from plaintiff's testimony, which the jury accepted as true, plaintiff's foreman, his acknowledged superior, had instructed him how to replace a belt upon a moving pulley.

Over the objection of defendant's counsel plaintiff was permitted to testify that he had seen other employes of the defendant commany put belts upon moving pulleys. Appellant insists that the admission of this evidence was erroneous because it was not shown that the acts of these fellow servants of plaintiff were authorized. In any event defendant was not harmed because all of the witnesses testified without objection that it was proper for an experienced person to put on the belting while the shaft was revolving.

Certain objections were made to the giving of some instructions and the refusal to give others. We have found no error in any of the rulings assailed. The only objection discussed in detail is a mere verbal criticism. The language of

the instruction was "If you find . . . that the plaintiff did not know and did not in the exercise of ordinary care discover the existence of the set screw," etc. Appellant asserts that the test is not what the employe **did** discover but what he **could have** discovered by the use of ordinary care and diligence. The meaning is substantially the same. If one exercises ordinary care to do a thing and does not accomplish it, then it is plain that he can not accomplish it by the use of ordinary care. Of the other instructions which were offered and refused, one was given in substance elsewhere. Another instruction was in effect that if Walsh, a fellow servant, taught plaintiff to put the belt on a moving pulley, defendant was not liable for the result of such instruction. This was too broad a statement, and moreover was not justified by the record. Walsh was in charge of the machinery, as he testified. He seems to have occupied a position superior to that of plaintiff, but be that as it may, the instruction did not call the jury's attention to the fact that if the superintendent's teaching had been the same as Walsh's (and plaintiff so testified) the plaintiff would have been justified in believing that it was perfectly proper to put a belt on a moving pulley. The instruction was rightly rejected because it assumed that putting a belt on a moving pulley was **improper**—something by no means proven.

The last offered instruction mentioned in the briefs was one which the court properly refused to give. By it the jury would have been told that defendant was under no duty "to guard or protect" the set screw on the shaft. If by this defendant meant there was no duty resting upon it to cover the shaft and set screw with casing or guard, there was no necessity for the instruction. There was no contention nor suggestion that defendant owed such a duty to its servant.

The judgment and order are affirmed.

MELVIN, J.

We concur:

HENSHAW, J.
LORIGAN, J.

THE ACID TEST.

From its beginning the trade-union movement has witnessed the launching of other types of labor organizations, which enthusiastic and inexperienced men expected would replace it, and enable the workmen to secure the full measure of industrial and economic justice through one rapid and revolutionary stroke. There has always been something connected with the extravagant promises and the novelty of the doctrines and policies of the leaders of these movements which attracted the uninformed and those who were naturally inclined to allow others to do their thinking for them, and more than one such movement has gained considerable temporary headway before disaster overtook it, and its leaders proved their inability to make good, which, while not any proof of the correctness or error of their doctrines, was at least evidence that they lacked the ability and capacity to successfully apply them.

Through all the years that the trade-union movement has existed it has had to contend daily with forces which were bitterly opposed to its existence and to encounter the problems created by the introduction of machinery and the rapid changes taking place in methods of production.

It has been forced to be constantly on the alert, like an army continually in the field, facing the possibility of battle on every day of its march. It is these experiences which have made the trade-union movement practical in its affairs above all other things, and developed men who are trained by experience to assume responsible positions.

Experience and not theory has been the teacher of the men and women who form the backbone of our movement, and it is the lessons learned in this school, the lessons learned from hasty and ill-advised strikes, failure to fully consider problems before undertaking their solution, overlooking the necessity for discipline and sound financial systems, which has kept them from being carried away by the noisy appeals of those who have endeavored to lead them into other labor movements in the industrial field.

We are now having a valuable object lesson supplied by the Industrial Workers of the World, the American branch of the European syndicalist movement. With considerable noise and speechmaking their organization was launched a few years ago, with the promise that within a short time it would supplant the trade-union movement and the American Federation of Labor. But before it had made much progress internal dissensions arose and a split occurred, there now being two I. W. W. in the United States, with separate organizations, each antagonistic towards the other, the so-called Chicago and Detroit organizations.

Through the spectacular methods adopted at McKees Rocks, Lawrence and Paterson, they received considerable notoriety, but the strike at McKees Rocks was lost, the membership in Lawrence has dwindled to mere lists of names rather than a permanent organization, and the Paterson strike has been declared off. In the meantime there has been an investigation into the finances of the larger faction, with headquarters in Chicago, and much money which was collected can not be satisfactorily accounted for. Much of the money secured by the I. W. W. was contributed by trade-unionists whose hearts had been touched by the appeals for assistance, which were made on behalf of the suffering strikers who had been led by the officers of the I. W. W., and yet much of this money was apparently used for entirely different purposes than to feed and clothe strikers. Some $2,500, it is claimed, by Wm. E. Trautmann, former Secretary of the I. W. W., which was collected for the Lawrence strikers, was sent to maintain I. W. W. publications in Spokane, Wash., and other Western cities —this very money contributed largely by trade-unionists being used by the I. W. W. in its efforts to disrupt and displace the trade-union movement.

The I. W. W. as a permanent movement was doomed the day it was born, for it was organized largely by men of no experience or those who had failed to make good when handling practical affairs. It provided no sound financial policy, and its officers were men whose greatest ability was the delivery of fiery speeches to workmen who lacked practical knowledge and experience, but who were conscious of the industrial injustice under which they suffered.

Great oaks do not grow from acorns in a day, neither do men acquire knowledge without study and experience. What we have as policies and methods in our trade-union movement were not formed over night, neither did they spring fully developed from the mind of some genius, they are the result of years of experience on the part of millions of workmen who have been continuously engaged in an effort to improve their condition and who from the beginning have been forced to deal with practical questions which affected their daily labor and their standard of living. Gradually and steadily they have been building up their organizations, profiting by their experience. Many of the lessons they have learned have been expensive ones, but they have been worth the price paid for them, great as it may have been, for they have learned to carry on their movement along such practical lines that it can no longer be endangered by passing efforts to organize other industrial organizations founded on visionary schemes.—International Molders' Journal.

PROFIT SHARING NO RELIEF.

Dr. Charles W. Eliot, president emeritus of Harvard College, recently expressed his opinion that profit sharing, judiciously administered, would cure the spirit of unrest among workingmen.

This is the view of a man who has no familiar acquaintance with the workingman. He has all his life lived in an atmosphere so far removed from that of the average workingman that he does not understand the workingman's point of view or his aspirations.

The workingman wants independence, and he wants wages that will insure such a condition. He does not want to be bound to his employer by conditions of employment that tie him to his employer and that prevent freedom in the exercise of his right without being penalized.

Profit sharing is not of his making. It is in the nature of a gift from the employer, and it has in it a flavor of charity. It is the benevolence of the lord to his servant, and therein lies one of the objections of workingmen to profit sharing. It imposes conditions of subserviency. And the conditions are that the workman shall be loyal to his employer and subject his industrial life to the conditions which he imposes.

As is usual in all profit sharing plans, the scheme is predicated on the principle that the workingman shall accept the wages imposed by the employer. He is to have no voice in the making of the terms on which he is to sell his labor. They are made for him and he must accept or take the consequences of non-employment. He is denied the freedom of contract that rests on a basis approaching an equality in conditions. He is denied the right of union affiliation and the right of collective bargaining whereby he can have a voice in the disposal of his labor on the most advantageous terms.

It is certainly a delusion to believe that profit sharing will cure the unrest among workingmen. It never will unless it becomes secondary to the right of organization and to the principle of collective bargaining.

As an individual, the workingman has not the power to fix his wages. He must co-operate with his fellow workmen through unions in order to accomplish this end, and until this principle is recognized by employers and it becomes incorporated in the industrial policy of our employing class, there will be unrest and irrepressible conflicts.

When employers come to recognize the necessity to the workman of the trade union, and are willing to deal with its representatives in his behalf, then will come the subsidence of the unrest that now prevails, and not till then.—The Garment Worker.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Owners Reject Overtures.

In a report to Secretary of Labor Wilson on their attempts to settle the Michigan copper strike, three representatives of the federal government affirm that the employers refused to consider every plan that had for its purpose an honorable adjustment of the difficulty. The proposals included the following: That the whole question be submitted to arbitration, with no member of the Miners' Union on the Board; that the companies agree not to discriminate; that the companies post notices that they will employ all strikers without discrimination, and that the managers meet representatives of the miners in an effort to settle the question. All these were rejected by the mine companies. The investigators' report includes other phases of the strike situation, and deals with the strike causes, wages, hours of labor, violence, militia, armed guards, injunctions, and earnings of the companies. No report is made on the Calumet tragedy or the deportation of President Moyer, as the investigators show that their data was compiled prior to these incidents. It is stated that strike-breakers were imported into the copper region by misrepresentation, that they were taken to the mines at the point of pistols and that the strikers were injured by pistols in the hands of armed guards.

In dealing with the profits of the companies, the government officials say that while some of the smaller concerns were operating at a loss, the Calumet-Hecla company, which employs more than 50 per cent. of the miners in that region, has paid $121,050,000 in dividends, and reinvested $75,000,000 in its property since 1871 on an authorized capital of $2,500,000, of which $1,200,000 is paid in. Because of the number of men involved and "the bitterness caused by bringing soldiers and Waddell men to the district," mention is made of the absence of violence. The report declares that "the only persons killed were two of the strikers who were wantonly shot down by Waddell men and deputies at Painsdale, and a deputy and striker who killed each other near Horontown." The investigators further say: "One of the most remarkable features of the strike was that in spite of the excitement and passion which prevailed, no property of the mining companies was injured by strikers, and in fact none showed any disposition to injure property." One of the side lights of the report is the manner in which strike breaking agencies secured men. Many of the contracts were written in German, with the exception of the word "strike," which was written in English, "probably to comply with the laws of New York, but evidently intended to deceive the men who cannot read English," says the report.

Secretary of Labor Wilson has declined to comment on the report, but it is believed that the findings of his investigators will be the groundwork of a Congressional investigation that is now being strongly urged by trade unionists and their sympathizers throughout the country. Senator Ashurst has introduced a resolution to this effect in the Senate and similar resolutions are in possession of the House. The Austria-Hungarian ambassador has given orders to the St. Paul vice-consul to proceed to the copper region and investigate the charge that peonage is practiced on the citizens of his country.

Minimum Wage Law Upheld.

The Washington State Supreme Court has ended the long fight waged by organized labor on behalf of the Spokane $3 minimum wage scale for street improvement work by declaring that the act providing for this rate is legal, and that cities have the right to establish a minimum rate for municipal work, whether done by the city direct or by contract. Six of the judges agreed to the opinion, while three dissented. The court refers to a decision of the United States Supreme Court, in sustaining a Kansas law fixing an eight-hour day and providing that the going rate should be paid. Commenting on this, the court here says: "It belongs to the State as the guardian and trustee of its people to prescribe the condition upon which it will permit public work to be done on its behalf or on behalf of its municipalities." It is believed this principle will be applied to the efforts of the State Industrial Welfare Commission in fixing a minimum wage for women. The court rejects former views which held that the city is the legal agent of the property owners who pay for improvement work, and is therefore bound to get the work done at the lowest possible cost. The court calls attention to the absence of any provision in the act which provides that work, if done by contract, shall be let to the lowest bidder. In answer to the claim that the rate is "unreasonable," the court says: "The unit as applied to the problem of living is the family, and $2.75 or even $3 a day can hardly be complacently pronounced as an unreasonable sum for supporting such a unit."

Tennessee Workers Alert.

The seventeenth convention of the Tennessee Federation of Labor recorded marked advances by organized labor in the State. The last regular session of the State Legislature passed seven enactments for social betterment, the two most important being compulsory education and the creation of a workshop and factory inspection department. At the recent special session of the Legislature trade unionists urged the adoption of eleven measures. They were successful in seven cases. These provided for a regulation of the hours of labor for women and children, providing fire escapes on buildings, first aid supplies to be kept at mines, prohibiting night work for children, reporting of accidents, a semi-monthly pay day and making the maintenance of rescue crews at mines mandatory. Encouraged by their progress the State Federation will now bend its energies toward abolishing the poll tax as a prerequisite to voting, the adoption of free text books throughout the State, a comprehensive and effective workmen's compensation act, and laws providing for the working of convicts on pub-

(Continued on Page 11.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeland Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts Maritimes de France, 33 rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S, Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federacion Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

It is reported that there are at present 80,000 German workmen unemployed in Berlin.

Secretary Bain of the South African Federation of Trades and 300 of his comrades, who had barricaded themselves in the Trades Hall at Johannesburg since Tuesday, surrendered unconditionally to the police. Bain and ten other leaders were lodged in jail.

Italy has 900 Co-operative banks which are affording to individuals or groups of every calling—day laborers, clerks, mechanics, tradesmen, manufacturers, farmers, merchants, and professional men—an enormous convenience in loans and discounts with an extraordinary small percentage of loss.

The claims of the Sydney Coal Lumpers' Union, in connection with the new agreement the men desire, include a limitation of hours to eight per day instead of ten, and an increase in wages from 1s. 7d. to 1s. 9d. It is stated that the stevedores are agreeable to conceding the hours, but not the wages asked.

A notice has been posted in the various fire stations of London, signed by the chief officer, in which the firemen are notified that the fire brigade committee has arranged that the firemen should appoint a standing committee of their own number to consider matters of interest to the men and the service, and present their decisions to their superiors. It is hinted that the force behind this announcement was the growing determination of London firemen to resort to drastic measures if they were not allowed to submit their grievances to the proper authorities.

"A passenger from the Dominion by the Union Company's steamer 'Maunganui,'" says the Sydney Daily Telegraph, "stated that the crew presented an unusual appearance on the voyage, owing to the fact that some of the seamen were clad in riding breeches and gaiters. There were lawyers, doctors, and merchants in the stokehold. When seasickness overtook certain members of the crew, volunteers were called for, and among the passengers who offered their services in the stokehold were Messrs. Kennerley Rumford and W. Murdock. Evidently the shipping authorities in New Zealand in times of strike are allowing vessels to go to sea improperly manned.

The "business men" of Leeds, England, who have been acting as amateur lamplighters, gas and electric workers, street car drivers and street sweepers since December 23, have won their fight against the striking municipal workers, the strikers agreeing to accept unreservedly the terms offered by the municipal Council. The men had demanded increased wages, but when professional and business men took up the various municipal duties in relays and expressed their determination to continue the work the men gave in and said they would return to work at their former wages if the Council would reinstate all the strikers. This the Council refused to do, and the men yielded when the Council agreed to give work immediately to about half of their number and to take the rest of them back when opportunity offered. The settlement of the strike will, it is believed, affect many cities where discontented municipal workers are awaiting the result in Leeds.

SAN PEDRO, CAL.

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HIGH CLASS UNION LABEL TAILORING
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641 SOUTH BEACON STREET SAN PEDRO, CAL.
Next Door to Post Office, Los Angeles Waterfront

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UNION LABEL OF THE
United Hatters of N. A.

When you are buying a FUR HAT, either soft or stiff, see to it that the Genuine Union Label is sewed in it. The Genuine Union Label is perforated on the four edges exactly the same as a postage stamp. If a retailer has loose labels in his possession and offers to put one in a hat for you, do not patronize him. Loose labels in retail stores are counterfeits.

JOHN A. MOFFITT, President, Orange, N. J.
MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

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SAN PEDRO, CAL.

INFORMATION WANTED.

This is to certify that on the 27th day of February, 1911, one Mathias Lagman, then nineteen years of age, was a seaman on board the S. S. "Paloma," Cuban flag; that when said vessel was lying at anchor in the Port of Cabarian, P. R., at about 8 o'clock in the evening, Lagman, who had been working with other men at painting, was walking between decks in the dark, when he fell through hatch No. 4, which had been left uncovered. He was picked up in the hold and it was found that he was paralyzed from the waist down. This young man was subsequently taken to Russia, where his mother, who is very poor, is taking care of him.

It is believed that the owners were negligent in failing to have the hatch covered, and in failing to have or furnish proper lighting for the 'tween decks at the point where Lagman fell. If these facts can be proven, some relief might be obtained for this unfortunate boy.

The following are the men who signed on the articles with Lagman, and who had been working with said Lagman:

C. Jones, C. J. Johnson, F. Johan, M. Lanhard, E. Randal, W. Paulson.

Any seaman who will locate these men or send their addresses to the Legal Aid Society, No. 1 Broadway, New York City, will be doing a great favor to said sailor, and to S. B. Axtell, attorney-in-charge.

For similar reasons we desire to communicate with the following men who were members of the crew of the "Lyman M. Law" in October, 1911, when Edward S. Tennberg was severely injured on the trip between Boston and Norfolk:

Adolph Dittmer, John Olson, Harold Herman, Charles Newberg, James J. Kelly.

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INFORMATION WANTED.

Adolf Theining, a native of Vannersborg, Sweden, is inquired for by his mother. Address, Coast Seamen's Journal.

Walter Jorgesen Clang, born in Aaland Yetta, Ostro Yetta, is inquired for by his uncle, John Clang. Address Coast Seamen's Journal.

George Alfred Hall, last heard of on the Sch. "Sehome" in June, 1913, will please communicate with his brother, Walter Hall. Address 790 18th street, Oakland, Cal.

Rudolph Kurella, born January 5th, 1868, at Grabowo, Germany, is inquired for by the German Consul-General at San Francisco, Cal.

Oscar Osolin, John Lind, M. Elone, John Anderson, Thomas Pukki, Alex. Tuominen, Chas. Grouberg, who were on board the steamer "Fifild" April 7, 1913, please communicate with the Coast Seamen's Journal.

Anyone knowing the whereabouts of John Owens, age about 24, last heard of in Sydney on the barque Misbeck, November, 1912, please communicate with Coast Seamen's Journal.

Lasker Munter, of Spokane, Washington, born 1884, left home in 1903, is inquired for by his father, Adolph Munter, Spokane, Washington.

San Pedro Letter List.

Andersen, K. -1717	Lauritsen, Geo.
Arnell, John	Lindholm, Erik A.
Anderson, S.	Leino, G. F.
Ahlstrom, A. -1748	Lemke, Richard
Andersen, M. -1874	Loining, Herman
Anderson, A. -1045	Larsson, Axel
Anderson, Gust	Lindeberg, Gust
Anderson, Hemmind	Lundquist, A.
Anderson, Patrick	Malmberg, Elis
Anderson, Soren	Miller, Wm.
Anderson, George -1812	Manners, C.
	Marden, Gus
Anderson, Mr.	Makinen, Oskar
Andersen, M. -1897	Maatta, John
Andersen, E.	Miller, John
Andersen, Morris	Mayers, P. M.
Ahlquist, E. F.	Mikkelsen, Harald
Askvik, Ed. T.	Neuman, A. E.
Brien, Hans	Nurminen, J. W.
Bengtsson, C. -1924	Nardin, Gus
Bergman, L. J.	Nordberg, H.
Bodecker, A.	Nielsen, J.
Bergh, Borge	Olsen, A. -759
Bringsrud, Harald	Olsen, Nick
Bowman, J.	Olsen, W.
Behrsin, Jacob	Olsen, Sckutar
Carlson, Gust W.	Owen, Fred
Carlson, Gustif	Olsen, Marius
Christensen, Harry	Olsen, Olav
Carlson, Ernest	Paulson, Gustaf
Davey, Charles	Pedersen, A. -1564
Durara, Ciso	Petersen, Aage
Daugal, Gust.	Pedersen, Peder
Dreyer, O.	Phillips, K.
Dreger, Jack	Petterson, C. -1287
Ekholm, F.	Paul, Peter G.
Eriksson, C. -333	Penningrud, L.
Fries, W.	Pedis, A. (Reg. Letter)
Franke, Farl (Reg. Letter)	Rajala, Victor
Gronlund, Oscar	Roth, Svend
Grigoleit, E.	Repson, Ed.
Glasse, Gust	Rudowitz, H.
Gatz, Rudolf	Rignell, J. V.
Hansen, George	Schreff, Paul
Holm, Arthur J.	Senger, G.
Heeshe, Henry	Swenson, Axel
Hunt, Gust	Schultz, Axel
Holms, H.	Soderlund, Uno
Hogan, Mr.	Sjoblom, A.
Hovi, Andrew	Sparkes, A.
Hengst, Otto	Sellers, Wm.
Hausman, Mr.	Sanders, Chas.
Hansen, Herald	Sievers, G. P.
Hansen, Johannes	Thorn, Arvid -70
Helenius, Oskar	Tyskman, Henry
Johnson, J. -2266	Tamisar, P.
Johansson, C. A.	Townsend, R.
Jorgensen, Jorgen	Torgensen, Anton
Johansson, Fritz	Thomsen, Th.
Jorgensen, Fred	Voss, Henry
Jensen, Jens B.	Webber, Fred -1176
Johnson, G. -1452	Waaland, Lewis
Johanson, Algot	Wahlstedt, R. -778
Johnson, J. A. -1659	Wenneck, Andreas
Johnson, Nels	Wilsen, J.
Jarvinen, J. A.	Westvik, Johannes
Karl, Matti	Wilson, William
Kallberg, Arvid	Zoe, Frank
Kashluhn, Frank	Zorning, A.
Lindroth, Gustaf	

Honolulu, H. T.

Anderson, Arnfelt	Jackisch, Magnus
Anderson, E. R.	Jennings, George
Anderson, C. M.	Johnson, Abe
Anderson, A.	Karlson, Oscar
Anderson, Fred	Kjassgaaids, Hans
Austin, Frank	Karlson, Hans
Andowitz, H.	Langan, Robt.
Anderson, Axel W.	Lentinon, Ernest
Clancy, James	Lundberg, I.
Clarson, Axel	Nilsen, Nils
Chrishansen, Anton	Nordling, C.
Edgerton, J.	Nilsen, C. O.
Ehleit, August	Olander, Carl
Havner, F.	Olson, J. H.
Hansen, Jorg	Peron, E.
Hanson, Max	Stenraas, A. W.
Hapstad, Sigurd	Slattery, Wm.
Hansen, Christ	Sjoblom, Gustaf
Henecross, Harry B.	Sunders, O. F.
Hansen, Pet	Salversen, Swendrop
Hayke, Aloysius	Sienert, Herman
Irwin, Robert	Viloot, J.
Ivars, Carl	Werner, Paul
Jensen, Hans	Woonder Roach, J. F.
Jelker, Willie	

INFORMATION WANTED.

Fred (Albin) Swanson, a native of Malmo, Sweden, aged about 25, is inquired for. Address, Coast Seamen's Journal.

Johannes Larsen, age 22, born in Fitje, Norway, is inquired for by his brother, Ingolf Vestrick. Anybody knowing his whereabouts please notify his brother at 9 Mission street, San Francisco.

Fred W. Larsen is inquired for by his brother John. Anybody knowing his whereabouts please notify Chas. Hammarin, care Fishermen's Union.

Fritjaf Ellinquen, age 32, a native of Drammen, Norway, he was short, heavy set, dark hair, parted in the center, and good looking. Anybody knowing his whereabouts please notify Ed Knach, 171 Clipper street, city.

Andrew John Anderson, who left Aberdeen, Wash., on lumber barge Washtura for San Francisco, is inquired for. Any one knowing his present whereabouts please notify Mrs. Anna Anderson, Aberdeen.

John Rebbetad, who was in the steamer A. F. Lucas in November, 1911, is inquired for by his brother. Address, Coast Seamen's Journal.

Pacific Coast Marine.

Representative Curry was informed by Navy Department officials that the Government intends to locate the permanent navy drydock, planned for the Pacific Coast, at Mare Island. Curry was also told that work on the Mare Island channel probably will be completed by the contractors eight months ahead of the specified time.

Following the investigation of the loss of the steamer "Jeanie" of the Alaska Coast Company, which went ashore December 20 in a heavy fog on Calvert Island, United States Inspectors B. B. Whitney and R. A. Turner suspended the license of Joseph F. Redfern for four months. Redfern was in charge of the watch as mate at the time of the accident.

A libel was filed against the Union Steamship Company, as owners of the steamer "Lansing," in the United States District Court at San Francisco, by Bernard McKenna, a seaman, who claims $10,000 damages for alleged personal injuries sustained in the course of his work on board the Lansing between Port San Luis and Balboa on November 25, 1913.

The Navy Yard Route (Seattle-Bremerton) must pay $1000 to William Kelly, who was assaulted twice without provocation by a disorderly person on a boat from Seattle to Bremerton, according to a judgment of the Supreme Court, sustaining the King County Court. The damages were awarded for the second assault, the court holding the company negligent in not protecting its passenger.

Two other vessels were reported picked up in a disabled condition off the north coast. They were the schooners "Oceania Vance," bound from Everett for Tahiti, and the schooner "Nokomis," from the Columbia River for Payta, Peru. The windjammers, minus most of their deckloads of lumber and in a badly battered condition, were picked up by the tug "Tyee," and towed into the Sound.

At the present rate of progress, the two ends of steel of the Grank Trunk Pacific will be connected by May 1. Construction, which is proceeding at the rate of three miles a day, one and a half on the Western section and the same amount East of Prince George, will be carried on all winter. The climatic conditions so far this season have been exceptionally favorable for fast work. Steel will be laid into Prince George by January 10.

The Board of State Harbor Commissioners at its meeting on January 22, at San Francisco, awarded a contract for the construction of pier 46, at the mouth of Channel street, to the Healy-Tibbitts Construction Company for the sum of $146,215, the lowest of four bids received. The pier, which will be 200 feet wide by 800 feet long and equipped with two spur tracks, will be constructed of creosoted timber, and is to be completed within four months.

Portland shipping interests will try to bring about some arrangement whereby it will no longer be necessary for off-shore vessels coming from San Francisco or Seattle and bound for Portland to stop at Astoria to make entry. The case of the "Andalusia" is cited to show the loss of important time. That vessel came from Seattle without clearance papers and was not permitted to pass Astoria until clearance could be secured from Seattle by telegraph.

Left high and dry on the beach by the receding tide, the wrecked schooner "Polaris," which was driven ashore near Point Bolinas, has been stripped of her salvage by Captain A. S. Hansen and his crew. The schooner itself is said to be a total wreck and no effort will be made by her owners to save any of her timbers. Despite a broken back and the fact that portions of her hull and decks were carried away in the storm, the "Polaris'" rigging was found to be practically intact.

Henry Peterson has placed contracts with Kruse & Banks of Marshfield for the construction of two combination passenger and freight launches for the San Francisco bay service. The new boats, which will be similar to the "Peterson No. 4," will be sixty feet long, with a beam of sixteen feet. One of them will be fitted with a 100-horsepower engine and the other with an engine of eighty-horsepower. With the addition of the new craft the Peterson fleet will be swelled to thirteen launches.

An increase of 25 per cent. in grain rates is reported for the movement of the cereal from Pacific Northwest ports to San Francisco and Southern California. The new charge will be $1.75 a ton for carrying grain to San Francisco and $2.25 a ton to San Pedro and Redondo. It is understood that the Western Steamship Company will act as chartering agent for practically all of the steam schooner lines. In this way the owners are relieved of the task. Formerly each of the operators had to attend to the matter of chartering their own steamers, and the idea of a central chartering agency is an innovation.

The steam schooner "Scotia," Captain Frank Bergmark, which left Eureka on January 15, arrived at San Francisco on January 22 in tow of the steam schooner "J. S. Higgins" after a stormy passage of six days and twenty-one hours. Heavy weather encountered immediately after leaving the northern port so greatly interfered with the vessel's headway that on the third day out her entire supply of fuel was consumed, and with her foresail set, she wallowed in the heavy seas until picked up by the "Higgins." Despite her experience the "Scotia" was undamaged and suffered no loss with the exception of approximately 100,000 feet of lumber, or about half her deckload.

The American-Hawaiian Steamship Company has signed a contract with the Seattle port commission for the use of Docks No. 1 and 2 in the east waterway for the exclusive handling of freight from their big fleet plying between New York and Pacific ports. The docks are U-shaped, the port slip being 800 ft. long and 216 ft. wide. The sheds on either side are 750 ft. long and 250 ft. wide. Two large vessels can dock in the slip at the same time. The rate is approximately 20 cents a ton. The company expects to handle between 75,000 and 150,000 tons a year at present, but with the opening of the Panama Canal will double that amount. Port rent will be between $40,000 and $60,000 a year, or 5 per cent. on the investment.

In tow of the tug "Sea Rover" and fitted with a jury rudder, the steamer "Queen" of the Pacific Coast Steamship Company reached San Francisco during the week from San Pedro. The "Sea Rover" and her heavy tow were caught in the severe weather which prevailed on the coast last week, and on one occasion, during the height of the storm, were compelled to heave to off Cape Cabrillo on account of the gale and high sea. In spite of the disabled condition of the steamer, the vessels rode out the gale successfully. Captain Hibberd, superintendent of the company, came up on the "Queen" with Captain Zeh. The "Queen" was disabled while passing to sea from San Diego as a result of striking a bank. The rudder stock was twisted and the propeller was also damaged.

The trip of the steamer "Aroline," which left San Francisco during the week for the canal zone, will be watched with interest by shipping men, as it is not unlikely that the vessel may steam through the big ditch from Balboa to Colon. The "Aroline" is laden with a cargo of creosoted piling, which is to be used in breakwater construction at the Atlantic terminal of the canal, and if the waterway is navigable by the time the vessel reaches Balboa, she will take the direct route, and thus have the distinction of being the first freight carrier to negotiate the big ditch. The vessel is under charter to Gillespie & Company of Pittsburg, who are doing construction work at Colon. The fact that the "Aroline" may steam through the canal has attracted a full list of passengers, and a score of sightseers travel south on the vessel.

Battling with southeast gales for days, finally losing her rudder and two masts, and even after being picked up by assisting steamers having one tow line break after another, was the experience of the steam-schooner "Yellowstone," Captain John P. Fogerton, which finally arrived at San Francisco on January 22. It was on Friday night, two days after leaving Grays Harbor, bound for San Pedro, with a cargo of 750,000 feet of lumber, that the "Yellowstone" was in the worst of the gale, and Saturday at 4:30 a. m., when fifteen miles south of Cape Blanco, she lost her rudder, masts and deckload. It was not until late Monday afternoon that the "William Chatham" took her in tow, after two other vessels had failed. The "Yellowstone" carries a crew of twenty-four all told. She is of 767 gross tons, is 188 feet long, 38 feet beam, 13 feet deep, and was built in Fairhaven in 1907.

The holdings of the B. C. Marine Railway Company at Esquimalt, have been transferred to Messrs. Yarrow, the famous Clyde shipbuilders. The Ottawa Government has definitely chosen Lang Cove, Esquimalt, as the site for the great drydock, and the property will immediately be taken over for that purpose. It is believed that approximately $1,000,000 was the purchase price for the holdings of the B. C. Marine Railway Company. The land transferred by Messrs. Bullen comprises eight acres, with all the plant, marine railway, docks, shops and works of every description composing the complete shipbuilding and repair yards. Messrs. Bullen retain their holdings of the B. C. Salvage Company, and also the Vancouver branch of the B. C. Marine Railway. The contract for the erection of the great drydocks, one of the largest in the world, no less than 1,150 feet in length, will be let at an early date.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone, Kearny 394; (Advt.)

International Seamen's Union of America.

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and
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(Continued on Page 11.)

Coast Seamen's Journal

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BY THE
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PAUL SCHARRENBERG.....Editor
JACK ROSEN.....Manager

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Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, JANUARY 28, 1914.

AN OUTRAGEOUS VERDICT.

The seven members of the "Manga Reva's" crew who were found guilty of mutiny by a jury in the Federal Court at Wilmington, Del., were sentenced by Judge Bradford to serve three years and six months in the Atlantic penitentiary and to pay a fine of $100 and costs.

The testimony in this case brought out the fact that these unfortunate victims, most of them mere boys, intelligent in appearance and speech, revolted only because they feared for their lives either by starvation or foul play. The evidence for the so-called "mutineers" seems to have been overwhelming and clearly established their contentions of unbearable, brutal treatment by drunken officers, as well as insufficient and unfit food—but the prosecution declared that the fact that the captain and officers had been placed in irons and prevented from navigating the ship, if even for an hour, constituted mutiny.

The result of this trial and the sentencing of seven seamen to three years and six months incarceration because they had been forced to rebellion by the indefensible treatment accorded them by the officers wil certainly not have a tendency to induce American boys to go to sea for a livelihood. No man or boy, worthy of the name, will tamely submit to such treatment as was meted out to the crew of the "Manga Reva." But the verdict of this jury in Wilmington and the severe sentence imposed by Judge Bradford will serve as a standing notice to all would-be buckoes that they are at liberty to starve and abuse their crews, i. e., that they may return to the brutal treatment of seamen which very generally prevailed in American ships a few decades ago.

As for the American boy who has read about the romance of a life on the ocean wave—well, he should take notice that the law of self-defense does not apply to American ships at sea!

Man's first duty is to organize.

ITALIAN SEAMEN WIN.

After a fifty-three days' stubborn struggle, the strike of seamen employed on the vessels of the "Societa Italiana di Servizi Marittimi" ended in a complete victory for the workers. This strike is regarded as one of the most unique struggles in the history of the Italian Seamen's Union, and a brief review of the strike's principal events will be of particular interest to seafarers everywhere.

The strike began on October 22 when the officers and crews of the steamers "Serbia," "Bisagno," "Derna" and "Basforo," which were lying in the docks at Venice ready to sail, declared that they were "ill" (Seamen's strikes are illegal in Italy) and refused to leave the port. The company, which had previously refused to do business with the union, parleyed for some days, but on the fifth day of the strike official negotiations were for the first time entered upon with the Seamen's Union. These negotiations, however, were soon discontinued owing to the arrogant attitude of the company's officials. On November 3 the Marine Minister, Admiral Millo, endeavored to bring the two parties together, but without success. In the meantime the steamers belonging to the company came one after the other to Venice and, as if an epidemic had overtaken them, the crews announced that they were "sick." On November 20, two thousand seamen were "sick," and practically all the steamers of the company (twenty-two in number) were tied up in Venice. As a counter-attack the company then began to lay up the balance of the fleet. The crews, however, who were almost entirely South Italians or Genoese, did not suffer at any time, as the union immediately shipped the men to their respective homes for a well-earned vacation. Negotiations were next opened in Rome by the Minister of Marine and, after a debate lasting eight days, the Seamen's Union refused to accept the slight concessions which the company was prepared to grant. In the meantime the business of Venice had become seriously affected and protests of the people generally began to be raised against the injury which was being done by the needless continuation of the strike, questions were asked in Parliament, and the dockers in Venice stopped work as a protest. When public pressure became too strong, the company again consented to negotiations, and finally, after a meeting which lasted twenty-six hours, an agreement was arrived at. On Saturday, December 13, the agreement arrived at was formally signed and ratified by the Minister of Marine, and on Monday, December 15, the steamers were put into service.

The men obtained almost all they asked for—100 lire a month for sailors and 120 lire for firemen. The officers also received considerable increases. The service regulations were revised, so that hereafter the rights of the officers and crews will be safeguarded in the maintenance of discipline on board ship. A Court of Arbitration is to be established, composed of one representative of the Company and one of the Union and a third independent member, to be appointed as cases of dispute arise, by the Ministry of Marine. This court has to settle all cases of dispute arising out of the working conditions. The agreement is valid for three years and it is understood that during this time the men are not to make any new demands.

Contrary to the usual procedure, the authorities are said to have maintained strict neutrality during the whole of the strike. This, of course, is very likely due to the fact that the company did not attempt to operate its steamers during the strike, after a few attempts had proved exceedingly costly and disastrous.

The significant feature about this strike is the manner in which the seamen were able to steer clear of the law's meshes by simply declaring themselves "sick." It was this contagious disease which won the day for the strikers after the company had repeatedly refused to meet with the union's representatives.

Here's more success to the "sick" comrades in Italy!

SNOBBERY IN SPORTS.

Perhaps Uncle Sam will have to sit up and take notice if American athletes are to maintain their supremacy at the projected Olympic games of 1916 in Berlin. Our old and distinguished rival, Johnny Bull, is going after some of the laurels with a vengeance. The parties which are to regain the sporting prestige of the "Tight little Isle" are a sextet of peers, four of whom are millionaires. These six (?) sportsmen are anxious to raise a fund of $500,000 by public subscription in order to secure adequate representation of the United Kingdom at the aforesaid Olympic games, and the general public, i. e., the working and common people are requested to come through with the cash, although the amateur qualifications as they exist to-day in Great Britain absolutely debar the general public—sporting or otherwise—from participation in, or representation at the games. These conditions maintain chiefly through the disgusting snobbishness of the various amateur associations. The Amateur Rowing Association, which takes a prominent part in the arrangement of the games, has among others, as brilliant and edifying, the following democratic and sportsmanlike set of rules:

No person shall be considered an amateur oarsman, sculler or coxswain—
(1) Who has ever been employed in or about boats, or in manual labor, for money or wages.
(2) Who is or has been by trade or employment for wages a mechanic, artisan, or laborer, or engaged in any menial duty.

These rules, which are calculated to make the most cultured Bostonian go into rapturous fits of joy, tell the old, old story of the long suffering British sport. Prohibited from participating in the games themselves, inasmuch as their "menial occupations" debar them from the right to be amateurs, the workingmen of England are requested to subscribe to a fund instituted apparently for the purpose of coddling the presumed athletic abilities of a few pampered pets of the aristocracy who have been spared the irksome necessity of earning their living or doing anything at all that savors of use to civilization. As stated before, perhaps Uncle Sam's athletic crown is in danger. However, we leave it to the intelligent minds of our readers to estimate the exact amount of danger that can be expected from the British rivalry. And we glory in the strenuous protest of the British labor press against the treatment accorded the workers of that country by the so-called amateur associations.

The organized workers will do well to question the disinterestedness of those friends who appear only in times of prosperity or excitement.

FIREMEN MEET AWFUL DEATH.

To be almost steamed to death while asleep in their quarters and then for many hours endure untold suffering for lack of medical supplies was the terrible fate of two firemen on the steam-schooner "Quinault."

The "Quinault" was bound for San Francisco from Portland, Ore., but when outside the heads of San Francisco Bay in the morning of the 17th instant, the bar was found too rough and the master decided to temporarily anchor in Drake's Bay for shelter. The engine department then received orders to turn on steam for the windlass, and shortly thereafter the pipe, which carried the steam through the firemen's quarters, burst and the scalding steam mortally injured Patrick Lenahan and William Doherty, members of the Marine Firemen, Oilers and Water-tenders' Union of the Pacific. Both comrades attempted to escape from the deadly steam, but neither of them reached the door. When their shipmates from the adjoining sailors' forecastle came to the rescue both were found almost lifeless on the deck.

The accident took place at about 8 a. m., and the vessel docked at Powell-street wharf at about 3:30 p. m., but medical treatment was not received by either of the sufferers until 5:20 p. m.

Since the law does not require vessels engaged in the coastwise trade to carry a medicine chest, none was carried by the "Quinault," and absolutely nothing could be done to relieve the terrible suffering of the two men. And even after the vessel had tied to the wharf, nearly two hours passed by before the dying men finally arrived at the Central Emergency Hospital. Comrade Doherty passed away from this earth at 9 p. m. that evening. Comrade Lenahan lingered until 1:30 a. m. of January 19, when he too ceased to suffer.

A rigid investigation has been promised by the local Inspectors of Hulls and Boilers, and it is to be hoped that steps will be taken to ascertain definitely why the steam for the windlass should be conveyed through the sleeping quarters of the crew, and why vessels engaged in the coastwise trade should be exempted from carrying medicine chests; and lastly, why it took nearly two hours from the time the vessel docked until the arrival of the mortally injured men at the hospital.

ANOTHER "MUTINY."

In striking contrast with the case of the American ship "Manga Reva," where seven men were convicted of mutiny because they had defended themselves against brutal attacks by the officers, is the disposition of the mutiny charge made against the crew of the British ship "Philadelphia," which arrived at San Francisco recently with her master in irons. From all accounts the crew of the latter vessel did not suffer from many of the indignities which caused the "Manga Reva's" crew to revolt. The "Philadelphia's" crew mutined because the master's intoxicated condition led them to the conclusion that their own lives depended upon such drastic action. And the strange part of the story is that after due deliberation his Britannic Majesty's Consul-General at San Francisco decided to pay off the men and drop the "mutiny" charges.

If there had been no justification for the mutiny on the "Philadelphia" the men would certainly not have been discharged. That much seems certain.

In the so-called "Manga Reva" mutiny, however, there appears to have been a great deal more justification for drastic action than was claimed in the case of the "Philadelphia." Still the former vessel's crew were formally held, tried and convicted, while in the latter case the crew is not even prosecuted. In one case the master's drunkenness and brutality is graciously overlooked and in another case the crew is held to be justified in taking matters in their own hand because of such contingency.

Who can tell when seamen are justified in taking away the command from a master who is or has been rendered absolutely irresponsible from excessive use of intoxicating liquor?

NORTHERN LIGHTS.

A recent Swedish expedition to study the aurora in the northern latitudes has succeeded in obtaining three satisfactory moving-picture films of this elusive celestial phenomenon. The kinematograph was first tried in 1910 on the aurora, but no satisfactory results were obtained until this year. Says "Nature" (London, August 7), in a brief notice of the expedition:

"As in 1910, a kinematograph was employed to try to secure the changing phases of the aurora: for the most part the auroral images were too faint. On three occasions, however, when the aurorae were very bright, consecutive exposures were given, lasting from 0.5 seconds to 1 second for each image.

"Another series of about 100 photographs was taken on April 8 with the kinematograph, each exposure lasting about four seconds. These photographs demonstrate the great utility of this instrument not only in obtaining consecutive features of the displays, but in securing ordinary photographs at the two stations. The communication is accompanied by two most interesting plates. . . . One of these reproduces four portions of the kinematograph strip exposed on April 8 at Bossekop. These speak for themselves in indicating the valuable aid the kinematograph brings to auroral studies. The gradual change in form and density of the filaments is clearly indicated. M. Störmer states that the results of this expedition will be published in considerable detail in a subsequent memoir, and the above brief summary is sufficient to show that the memoir will be a most valuable contribution to our knowledge of the aurora."

The early British steamboat "Comet," were it in existence to-day, could be passed through any one of the four funnels of the "Aquitania," the latest and largest British liner, it is said. The "Comet" was built in 1812 for navigation of the Clyde and was forty feet long. The "Savannah," first steam propelled vessel to cross the Atlantic, would look like a tugboat alongside one of the modern passenger vessels.—Christian Science Monitor.

Labor does not ask the Government to better its conditions, but simply to give it a chance to do that for itself.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Jan. 26, 1914.

Regular weekly meeting came to order at 7 p. m., I. Harklau presiding. Secretary reported shipping poor. The following were elected delegates to the San Francisco Labor Council: T. Johnson, C. Nelson, F. Donaldson, A. Sayland and R. Ingwardsen, vice E. A. Erickson, Ed. Andersen, D. W. Paul, O. Andersen and R. Tunnell, resigned. J. Dowe and C. Ofelt were elected delegates to the International Workers' Defense League.

JOHN H. TENNISON, Secretary pro tem.
84 Embarcadero. Phone Kearny 2228.

Victoria, B. C., Jan. 19, 1914.
Shipping dull.
ARCHIE KING, Agent.
Old Court Rooms, Bastion Square.

Vancouver, B. C., Jan. 19, 1914.
Shipping and prospects poor.
W. S. BURNS, Agent.
N. E. corner of Hastings and Main streets. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Jan. 19, 1914.
Shipping dull; prospects uncertain.
H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, Jan. 19, 1914.
Shipping and prospects poor.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Jan. 19, 1914.
Shipping prospects uncertain.
JOHN PEARSON, Agent.
P. O. Box 6. Tel. Main 557.

Portland Agency, Jan. 19, 1914.
Shipping fair; prospects poor.
B. GRIEL, Agent pro tem.
P. O. Box 2100. 51 Union Ave. Tel. East 4912.

Eureka Agency, Jan. 19, 1914.
Shipping medium.
JOHN ANDERSEN, Agent.
227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, Jan. 19, 1914.
Shipping dull.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Jan. 22, 1914.

Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping slack. The full Shipwreck Benefit was ordered paid to one member wrecked on the schooner "Polaris."

EUGENE STEIDLE, Secretary.
Kearny 5955.

Seattle Agency, Jan. 15, 1914.
No meeting. Shipping slack.
LEONARD NORKGAUER, Agent.
Grank Trunk Dock, Rooms 203-205. P. O. Box No. 214. Phone Main 2233.

San Pedro Agency, Jan. 15, 1914.
No meeting. Shipping slow; many men ashore.
HARRY POTHOFF, Agent.
P. O. Box No. 54.

Portland Agency, Jan. 19, 1914.
No meeting. Shipping poor; few men ashore.
THOS. BAKER, Agent.
27½ 2nd St., Bickle Bldg., Room 10. Phone Main 9731.

DIED.

John Wiktor Palander, No. 1571, a native of Finland, age 20, died at Fort Stanton, N. M., Jan. 19, 1914.

John Medens, No. 585, a native of Sweden, age 53, died at San Francisco, Cal., Jan. 24, 1914.

NON-MAGNETIC SURVEY.

When the non-magnetic yacht "Carnegie" dropped anchor in New York harbor on December 19, concluding a 93,000-mile voyage which covered more than three years, the great task undertaken by the Carnegie Institution of Washington eight years ago, to make a complete magnetic survey of the globe, was two-thirds accomplished. Already virtually all of the data gathered in nearly 150,000 miles of voyaging is in the hands of hydrographers, and much of it now is in use by navigators. Professor L. A. Bauer, director of the department of terrestrial magnetism of the Institution and originator of the project for the survey, has prepared his report for 1913. It includes the data of the most recent voyage of the "Carnegie" and a chart showing the voyages of that vessel and her predecessor in the work, the "Galilee." Observations of compass readings were noted every two hundred miles or so, and in every part of the world the accuracy of the delicate instruments was tested by swinging the ship and passing her through the circle of the compass card to prove up the correctness of the readings. On the ship's charts all inaccuracies of regular navigation compass points have been noted, and the Institution is now prepared to furnish navigators true compass readings against which their own instruments may be checked and the error noted due to magnetic attraction aboard steel and iron vessels. We reproduce herewith an outline and plans of the "Carnegie," the vessel used in conducting the magnetic survey. Though a non-magnetic vessel like the "Carnegie" is a distinct innovation, magnetic surveys are no innovation. Many years ago, Alexander von Humboldt advocated the plotting of magnetic charts four times every century and as early as 1839, Sir James Ross made what was virtually a magnetic expedition to the antarctic regions, although the approximate position of the magnetic South Pole was only empirically determined. Later on, good work was done by the expedition of the "Challenger" (187276), and of the "Gazelle," while the results obtained in recent years by the "Discovery" are still fresh in all minds. The Carnegie Institution of Washington, D. C., which has fostered research in so many untrodden paths of scientific endeavor, took up the work of magnetic surveying within the last decade and during the three years from August 1, 1905, to May 31, 1908, sent the converted wooden yacht "Galilee" on three successive voyages in the Pacific, during which a track of above 60,000 miles was covered, ranging from Sitka, Alaska, to Lyttelton, New Zealand. This was only the beginning of the work and later on expeditions were sent by the Institution to China, Africa, South and Central America, British North America, Greenland, etc. However, the difficulties encountered with the "Galilee" made it clear that for the most economical, expeditious and satisfactory execution of this work it would be more advantageous to have constructed a thoroughly non-magnetic vessel with auxiliary motive power and every detail arranged specifically for making magnetic observations. For a ship is essentially a center of magnetic attraction and while the local attraction may be less in a wooden than in an iron vessel, nevertheless a non-magnetic ocean-going craft was deemed essential to the successful completion of the magnetic survey of the oceans for the purpose of determining the centers of magnetic attraction and their bearings on compass variation and other magnetic disturbances of the compass needle. The building of such a vessel having been authorized by the Carnegie Institution, the drawing of the plans was entrusted to Mr. Henry J. Gielow, of New York, and upon his specifications the "Carnegie" was built in 1909 by the Tebo Yacht Basin Co., Brooklyn, N. Y., at an authorized cost of $125,000. The "Carnegie" was the first vessel in the construction of which non-magnetic metals have practically no part with the exception of the thin cast iron liners in the cylinders of the bronze internal combustion engine and the steel cams necessary for operating the valves, i. e., about 600 lbs. of magnetic metal in all. The "Carnegie" combines the finish of a yacht with the structural strength of a merchant vessel and has the following dimensions: Length over all 155 ft. 6 in.; on water line 128 ft. 4 in.; beam molded, 33 ft.; depth of hold, 12 ft. 9 in.; mean draft, 12 ft. 7 in.; displacement at full load draft, 568 tons. The hull was built under the scantling regulations of the American Bureau of Shipping with keel, stem, stern post, frames and deadwood of white oak, with planking and ceiling of yellow pine and deck of Oregon pine. The fastenings consist of locust tree nails, copper and Tobin bronze bolts and composition spikes; all through bolts riveted over rings both inside and outside. All metal deck fittings, metal work on spars and rigging are of bronze, copper and gun metal. The auxiliary power plant consists of a six-cylinder internal combustion engine of 125 i. h.-p., driving at 350 revolutions per minute a feathering propeller of special design, giving a speed of six knots in a calm. The engine, with the exceptions noted above, is constructed of manganese and other bronzes. The shaft is of Tobin bronze, propeller and feathering gear of manganese bronze. The engine is operated by a gas producer plant, having a capacity of 130 lbs. of anthracite pea coal per hour and producing a gas having 80 per cent. of the coal's thermal units. The coal bunkers have a capacity of 25 tons, giving the vessel a cruising radius of 2,000 miles at 6 knots. The living quarters are located below and besides hatches with locking devices, safety is assured by six athwartships bulkheads, dividing the hull in seven watertight compartments. There is also an ice-making and refrigerating plant of the ethyl chloride type, constructed throughout of bronze, brass, copper and composition. Fresh water is carried in wooden deep tanks, having a capacity of 6,000 gallons and connected by piping with all parts of the vessel. On deck, on top of the cabin trunk, is the observation room and observatories, consisting of a central observation room 14 ft. 6 in. by 16 ft., having at each end a circular observatory 7 ft. 6 in. in diameter, each fitted with revolving dome of bronze framework and plate glass.—Shipping Illustrated.

The work of reform succeeds or fails in proportion as it is shaped to conform with conditions as they are or with conditions as they might be—in proportion as it is practical or speculative.

PUBLIC LAND FOR ENTRY.

More than 1,678,000 acres of withdrawn lands in the Western States were restored to entry and about 50,000 acres were withdrawn during December, according to a statement given out by Secretary Franklin K. Lane, of the Interior Department. The result is a net decrease in outstanding withdrawals in the public-land States of nearly 1,630,000 acres. The action was based on recommendations to the Secretary by the United States Geological Survey.

The States most affected are Montana, in which 120,000 acres heretofore included in phosphate lands were shown by the Geological Survey to be not phosphate bearing and were therefore restored to entry; North Dakota, in which the withdrawals of coal land were likewise reduced by over 646,000 acres; and Washington and Wyoming, where there were reductions of nearly 500,000 and 400,000 acres, respectively, in coal-land withdrawals. The principal areas withdrawn during the month were in California and Wyoming. In California public-water reserves aggregating 36,000 acres were created, and in Wyoming more than 12,000 acres were withdrawn for the same purpose.

The net effect of this action has been to reduce the entire area withdrawn in the public-land States from somewhat less than 67,900,000 acres at the beginning of the month to a little less than 66,270,000 acres at the end of the month. This area withdrawn is to be compared with approximately 88,000,000 acres that have thus far been classified under the several mineral-land laws.

During the month of December somewhat less than 2,000,000 acres were classified as non-irrigable land and by order of the Secretary were opened to entry under the enlarged-homestead act. This makes a total of about 207,375,000 acres of land that have been classified as non-irrigable since the passage of the act.

The total area of lands which have been classified in Western States up to the end of December aggregates nearly 295,700,000 acres.

THE TIMES LOSING GROUND.

According to reliable information, the anti-labor megaphone of the Pacific coast, the Los Angeles Times, is rapidly losing its foothold and its influence. From the leading paper in Los Angeles in point of circulation, it has now gone down to sixth and last place among the six daily papers of that city. Five of the newspapers are strictly union. Newspaper readers of Los Angeles have finally learned to think for themselves, and instead of believing everything said against organized labor by the great Rubicon-crosser, they have come to measure the mud batteries of the Times at their true worth. The people no longer believe the weird tales of the Otis sheet. A paper that continually lies about labor, knows no virtue, distorts and misrepresents the news whenever it suits its purpose, worships gold and panders to wealth, boosts everything which for the moment plays into the hands of the plutocracy of dollars, sooner or later loses the confidence of its constituency.—The Typographical Journal.

Demand the union label upon all purchases!

ONE MAN'S VIEWS.

Forty years ago Jim Fisk and Jay Gould were the two richest men in America. Neither of them was worth more than thirty million dollars at the outside. Their names were known to every man, woman and child in America, and to thousands abroad; so wonderful were their financial achievements regarded. The other day a man died in New York who was reported to be worth fifty million dollars. It's a safe guess that not more than one person in a hundred thousand had ever heard of him. Forty years ago there was work at good wages for every able-bodied man in America at all seasons of the year. Women and children labored not, save doing home chores. Land was cheap, living ditto. To-day we have a standing army of unemployed men numbering from two to three millions. Three million children are slaving away their young lives in mills, mines and factories. Seven million women are wage-earners, one-half of them receiving less than $200 a year. Land values are soaring. The cost of living is a serious problem even with the well-to-do. Some progress, eh? Suppose you sit down and scratch your head a little, and try to find out where it will lead us to!

"Private monopolies are indefensible," says President Wilson. Which is going some for the head of a party which within the memory of millions of men yet living even approved and defended chattel slavery. If he keeps agoing at that rate Mr. Wilson will undoubtedly soon sneak in a "haymaker" to the solar plexus of that hydra-headed monster, land-monopoly. When he does, Chancellor Lloyd-George will have to look to his laurels. It takes a "big stick" to do big things in the reform line. And when it comes to swinging the "big stick" Mr. Wilson's chances in a match with Mr. George should figure up something like two to one. On his record Mr. Wilson sizes up as a genuine "white hope," with a knockout punch in either mitt, while Lloyd-George is usually satisfied with gaining the decision on points. And the knocker-out is the fellow who gets away with the "popular verdict."

Have you noted how meek and deferential in its attitude toward the public the U. S. Senate has become since it has been settled that Senators must hereafter apply direct to The People for their jobs? Nothing like a little "direct action" in the hiring and firing line to make our public bosses know their place. And after a while, when it is seen that a Senator doesn't average up one whit more than a Representative does, we may even conclude to give 'em all the same rating. Simplicity is the keynote of efficiency. The way to simplify government is to make only one legislative body grow where two grew before. Wherefore, cut out the Senate—and never put off until next year's election what you can do this year's.

The "new freedom" which most of us are chiefly interested in is the freedom from the fear of want. Until that freedom is guaranteed every man willing to do his share of the world's work there will be no progress worth shucks. "Electric light and running water in every room" do not quench soul-thirst or appease heart-hunger. And the deeds which the haunting spectre of want will drive men to do are mostly of a kind to fit into "the seamy side of life." Ninety-nine men out of every hundred would rather be good than bad, noble than ignoble. Freedom from the fear of want will leave men free to do the things which the good in them is ever yearning for. And then we'll have Progress.

The chief of the Bureau of Mines is authority for the statement that mining as carried on in the United States is a disgrace to the Nation. But we have outbrazened so many other national disgraces of vastly greater caliber that a little thing like the annual killing of 2500 miners from preventable accidents doesn't feaze us anything worth mentioning. Now, if it was a matter of $2500 instead of so many low-brow workingmen we might very likely be induced to sit up and take notice. Dollars are interesting in more ways than one. They have even been known to inspire poets and romancers. But Pegasus always shied at everything and anything suggesting "humble work." And you may have noticed that no hero of a "best seller" ever won his spurs via the pick-and-shovel route.

"Employers are brutally flogging captured strikers in South Africa"—Cablegram. What ho! Magna Charta and ye Bill of Rights! Britons never, never shall be slaves, etc. And the worst is yet to come. They're going to have compulsory arbitration of labor disputes in South Africa after this!

The press agents of Prosperity we have always with us. Which is some consolation considering that of late years Prosperity has been in such demand that she has only been able to make one-night stands even in the most favored localities.

No wonder so many people are hollering for prison reform! As things are now "progressing" the only home most of 'em have to look forward to in their old age is the jail or the poorhouse.

"Laws were made to be broken"—by those who make them. Who makes our laws? Better get in touch with that "insidious lobby" committee in Washington if you would know the answer.

Forty-six million dollars worth of diamonds were imported into the United States in 1913. The pawnbrokers are optimistic, predicting a busy season ahead.

The modern version of it—One-half of the business world doesn't know how the other half gets away with it.

Far more important than government control of public utilities is public control of the government.

A pressing international problem—Disbandment of the world army of the unemployed.

Text for a $10,000-a-year sky pilot—"In the sweat of thy brow shalt thou eat bread."

EL TUERTO.

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships. Fraternally yours,

LAKE SEAMEN'S UNION,

V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION

570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y.....55 Main Street
Telephone Seneca 936 R.

CLEVELAND, O.....1401 W. Ninth Street
Telephone Bell Main 1842.

MILWAUKEE, WIS.....133 Clinton Street
Telephone South 240.

ASHTABULA, O.....21 High Street
Telephone 552.

NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

DETROIT, MICH.....7 Woodbridge Street, East
Telephone 3724.

SUPERIOR, WIS.....1721 N. Third Street
Telephone, New, Broad 385.

BAY CITY, MICH.....108 Fifth Avenue
OGDENSBURG, N. Y.....70 Isabella Street
CONNEAUT, O.....922 Day Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue
PORT HURON, MICH.....517 Water Street
ERIE, PA.....107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION. HEADQUARTERS.

71 Main Street, Buffalo, N. Y.
Telephone Seneca 48.

BRANCHES:

CLEVELAND, O.....1185 W. Eleventh Street
CHICAGO, ILL.....445 LaSalle Avenue
MILWAUKEE, WIS.....151 Reed Street
DETROIT, MICH.....27 Jefferson Ave., East
SUPERIOR, WIS.....1814 Fourth Street
OGDENSBURG, N. Y.....70 Isabella Street
BAY CITY, MICH.....108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.

HEADQUARTERS:

BUFFALO, N. Y., 55 Main St. Tel. Seneca 2295

BRANCHES:

CLEVELAND, O.....1401 W. Ninth Street
MILWAUKEE, WIS.....151 Reed Street
CHICAGO, ILL.....314 N. Clark Street
ASHTABULA, O.....74 Bridge Street
TOLEDO, O.....54 Main Street
DETROIT, MICH.....7 East Woodbridge Street
PORT HURON, MICH.....517 Water Street
CONNEAUT, O.....922 Day Street
OGDENSBURG, N. Y.....70 Isabella Street
NORTH TONAWANDA, N. Y.....152 Main Street
SUPERIOR, WIS.....1721 N. Third Street
BAY CITY, MICH.....108 Fifth Avenue
ERIE, PA.....107 E. Third Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue

UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS.

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS.

Ashland, Wis.
Ashtabula Harbor, O.
Buffalo, N. Y.
Duluth, Minn.
Escanaba, Mich.
Grand Haven, Mich.
Green Bay, Mich.
Houghton, Mich.
Ludington, Mich.
Manistee, Mich.
Erie, Pa.
Menominee, Mich.
Ogdensburg, N. Y.
Oswego, N. Y.
Port Huron, Mich.
Manitowoc, Wis.
Marquette, Mich.
Milwaukee, Wis.
Saginaw, Mich.
Sandusky, O.
Sault St. Marie, Mich.
Sheboygan, Wis.
Superior, Wis.
Toledo, O.

IMMIGRATION'S INJURY TO LABOR.

Having excluded the invading horde of Chinese and Japanese labor, the next on the list, according to two high authorities on immigration, are the Slovak, Croatian, Magyar, Herzegovinian, Lithuanian, Rumanian, Greek, and Pole, who stand knocking at the other gate. Their crime consists in living so cheaply as to undercut American wages and threaten all American labor with a bunkhouse-and-garlic standard of living. In a book by Jeremiah W. Jenks and W. Jett Lauck on "The Immigration Problem," we are shown a pretty serious picture. Dr. Jenks is professor of economics at the University of New York City, and he and his aide, who have widely investigated the matter, remind us that just as "the wise development of a country is to a very great extent dependent upon the economic opportunity afforded to the wage-earning citizen for his material, mental and moral development," so is this opportunity "dependent to a great extent upon a progressive improvement in his standard of living."

The arguments advanced against the immigrant hitherto have been chiefly of a criminological or sanitary nature. People have objected to the poor immigrant on the grounds that he was unclean, the bearer of infectious disease, a "bad mixer" and the like. But the point established by Mr. Jenks and Mr. Lauck, and driven home again and again, is only this: that the poor immigrant is an injury, a wrong, to the economic and social development of our race. He cheapens labor; he lowers the ideals of labor, and he makes the lot of the American laboring man impossible.

Can the industrious American citizen, with an American family to support, reduce his cost of living to between $5 and $7 a month? Can he go for days upon a diet of bread, macaroni, and bologna sausage? Can he and his wife and children live in "an attractive hut" of discarded powder cans? Probably not, but all this is done by the average immigrant landing on our shores. The first thing that happens to this "average immigrant," we read, is to be gobbled up by an unscrupulous labor agency and then, with a gang of other like unfortunates, to be shipped out West on construction work. Here he finds life unique at least. In the average railroad camp, we are informed:

"Freight cars, fitted up inside with from eight to ten bunks, are used as sleeping quarters. Separate cars are used as kitchens and as dining-rooms. The bunks in the sleeping cars have been roughly put together, four in either end of each car, leaving ample space in the middle even when two extra bunks are crowded in. There is usually a table in this clear space where the men play cards and sometimes eat instead of in the regular mess-car. Even with ten men in one car, they could not be described as crowded."

But for all that, an American does not choose to live in such quarters, and in the South, we are told, conditions are much the same.

"The houses most frequently seen are shanties built of rough lumber and covered with tar paper. Bunks built one above the other, against the walls, serve as beds, while a stove in the center furnishes both cooking and heating accommodations. All bedding is supplied by the men, and consists in most cases of a pile of straw, obtained from a near-by farm, someimes in a filthy case, but often lying loose in the bunk."

Thus is the standard of living cheapened and lowered, and its continuation, we are assured, would "be detrimental not merely to our own people, but any lowering of the standard of living in this country could not fail to have a depressing effect in other sections of the world."

More and more popular is the growing demand for foreign labor, but, as the Immigration Commission itself pointed out, "a demand for labor is in itself no sure sign that the welfare of the country would be promoted by additional laborers."

Cures for this "growing evil" are many, but the "most effective way of guarding against it," urge Messrs. Jenks and Lauck, is simply this:

"The adoption of further restrictions upon immigration, even though it may not be necessary that such restrictions be maintained for any great length of time."—The Literary Digest.

SHIP-BORNE CHOLERA.

The seasonal advance of Asiatic cholera from East to West, over mountains and continents, has long been known to follow the paths of human travel and commerce. In the past century many wide-spread epidemics of the disease have embraced the entire continent, but since 1873 it has never prevailed to any extent in this country, although ship-borne cases have occurred from time to time at the various quarantine stations.

The awful epidemic of Asiatic cholera in previous generations can now be recalled only by those who are far along in life. Few of us know or stop to consider that the only reason why the terrible cholera epidemics of the 50's and 60's are not repeated in our own day is because of the constant vigilance of our quarantine service. A recent article in The Journal of the American Medical Association by Dr. Chas. V. Craster, throws an interesting light on this subject. Dr. Craster shows that during June, July and August, 1911, ten cholera-infected ships arrived at quarantine, New York, from Mediterranean ports, bringing a total of 5411 passengers and 1789 members of ships' crews having been exposed to cholera. Six patients arrived sick and four were convalescent from the disease. Twenty-four cases were treated at the isolation hospital on Swinburne Island, with thirteen deaths. Two cases occurred among released passengers in New York City and State, and one member of a ship's crew. One fatal case occurred among the quarantine employes. Thirty-one cholera carriers were detected by routine examinations; these were isolated and treated as cholera patients. During the four months of routine examination of passengers from infected ports for cholera carriers, 26,678 persons were bacteriologically examined.

Dr. Craster concludes that time and length of voyage from infected districts does not confer any special immunity against the occurrence of Asiatic cholera in this country. The well-established existence of the cholera-bacillus carrier has altered considerably the aspect of cholera prevention, for we have to deal not only with real, but also with possible agents of infection. The high efficiency of present-day quarantine procedures has rendered the possibility of spreading infection from cholera cases extremely slight. The real danger to the public is not alone the person sick with the disease, but especially the cholera carrier, who, though apparently well himself, is capable of infecting others. In typhoid carriers the gall-bladder is known to be the storehouse of the infecting organism. That a similar condition may exist with cholera carriers has been suggested. In the prevention of cholera, besides the effective isolation of the sick there has developed in our experience at quarantine the necessity of extreme caution in the release of contacts or fellow passengers from detention, before a routine bacteriologic examination has proved them free from the cholera infection.

When sporadic cases of cholera occur in any community (the so-called cholera nests) the examination of drinking-water and of food, although advisable always, is not of the same importance as a diligent search for the true source of infection, the infected, presumably healthy person, the proper means for whose detection, although involving a state in great outlays of money and time, are of necessity justified in emergencies for the proper preservation of the public health and confidence.

U. S. MINERAL PRODUCTION.

The value of all minerals produced in the United States in 1912, according to figures just compiled by Edward W. Parker, statistician, of the United States Geological Survey, reached the record-breaking total of $2,243,630,326. This is more than six times the value of the production in 1882, 30 years ago. During that period the population has not quite doubled, but the per capita output of the mines has increased from $7.27 to $23.47.

During these three decades the value of the output of some minerals has made a striking increase. The value of the pig-iron product, for instance, has increased from 106 to 420 million dollars; copper from 16 to 205 million dollars; gold from 32 to 93 million dollars; lead from 12 to 37 million dollars; zinc from 146 to 695 million dollars; petroleum from 24 to 163 million dollars; natural gas from 215 thousand to 84 million dollars; cement from $3,600,000 to $69,000,000.

Still more striking illustrations of the growth of the mineral industry in the United States are the figures showing that, while in 1880 the total mineral production in the United States was valued at $364,000,000, in 1912 the value of the pig iron alone was $420,000,000, while the value of the coal production for 1912 was nearly double the total mineral output of 30 years ago. In 1880 the value of the mineral products was approximately $1,000,000 a day; in 1912 it was over $6,000,000 a day.

In proportion as the workers help themselves by the the power of trade unionism there is the less need of help from the law-making powers and the less disappointment because of failure on the part of the latter.

For fair products of all kinds consult the JOURNAL'S ad columns.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

lic roads and the manufacture of goods for State use, thereby supplanting the present contract convict labor system.

Frowns on Piece Work.

Judge Jacob Trieber, of the United States District Court at Little Rock, Ark., has ruled that the payment of wages on the day labor plan is more desirable, and has also decided that it is proper for the receivers of the Missouri & North Arkansas railroad to treat with the men as a shop federation. These views were expressed as a result of a hearing before him in which the receivers favored the establishment of piece work, which was protested by the workers. The receivers expressed a willingness to treat with the various craft organizations, but were unwilling to recognize the shop federation. In both instances the men were upheld by the court. The request of the men for wage increases that would bring them to the level of other railroads was denied by the court, although he granted a portion of their request and promised them he would order further increases that would bring the road to the prevailing standard just as soon as the finances permitted such action. The employes are jubilant over the outcome, and while they realize the road's financial difficulties they express confidence in Judge Trieber's promise.

Government Telegraph in England.

The inauguration of the postal banks and parcel post by the American Government gave an impetus to the policy of government ownership that is incalculable. Strong influences are being brought to bear on Congress to broaden the scope and field of operations of the postal banks, and the same is equally true regarding the parcel post. While it is unwise to accept the policies of other nations as a whole, without reference to national characteristics and conditions, yet a comprehensive study of their methods that serve public needs can and ought to be made. Their methods should be scrutinized and analyzed, that the meritorious portions may be adopted. In a recent issue of the San Francisco Star the following article appeared. It is timely and contains information of a valuable character:

"The history of government telegraphs in England is one of the best arguments for a postal telegraph in this country. Prior to 1870 British telegraphs were in private hands. The service was poor. Competition was pretended, rates being everywhere uniform. And those rates, though seemingly low to Americans, were in comparison to present British government rates, very high. It cost in 1870 from 24 cents to 48 cents to send a twenty-word message, depending upon distance.

"A British study of telegraphs found (a condition to-day duplicated in this country), that 'companies whose aim it is to secure a profit for their shareholders restrict their operation to the principal towns.' The rural districts of England, just as the American rural districts to-day, wanted the telegraph. Foreign government systems were studied and admired, and in 1870 England took over the lines.

"The rates were at once reduced, and the lines extended thousands of miles. And in the first year of British government operation the use of the telegraph by the people doubled.

"About twelve years later there was another reduction of rates to a level of 1 cent a word for twelve words as a minimum, and there was another vast increase in the popular use of the telegraph. The average British telegram now costs the sender between 15 and 16 cents. Compare this with the American minimum of 25 cents for ten words and a much higher average charge. The British rates are regardless of distance.

"The British service has been much admired by American consuls who have studied it. The American companies have stifled inventions, such as the automatic sending machines, for the reason that they would have to discard their present sending apparatus, entailing a loss of investment. The British government has adopted all inventions, with a consequent saving in cost and time. Telegrams are sent the length of England within thirty minutes between sender and receiver.

"One feature of the British system is the very low rate given to newspaper dispatches. By combining to receive the same messages, English newspapers pay an average of 9 cents per hundred words for press matter—the lowest press rate in the world. The result is that practically every newspaper in England, the smallest country weeklies, receive regular telegraphic news service. The system makes a free press possible.

"Since the agitation for American postal telegraphs has begun, newspaper readers can expect to see 'news' items telling about the failure of government telegraphs in England. Readers should remember that the American telegraph monopoly, with wires in every city newspaper office, are peculiarly able to distribute their inspired press agent matter.

"These dispatches have already begun to appear, and they call attention to the deficit which the British telegraphs show annually.

"This argument is liable to rebound sadly to the disadvantage of the American companies. Great Britain in 1870 paid $40,000,000 for lines worth $8,000,000. The payment of interest on this overcharge is the cost which produces the deficit. The people are determined that the government shall wrest the telegraph from the Wall Street gamblers and restore it to popular use. And with England's mistake to guide them, they will not be apt to consent to pay an extortionate price for the wire properties."

Things are wonderful principally by comparison. There are 60 or more lofty mountains in California rising more than 13,000 feet above sea level which are not considered sufficiently noteworthy among all the surrounding wealth of mountain scenery to have even received names, according to the United States Geological Survey. Any one of these mountain peaks, if situated in the eastern part of the United States, would of course be visited by millions of people. But California has 70 additional mountain peaks, more than 13,000 feet high which have been named, or 130 in all, as well as a dozen rising above 14,000 feet.

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LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

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PETERSBURG, Alaska.

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Headquarters:
SAN FRANCISCO, Cal., 93 Steuart St.

Agencies:
SEATTLE, Wash., 84 Seneca St., P. O. Box 42.
ASTORIA, Ore., P. O. Box 138.

The Coast Seamen's Journal

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29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

Statistics showed the foreign-born of New York County outnumbered the natives by more than 200,000, and that all records were broken this year in applications for naturalization papers.

Tentative plans have been agreed on by Denver organized workers, and it is declared that a labor temple will be well under way at the close of the coming year. The plans include the creation of a labor temple department by the Trades and Labor Assembly and the payment by each union man and woman of one cent for each working day in 1914. The latter proposition will be submitted to a referendum vote.

The House Committee on Postoffices and Post roads has voted to recommend an appropriation of $100,000 to enable the Postmaster General to experiment with Government-owned railway mail cars to supplant the rented equipment now used in the transportation of railway mail. If the experiment is found to be economical for the Government, the committee has expressed a willingness to recommend an appropriation for the purpose of supplying sufficient railway mail cars to conduct the business of the Government.

The recently formed Federation of Pullman Porters has received a promise of assistance, it is said, from the railroad brotherhoods in a campaign against the present "tipping" system on Pullman cars. These workers say various commercial associations have passed resolutions condemning the practice and the porters believe these organizations will aid them in the passage of an anti-tipping law. The agitation will undoubtedly make public the low wages and other conditions under which the porters are forced to labor.

The New York State Federation of Labor, after a long fight, extending over a period of years, has at last been successful in securing the enactment by the New York State Legislature of a compulsory workmen's compensation law. It will become effective on January 1, 1914. The State Federation at the last election was responsible for the defeat of fifty-five hostile members of the State Legislature who were candidates for re-election. This fact had a most salutary effect and the Legislature, under authority conferred by the people of the State, in the shape of a constitutional amendment, carried out the wishes of a large majority of the people by adopting a compulsory compensation law.

In its report for the year 1912, just issued by the Massachusetts State Bureau of Statistics, that year witnessed the greatest number of strikes in that State since 1881. The statistics also convey the interesting information that the strikers were more successful than in the other years, as 61 per cent. of them gained better conditions than existed before striking, while a fraction over 35 per cent. succeeded in securing all their demands. The number who failed to secure any of their demands was 39 per cent., but this is lower than previous years, for it is shown that in 1911 the failures were 42.7 per cent.; in 1910, 51.8 per cent., and in 1909, 45.1 per cent. The report comments on the fact as "remarkable" that 62 per cent. of all strikers were employed in the textile trades.

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Tacoma Letter List.

Berglind, Ed.	Knappe, Adolph
Bjorklund, Eric S.	Kutan, Alexander
Christensen, Albert	Kierth, Hans
Englund, Gust. E.	Linea, W.
Flinkenberg, Uno	Line, Hjalmar
Freeling, Chas.	Lundstrom, Samuel
Hansen, C. M.	Nielsen, C. V.
Hansen, Johannes	Petterson, I. M.
Haro, Aaro	Petterson, Chas. -1287
Hetman, Walter	Petrow, A.
Iceberg, Theo.	Plesner, Levi J.
Janson, H.	Ridderstoff, Ernest
Johansson, Chas.	Seblom, John
Jurgensen, Peter A.	Swansson, August
Kallas, Alex.	Thoresen, Axel L.
Kalberg, Wm.	Wessman, John
Kirwan, M. L.	

INFORMATION WANTED.

Axel Peterson, F. Lundberg, J. Gustafson, M. Garcia, crew of the steamer Riverside, at the time she towed in the Oceana Vance, kindly call at the office of the Charles Nelson Co. for money due them.

Victor N. Kvenen, a native of Belgium, age 32, last heard of in Ashtabula, Ohio, April, 1909, inquired for by his brother John Kvenen, Route 2, Raleigh, Tenn.

Valetine (Walter) Zima from Lubiachowo, Kreis Schrimm, Province Posen, Germany; last address Sailors' Union Hall, Seattle. Please communicate with Imperial German Consul, Seattle, Wash.

Anyone who was on the schooner "Americana" on January 29, when Louis Buttner was injured, is respectfully requested to communicate with the injured man. Address Sailors' Union of the Pacific, San Francisco, Cal.

Carl Julius Carlson, born in Sweden in 1877, is inquired for by his mother. There is about $2000 due him from his father's estate. Last heard of in September, 1902, on the Atlantic Coast. Previously sailed on the Clifford between St. Johns and New York. Address Fru Sophia Carlson, Klubbegard, Hallands Lan, Heberg, Sweden.

John Nurm is requested to communicate at once with F. R. Wall, 324 Merchants' Exchange, San Francisco.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Alquist, Oscar	Jacobs, Wm.
Anders, Fred	Kalning, J.
Andersen, A. -1821	Karlson, M. -917
Anderson, Hjalmar	Karsima, N.
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Anderson, Tony	Larsen, John
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Behrens, Herm.	Minor, James
Bishop, Patrick	Molver, M.
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Engebrietsen, E.	Osterhoff, H.
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Fraser, Elias	Petterson, John M.
Ferguson, Robert	Parkhurst, Thos.
Framness, Ivar	Petersen, Vic. -1447
Hass, W.	Reekman, H.
Hansen, Olaf	Rorvick, C. E.
Hernes, K. L.	Samson, Geo.
Heynes, Hans	Schmidt, J. A.
Holm, Fred	Saulter, Mike
Hagen, Carl	Seddon, R.
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Jade, H.	Smith, John
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Jensen, Hans	Walley, Paul
Jensen, Jens	Witherspoon, Jas.
	Wald, S.

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Eureka, Cal., Letter List.

Ahlstrom, Harry	Jacobsen, W.
Breien, Hans	Jorgensen, Olaf
Ehlert, August	Noel, Louis P.
Eriksen, Anton	Lutzen, Waldemar
Gudmundsen, Gudmund	Publicatius, August
Hansen, Harald	Robertson, A.
Hansen, Harry -1827 (Photo)	Thorssen, Fredrik N.
Ismas, Richard	Wexahl, Hansen
Jensen, George	Krist

INFORMATION WANTED.

John West, who was on the steamer Horatius in June, 1912, is inquired for by P. Ivers, River Darling, via Wenthworth, Australia. Please notify Sup't., No. 1 State street, New York.

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Portland, Or., Letter List.

Anderson, Gust -1808	Koap, Nick
Anderson, Rasmus	Kristensen, Otta
Anderson, Mike	Laine, Frank
Backanan, Paul	Larsen, Hans -1677
Baker, Geo.	Larsen, Alfred
Bergman, Karl W.	Larsen, John
Berglund, Ed.	Leidecker, E.
Boyard, C. E.	Lemarchand, Louis
Bohm, Franc	Lundeman, Ruktie
Bultz, Ernest	Lipclasey, John
Carlsen, Charlie	Lallwer, Alexander
Carlson, Jack	Mattson, Maurits
Cagdell, D. J.	Macrae, Alexander
Day, Aca	Mikalsen, Andreas
Dahl, Henry	Miller, H. B.
Drenkholn, M.	Maxnes, Kristian
Edstrom, John	Miller, Chas.
Erikssan, Erik	Neuling, Albert
Erman, A.	Nelson, C. J.
Edberg, Conrad	Nielsen, Kristian
Ekham, Frans	Nilsson, Axel
Forde, S. C.	Norberg, John
Goralia, Piet	O'Brien, Jack
Gynther, John	Olsen, Ansgar
Hansen, Hans M.	Olsen, Andy
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Hallgren, Anders	Pohland, Max
Henriks, Waldemar	Rantion, Jacob
Hansen, Max O.	Rhodes, F.
Henke, Ernest	Rincke, Sperman
Henze, A.	Runge, Axel
Hellman, Albin	Schroda, Peter H.
Hogstad, Andreas Mikalsen	Sellin, William
	Schulz, Alfred
Hock, Garve	Semens, O. L.
Johanson, John F.	Saukka, August
Jansen, Harry	Swanson, John
Johnson, Ole C.	Swanson, Carl O.
Johanston, C. R.	Sundguist, Ernest
Johansen, Chris.	Thomel, Martin
Karson, K. E.	Warren, C.
Karlson, August	Welson, J.
Klaesson, Karl	Wishart, John
Kluge, Frank	Wieprecht, Ernest
Kirker, Alexander	

Aberdeen, Wash., Letter List.

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Andersen, F. C.	Forde, S. C.
Armstrong, Harry	Granberg, Eric
Anderson, George	Graf, Otto
Behn, Alfred	Glase, Gustav
Brown, C.	Hohn, Arthur
Bergman, Edwin	Herman, Axel
Bjorkholm, A. M.	Hansen, Ove
Bowen, J. J.	Hopstad, S. -2101
Burmeister, John	Hansen, Torleif
Burkland, John	Jensen, Harry
Bjerkman, C.	Johansen, Hans
Bodahl, Hans	Kristiansen, Nils
Christensen, Albert	Loining, Hermand
Christensen, Hans P.	Lengtssen, Gottfried
	Laine, Herman
Christensen, Harry	Lorsin, G. L.
Dobbs, Paul W.	Larsen, Lars
Eklund, Chas.	Larsen, H. P.
Engfors, Gustaf	Lindroos, A. W.
Eriksen, Olai H. -837	Larsen, Peter
	Martin, James

INFORMATION WANTED.

Mrs. Alice Phillips wishes to hear from her husband, Tom Phillips. Write to 35 Sussex St., Sydney, N. S. W., Australia.

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Named shoes are frequently made in Non-Union factories
DO NOT BUY ANY SHOE
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John F. Tobin, Pres. Chas. L. Baine, Sec.-Treas.

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Orders taken for Made-to-Measure Clothing
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UNION MADE CLOTHING, HATS, SHOES, COLLARS, SUSPENDERS, GLOVES, OVERALLS, SHIRTS
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When on Gray's Harbor Smoke Grandmont Cigars, 10c. Union Pilot, 5c.
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Murphy, Daniel	Rosbeck, Gustaf
Martinell, Walter	Sandstrom, Hugo
Nikolin, E. Miko	Schacht, H.
Nord, Karl	Siven, Wictor
Nielsen, N. C.	Sorensen, T. B. G.
Nerby, Kristian	Sutse, M.
Neddemeyer, John	Schreff, Paul
Olsen, Nils	Sim, Gunder
Oksanen, Juko	Slenman, Richard
Osterholm, J. W.	Wind, Jacob -1357
Olsen, Oswald -1059	Walder, Olsen N.
Peterson, Axel	Williams, J.
Petersen, S. J.	Walenious, Pete
Petersen, Erik -903	Zebe, G. V.
Pettersen, Karl	Packages.
Pettersen, Olaf	Hansen, John
Richendsen, Hilmar	MacGuire, O. F.
Rundblad, Oscar	Zebe, G. V.

INFORMATION WANTED.

W. A. Goodrich, who left the British ship Puritan at San Francisco, February 6, 1911, is inquired for by the British Consul-General at San Francisco.

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Aberdeen, Washington

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Aberdeen - - - Washington

INFORMATION WANTED.

James McFerran, native of Eden, Carrick-fergus, Ireland, inquired for by J. Brady, box 1356, Vancouver, B. C.

Carl Alex Eduard Malmberg, born Malmo, Sweden, 50 years old, tall, blond. Mr. Malmberg has been a member of the Sailors' Union of the Pacific in 1908.

W. Kahlberg, No. 688, and C. Monsen, No. 1964, are inquired for at the Standard Oil Company's office, at San Francisco.

The present whereabouts of the following named persons, if living, or if dead the date and place of death and such information as will enable the locating of their next of kin is desired by Lea Bleakmore, 223 Balboa Building, San Francisco. The information is for the purpose of clearing up estates:

Any one knowing the whereabouts of Enoch Joseph Horsfold, 18 years old, native of New Zealand, please communicate with Coast Seamen's Journal.

Home News.

Secretary of War Garrison and the Adjutants General of 32 States have framed a new army bill making the services of militiamen available in the event of a war of invasion.

Columbia intimated through its Minister at Washington that it considered rights equal to those of the United States in the Panama Canal even more important than a monetary indemnity.

President Wilson, it was said, would veto the postoffice appropriation bill unless the "rider" exempting appointment of assistant postmasters from civil service requirements was eliminated.

Speakers at the National Race Betterment Conference at Battle Creek, Mich., asserted that the normal age of man was 100 years and that present fashions favored the defective type of woman.

Naval designers have drawn plans for a warship larger than any dreadnaught in the world at present. The displacement of the proposed battleship is 38,600 tons, and it will cost $21,000,000.

Recent experiments conducted by the Postoffice Department with a view to increasing the weight limit of the parcels post have proven so successful that parcels weighing 100 pounds soon may be shipped by mail.

The Council Finance Committee, of Chicago, voted to pay $350,000 for the plant of the Chicago Reduction Company, although that is $100,000 above the figure set by Colonel Henry A. Allen in valuing the plant, and it has left the city in sore financial straits.

Carl Browne, champion of the unemployed and chief lieutenant to "General" Coxey on his march to Washington, died at the national capital from indigestion. His home was in California, where he often wore his armor and earned his living by drawing cartoons.

Congressional investigation of strikes in the Colorado coal mines and the Michigan copper mine fields was agreed upon at a caucus of the House Democrats by a vote of 149 to 17. The investigation will be conducted by the House Committee on Mines and Mining, of which Representative Foster of Illinois is chairman.

The Postoffice Department has awarded to the Northern Commercial Company of San Francisco a contract for carrying the mails between Cordova or Valdez to Fairbanks, Alaska, at $126,300 for one year. Another contract was awarded the same company for carrying mails from Fairbanks to Tanana for $18,500 for one year. Both contracts begin July 1, 1914.

The greatest engineering feat in the world, with the exception of the Panama Canal, was practically completed when a blast broke down the last barrier of nine feet of rock 441 feet under the ground at 151st street and Nichola's place and made continuous the Ashokan aqueduct tunnel, extending from Ashokan dam in the Catskills to Brooklyn. Eventually it will extend to Staten Island. The entire distance is about 110 miles. The tunnel when completed will cost $162,000,000. The work in building the tube has taken nearly nine years, with from 17,000 to 25,000 men daily laboring at it. It has cost the lives of 283 men and injuries of 8833.

Domestic and Naval.

The steamer "Dramatist" has been launched at Scotstoun, Clyde. She is of about 5,500 tons gross, built to the order of Messrs. T. & J. Harrison, Liverpool. She has been constructed to Lloyd's highest class.

Announcement is made that the Japanese shipping company Osaka Shosen Kaisha, is planning to establish a freight and passenger service between Montreal and Japan. The service is to be run through the Suez Canal.

The U. S. submarine torpedo boat "G-3," built by the Lake Torpedo Co., was launched at Bridgeport, Conn., December 27. The "G-3" displaces 500 tons and is expected to make ten and one-half knots submerged.

The Navy Department has asked the forest service to investigate guijo, a Philippine wood, for possible use in decking boats and ships. Longleaf pine, sugar maple, and beech are the domestic woods most used for decks.

An investigation of the lighthouse service began January 7 at the Department of Commerce. Secretary Redfield ordered the inquiry of this bureau, which employs almost 6,000 men and spends about $6,000,000 a year, as a result of recent charges against the conduct and economy of administration of the service.

Exports of coal from Baltimore during December show a record. Eighteen steamers and one schoner took out full cargoes. Nine steamers were under the British flag, six were Norwegians, one Dane, one Austrian and one Italian, while but one cargo went under American colors, it being 861 tons in the schooner "James T. Maxwell" for Manzanillo, Cuba. The total shipments amounted to 74,667 tons.

During the year 1913 the total number of vessels arriving at the port of New York was 9,654, of which 6,990 were steamers and 2,664 sailing vessels. This shows an increase of 135 vessels compared with the year 1912. The increase in steamers was 365 and the decrease in sailing vessels was 230. The total number of arrivals from foreign ports was 4,766, of which 4,297 were steamers, 37 barques, and 411 schooners.

It is reported that the Great Lakes Protective Association has called upon its members for an assessment of 50 per cent. of the original contribution, which was settled at 4 per cent. of the insurance valuation. The association carries 25 per cent. of the insurance on its members' vessels. This action it is stated has been taken after a careful examination of the losses sustained through the storm of November 9, which made the original amounts paid insufficient to meet all the claims for the season's losses.

The fate of the crew of forty-eight men and of the fifty passengers on board the German steamer "Acillia" is regarded as sealed, according to a cablegram from Punta Arenas, Chile. The bodies of two of her officers were picked up among a mass of wreckage in Moat Channel, north of Picton Island, Tierra del Fuego, and Indians in the vicinity declare that a big steamer sank there some time ago. The "Acillia" was a vessel of 3516 tons net, built in 1900, and chartered by the Cosmos Line. She left Corral, Chile, on October 27, and was due at Montevideo on November 10 on her way to Hamburg.

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IMPORTANT NOTICE.

The members of the crew of the steamer "Hyades" who witnessed the assault upon Victor Petitmangen by the first officer of that vessel are requested to report immediately to the Secretary or any Agent of the Sailors' Union of the Pacific in order that depositions of their evidence may be forwarded to Honolulu.

San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify Jack Rosen, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Abolin, Chris.
Abrahams, A. M.
Abrahamsen, Johan
Abramsen, Aleck
Alexi, Hakon
Alund, Ture
Andersen, Albertinus
Andersen, Christian
Andersen, H. T. -1620
Andersen, K. J. -1890
Andresen, Samson
Andersen, S. P.
Baird, Robert B.
Barton, W. F.
Baumert, Heinrich
Beansang, Eugene
Beck, Andrew
Behrens, Herman
Bekker, George
Belin, Erik
Bell, John
Bengtson, Lars P.
Berge, Peter
Bergstrom, C.
Berner, Axel H.
Billing, Knut
Bjoren, C.
Bjorklund, Erik
Blair, Bernard
Blair, Francis Z
Cain, P.
Carey, Ed
Carson, C.
Carlson, Gustag
Carlson, O. S.
Carlson, Oskar
Carlson, -1510
Carlson, Thurs
Carter, Sidney
Cederstrom, Wm.
Ceelan, John
Dahler, H. N.
Dahlman, J. A.
Danielsen, Nils
De Bruin, B.
Dellas, James
Dempsey, H.
De Roes, J.
Deswert, William
Eaton, William
Einardt, John
Eggers, John
Eliasen, C.
Elholm, Peter
Ellingsen, Fritjof
Enstrom, Carl
Farrell H. D.
Fay, F.
Ficher, W.
Finkson, Chas.
Fisher, Frank
Floernann, Anbert
Follan, Thomas
Gansen, H.
Gasch, Willy
Gerner, Hans
Gibbes, L. W.
Gibbons, Joe
Gjardahl, Soren
Glen, James
Graiff, Ed.
Grant, David
Grant, Otto
Grant, Wm.
Hakensson, C
Hallberg, Herman
Hallowes, Lewis
Hall, W. I.
Halvarsen, Hans
Halvarsen, Wm.
Hannus, H.
Hansen, Alf
Hansen, Charles
Hansen, C. T.
Hansen, C. P.
Hansen, Hans
Hansen, Hans M.
Hansen, Hans O.
Hansen, Henry
Hansen, Johan
Hansen, M -968
Hansen, Rudolf
Hansen, Thomas
Hansen, Walter
Hansen, Wilhelm
Hansen, W. H. C.
Hanson, G.
Hartman, Fred
Anderson, Albin
Anderson, Anders
Anderson, Andrew
Anderson, Abbe
Anderson, Carl
Anderson, E -1886
Anderson, Fritz
Anderson, C. A.
Anderson, Harry
Anderson, -1896
Andersson, J. R. -1246
Andersson, P. A.
Anderson, Wm.
Blucker, John
Braun, Wm.
Braun, William
Blodsing, August
Blom, Gustaf
Bohnhoff, Heinr
Borgen, John
Bourns, Thos.
Bradic, Frank
Brennel, W.
Brennesser, Otto
Brooke, Oswald A.
Brown, Frank
Bryan, Geo. F.
Brynjulfsen, Halvar
Buchtmann, Fritz
Burgess, A.
Bushman, John
Chaler, Bautista
Chernecksky, M.
Christensen, Erling
Christensen, L.
Christiansen, Peter
Clausen, C.
Clausen, J.
Conlon, Tom
Conners, Chas.
Crausen, H.
Crosiglia, Joe
Dickens, D. W.
Dixon, John
Doering, Erick
Doyle, Wm.
Du Bear, E.
Drexel, Dan
Duglass
Erdal, John
Erickson, Eric
Erickson, Gustaf
Ericson, Edw.
Eskildson, Nils P.
Evans, Dave
Frainer, Frank
Frederich, H.
Fredrickson, Geo.
Fricke, Willie
Fritsch, Leonard
Furlong, Peter
Griffin, Jim
Groat, Adam
Grohn, Conrad
Gronbeck, Th.
Gumoes, Fredrick
Gundersen, C. A.
Gundersen, Ole
Gundersen, P
Gunther, Dick
Gunvaldsen, J
Guthre, Raymond
Hartog, John
Hatwyk, Ivar.
Hay, James
Hedberg, Alfred
Hem, Jens
Helenius, Oscar
Hellesten, Ingval
Henry, James
Hermann, J.
Hesse, R.
Hiks, Gustaf
Hilke, Charles
Hillig, Albert
Hjorth, John
Hogan, X
Holberg, John
Holman, Wm.
Holt, Carl C.
Horgan, J. A.
Horse, Frank
Hubert, Emil
Husche, H.
Huse, Edward
Illig, Theo.
Ilsemann, H.
Jakobsen, Emil
Jacobsen, Olaf
Jacobson, John
Jackisch, Magnus
Jakobsen, Anders
Jansson, Erick
Janssen, Heinrich
Jansson, Fredrick
Jauncey, James T.
Jenkins, Fred
Jensen, C.
Jensen, Fredrike
Jensen, George
Jensen, Jens
Jensen, J. F.
Jensen, Just.
Jensen, M. P.
Jensen, Olaf N.
Jerch, Bill
Kaiser, Fred
Kalnin, E.
Kamp, Gus
Karger, Fritz
Karlgren, August
Karlberg, Arvid
Karssam, Niklas
Keating, P.
Kesher, Karl
Katwik, Ivan
Kine, Conrad
Kiocha, August
Lahmeyer, Herman
Lambert, Edward
Lange, Hans
Lapouble, Jean P.
Larka, Edvard
Larsen, Erik J
Larsen, Fred. W.
Larsen, Gus
Larsen, Johannes
Larssen, Finval
Larsen, H. P.
Larsen, -1768
Larsen, Martin
Lartowa, I. A.
Latz, Alex
Lauritsen, Ole
Law, Harry
Lawson, C
Lazkowski, Aug.
Leino, G. F.
Lelloren, Ole
Macaulay, Hugh
Macdonald, George
Marchand, Louis
Marden, Gus
Mariner, R. W.
Markmann, Heini
Martin, Dan
Martin, Geo. S.
Martin, Jack
Martinsen, Ingvald
Mason, George
Mathews, John
Mathias, Albert
Mathson, Albert M.
Mattson, Chas.
Mattsson, Rudolf
Neergaard, Anton C
Nelsen, Hans
Nelson, C. -641
Nelson, Peter
Nelson, W.
Nerlicht, Arthur
Nerner, P.
Never, Aug.
Nicolaisen, Otto
Nielsen, Chas.
Ober, John
Ojstedt, S. A.
Olman, P.
Olsen, Ole
Olsen, Charles A.
Olsen, Frank
Olsen, Harold
Olsen, Harry
Olsen, James
Olsen, Jorgen
Olsen, Olaf
Olsen, Olaf D.
Olsen, -511
Olsen, -754
Olsen, -1284
Paludan, Charles
Pankhurst, Thos.
Paulsen, J -1229
Pearson, John
Pearson, J I
Pedersen, J. A.
Pedersen, Ole
Pedersen, P. -901
Pedersen, Vilhelm
Pedersen, -1560
Pederson, S. R.
Peil, J. A.
Person, C. -1508
Persson, Oscar
Randrop, John
Rasmussen, Emil
Rastad, Erling
Rath, Herman
Redmond, Thos.
Redpath, A.
Reek, John
Reinhold, Ernest
Richter, N
Ries, Heinrich
Riis, Harry
Rippe, R.
Sahke, John F.
Saldman, Chris
Saud, Bernhard
Sandberg, J
Sandseth, O.
Santo, Manuel
Santoz, Ben
Salzer, Julius
Saunders, James B
Saxton
Schellenberg, H.
Scher, G.
Schlabis, Edward
Iversen, Thom.
Johansen, August
Johansen, H. B.
Johannessen, Anton
Johansen, J. -2021
Johansen, 1081
Johansson, -880
Johansson, -1030
Johnsen, Chris.
Johnsen, Edw.
Johnson, Antony
Johnson, Berdines
Johnson, C. A.
Johnson, Chas.
Johnson, C. R.
Johnson, Henry
Jonassin, John
Jones, Alfred
Jones, D. H.
Jurishuck, O. A.
Klausen, C
Knoph, Lewis
Knudsen, Daniel
Koch, R.
Kolotzig, George
Kolt, Chris
Kreitsberg, A.
Kristiansen, Jacob
Kristensen, Hans
Kruger, Gustav
Krunich, D.
Kuhn, Jno.
Lester, J. O.
Lewis, Roy
Liberg, R.
Lidsten, Chas.
Lill, Charles
Liljedal, Lewis
Lindalm, Alfred
Lindeman, Otto
Lindstrom, Alex
Lindroth, Carl
Littlestown
Lohen, E.
Lohne, E.
Lorenzen, Henry
Lovera, Paul
Lucey, James
Luckmann, Ewald
Ludwig, Jack
Lund, Chr.
Lundgren, Gus
Lundholm, Frans
Maves, J B
McCarl, F. A.
McRae, J. W.
Mehrtens, H
Meyers, Ernest
Michel, B.
Midling, M.
Moen, Robert
Mollyhus, Ingvar
Monsen, Martin
Moore, C. C.
Mortensen, J. B.
Muller, Albert R.
Murray, C. P.
Musbaar Hans
Myers, B.
Nielsen, Ed
Nielsen, N. J
Nilsen, Anton
Nilsen, Axel
Nilsen, Michael
Nilsen, Nils P.
Nilsen, Oscar F.
Nole, Sigvald
Nordstrom, C. A.
Norris, Edw.
Olsen, Otto
Olssen, Oscar
Olsson, -1187
Olsson, Gustaf B.
Orman, Verney
Olsen, Olair S.
Olsson, B.
Olsson, Ernest
Opitz, Gustav
Osterhoff, H.
Osterholm, J. W.
Otchem, J.
Ouckberlong, Fred
Owens, Peter
Peters, J.
Petersen, A. -1442
Petersen, H. A. R.
Petersen, Karl
Petersen, Olaf
Petersen, Peter G.
Petersen, P. G.
Peterson, Fred
Peterson, Martin
Peterson, S. R
Phillips, Charles
Pomer, A
Poulsen, Jens
Preusse, Fred
Rivera, John
Rogenes, G.
Rokus, J.
Rommerdahl, Knud
Roscheck, Paul
Rosenquist, A
Rudebeck, Otto
Rundquist, O.
Rusberg, H.
Russell, Jim
Rytke, Otto
Schmidt, George
Schneider, H.
Schrej, G. W
Schroeder, Gus
Schroder, Ernst
Schroder, Hans
Schultz, Albert
Schultz, Fred
Schutze, Paul
Scott, Ed
Seldal, Peter
Selen, J.
Sewall, Harry
Shankat, Hans
Silverly, E.
Simonsen, C.
Simpson, Lewis
Skogman, W.
Slettingdalen, Einar
Smith, G.
Smith, Johan
Smyth, Wm.
Soneson, Wm.
Sorensen, Chr.
Sorensen, Ed.
Sorensen, James
Sorne, F.
Sparch, Tom
Spark, A. V.
Stangeland, P. A.
Stedman, George
Stein, Emil
Stelle, John
Stewart, James L.
Straus, Walter
Strom, Leonard
Stuart, James G.
Sullivan, Axel
Sullivan, John
Sundholm, Frans
Sundquist, Ernst
Sundquist, W. W.
Svinding, Peter
Taivola, Gust
Tamisar, P.
Tanberg, Einar
Tauger, Chas.
Thompsen, Ed.
Thompson, Ch.
Thomasen, Benjamin
Thorkilsen, Jonas
Thorsen, Jens
Thorsen, Otto
Uesair, M.
Valttl, Jalmar
Van Bruen, J.
Vanderven, Geo.
Wahl, Robert
Wall, Erik
Wattgren, I. M.
Webber, Chas.
Welure, J.
Wenneck, Andreas
West, Henry
Westman, A.
Zoe, Francis
Zoe, Frank
Thorse, Theo
Tiller, E.
Todahl, Martin
Tollefsen, Andreas
Tollefsen, Hans
Tommola, Vaino
Trede, Hans
Tvede, Jens
Twede, F.
Tydeck, Carl
Van Katwyk, J. W.
Vold, O. P.
Voss, Bernhard
Williams, Seth
Willkas
Wilson, J.
Winther, John
Wirta, John
Wittenborn, Hans
Work, John
Zoerb, Walter

PACKAGES.

Apply to Secretary of Sailors' Union of the Pacific.

Andersen, E. -1739
Anderson, A.
Anderson, Victor
Bilda, A.
Berg, John
Bjorseth, Knut
Burnett, Ernest
Chas. Tomas
Carlstrom, John O.
Christoffersen, Olaf
Christensen, Robert
Ellefsen, Otto
Fagerli, Ott.
Freiberg, P.
Gasman, Geo. A.
Guldbrandsen, Jack
Hansen, Chr. M.
Hanson, Marins
Hartog, John
Haugen, Hans C.
Haugen, Lars
Heiberger, Morgan
Hendriksen, H. -1333
Hillig, Albert
Ingebrigtzen, Olaf
Iversen, Reidar
Johnsen, George W.
Johansen, J. J. -2021
Johanson, Nils A
Jorgensen, Jorgen
Jorgensen, Oluv
Klette, Ernst F.
Kristiansen, Jacob
Krogsett, Svend
Lexdon, D.
Lindroth, Erik
Lorin, A. L.
Lorin, Kristian -1444
Lukman, Evald
Madson, Olaf
Malm, G.
Mansen, Martin
Markley, Paul
Martensen, J. C.
Nelson, Rasmund
Nielsen, E. S. -1116
Nilsen, Emil
Olsen, -1244
Olsen, Carl -1101
Olsen, Henrik
Petersen, K. -1598
Petersen, Olav
Petersen, P.
Rasmussen, E.
Rathke, Reinhald
Reimer, Peter
Rimmer, Chas.
Roslin, Robert
Smith, E.
Summers, James
Thorsell, Chas.
Thorsen, Jens
Tonnesen, Abraham
Torkildsen, Jonas
Trondsen, J M.
Van Pratwijk, Johannes
Wakely, R. E.
Walters, Albert B.
Willander, -876
Willmann, Wilhelm

INFORMATION WANTED.

Johannes Puun, born in Oesel, Arensburg, Russia, supposed to be sailing on the Pacific coast, is asked for by his mother. Anyone knowing his whereabouts please notify A. Lepp, Sailors' Union, San Francisco.

Any one knowing the whereabouts of John Burke No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

William Fayette White, whose mother died recently, is inquired for by his brother. Anyone knowing his whereabouts please address S. A. White, 106 W. Salem Ave., Roanoke, Va.

William McGrail, of Baltimore, Md., who sailed on the Atlantic and Gulf Coasts as cook for a number of years, is inquired for by his brother, George McGrail, 603 Decatur street, New Orleans, La.

Francis Robert Bassett, a native of England, last heard of in San Francisco, Cal., in 1901, was well known around the water front as "Liverpool Frank." Any information regarding this man will be gladly received at the office of the British Consulate, San Francisco, Cal.

Ten dollars reward will be paid by H. M. Hinchman, Room 509 Welch Building, No. 244 California street, for information concerning the present whereabouts of Olaf Pedersen, lookout, and Charles Johansen, quartermaster, who were members of the crew of the steamer "Norwood" in October, 1908.

Fritz Rohnstock, a fireman on the Coast steamers, is inquired for by his relatives.

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Assets	$56,823,600.56
Capital actually paid up in Cash	1,000,000.00
Reserve & Contingent Funds	1,807,404.18
Employees' Pension Fund...	166,570.12
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Andersen, C.	Johansen, Amiel
Anderson, Wm.	Johanson, Herman
Burman, Andrew	Larsen, Julius
Carlson, Arthur	Larson, C. L.
Carlson, Eric	Lizs, Otto
Cefalia, Vinzenco	Pinner, Robert
Erikse, Johan	Portanen, Alex
Ericksen, E. John	Petersen, F. V.
Hagen, L. P.	Swanson, John
Johanson, E. O.	Widlund, O. E.
Jeschke, Hans	Walrath, G. O.

Seattle, Wash.

Abolin, Adam	Osterlund, Albert
Borgen, K. Sigurdsen	Olsson, Sigfrid
	Peterson, Andrew K
Dahl, Ben	Phister, Albert
Fister, Johannes	Polhome, Mr
Finnigan, I. H.	Ridderstaff, Ernest
Hagen, Gunder	Rye, F. M. J.
Jensen, Gustav	Selback, Chris.
Johansen, Ingvald	Slinning, Rasmus O
Johnson, Axel	Spellman, Tom.
Nelson, Nels Wilhelm	Starks, John
	Stein, George G.
Larsen, Fred	Stixrud, Jack
Magnuson, P. A.	Stromsness Oscar



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Pt. Townsend Letter List.

Andersen, E. T.	Mertz, George E.
Alango, John	Nachtigall, H.
Hermansen, L.	Rosbeck, Gustaf
Johansen, John	Shold, Chas. A.
Johnson, Ole	Varner, C.
Moore, George	Wilson, Gus

INFORMATION WANTED.

A. J. Nielson, who was injured on the "Minnie E. Kelton" at the time of her loss, please communicate with H. W. Hutton, 527 Pacific Building, San Francisco, Cal.

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INFORMATION WANTED.

Anyone knowing the relatives of Chas. Green, who was drowned at Nome, Alaska, October 5, 1913, kindly notify Coast Seamen's Journal.

Marcus Andersen, a native of Norway, age 24, five feet seven inches tall, dark hair, fair complexion; sailing on the Lakes when last heard from, in 1911. Any noe knowing his whereabouts please notify Geo. Johnson, 5727 Sangamon street, Chicago, Ill.

News from Abroad.

King Ferdinand dissolved the Bulgarian Parliament because it refused to vote an appropriation bill.

Tension in the Balkans became so great that Germany proposed joint military intervention in Albania by Austria and Italy.

Mendel Beilis, recently acquitted of "ritual murder," left Kiev, Russia, for Palestine, where Baron de Rothschild has bought a farm for him.

Cardinal Amette, Archbishop of Paris, in an admonition, which will be published in the churches of the city, forbade the dancing of the tango as sinful.

Le Figaro of Paris denounced the immigration of Germans into eastern France, declaring they were forming colonies of spies at strategic positions on the frontier.

The Kaiser intervened to prevent a war between the German steamship lines, Herr Ballin, director of the Hamburg-American, having a protracted audience with the Emperor.

Captain James Craig announced at Belfast, Ireland, that a $5,000,000 fund had been raised to indemnify the relatives of those killed or wounded in resistance to a home rule government.

The Chinese Parliament was definitely dissolved by President Yuan Shi-Kai. The proclamation stated that it would be reconvened "in due time," but the administrative council is to draft the constitution.

Emperor William intervened to prevent another crisis over the Zabern affair by ordering an investigation as to the validity of the decree which permitted the acquittal of the Zabern officers by court martial.

It was announced from Peking that the Chinese Government intended immediately to declare five important towns in Inner Mongolia treaty ports, the object being to prevent Russian interference by giving vital interests to other foreigners.

The attempt at Avlona to proclaim Izzet Pasha ruler of Albania caused Prince William of Wied to reconsider his acceptance of the nomination of the Powers to fill the throne of the new State, and it was believed in Vienna that he would finally refuse to accept the throne.

The success of President Wilson's financial blockade in crippling General Huerta was universally admitted in Mexico. The Dictator told foreign diplomats the United States policy caused his default on the country's bonds, and suggested a European coalition to attempt to secure a modification of Washington's attitude.

The severe storms at Cracow, formerly the capital of Poland, uprooted an ancient elm, revealing the hiding place of the crown worn by the Kings of Poland and dating back to the 14th century. The crown had been lost since the middle of the 18th century. Some magnificent gems have become loosened from the crown, but none are missing.

The Austrian Antarctic expedition, under the command of Dr. Felix Koenig, who was a member of the German expedition under Lieutenant Filchner, will start for the south in June. It is the intention of Dr. Koenig to explore the unknown territory round the Weddell sea and the Enderby region, which lies just south on the Antarctic circle.

With the Wits.

A Minneapolis preacher says "a split skirt shows a cracked brain and an empty heart." Suffering Moses! How high do they split 'em in Minneapolis?—Commercial Appeal.

"What happened to Rollignan?"

"He drowned."

"And couldn't he swim?"

"He did, for eight hours; but he was a union man."—Gunter's Magazine.

"My husband is particularly liable to seasickness," remarked the lady passenger. "Could you tell him what to do in case of an attack?"

"'Tain't necessary, mum," replied the captain, "he'll do it."—Ingleside.

Father, teaching his six-year-old son arithmetic by giving a problem to his wife, begs his son to listen:

Father—Mother, if you had a dollar and I gave you five more, what would you have?

Mother (replying absently)—Hysterics.—Brooklyn Life.

"Uncle Henry," asks the sweet creature appearing before that gentleman in one of the newest "creations" in the way of frocks, "how do you like my new gown?"

"Well," grumbled the grizzled old misanthrope, "you're safe in one respect. Nobody can have you arrested for carrying concealed weapons."

To the great god Buddha came the representatives of the Catholic, Protestant, and Jewish religions, to pay homage. Buddha, very flattered, told each of them that if they would express a wish, it would be fulfilled.

"What do you wish?" he asked the Catholic. The answer was "Glory."

"You shall have it," said Buddha, and turning to the Protestant, "What do you wish?"

"Money."

"You shall have it."

"And you?" This to the Jew.

"I do not want much," quoth he; "give me the Protestant's address!"—Pall Mall Gazette

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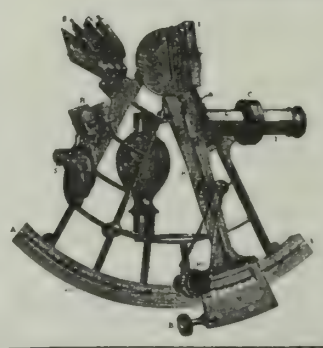
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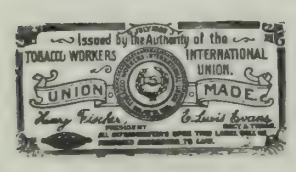
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COAST SEAMEN'S JOURNAL



FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XXVII, No. 21. SAN FRANCISCO, WEDNESDAY, FEBRUARY 4, 1914. Whole No. 2263.

DIVIDENDS vs. SAFETY.

Furuseth's Reasons for Resigning from London Conference.

Before leaving London for America Andrew Furuseth submitted a statement to the International Conference on Safety of Life at Sea, setting forth in detail the reasons which prompted him to resign from that assembly.

The paper prepared by Comrade Furuseth should leave no doubt in the mind of anyone that the majority of those in attendance at the London Conference were more vitally interested in safety of dividends than in safety of life.

The statement follows, in full:

Safety of Passengers at Sea.

"Bear in mind, when a ship is lost the shipowner may make a profit, the owner may get more than the value of his ship; the merchant may lose nothing, but may, and very often does, get more than the value of the cargo back. In the same way the underwriter averages his losses, and on the whole makes a profit on the insurance of the ship out of his premium."—Joseph Chamberlain.

Limitation of shipowners' liability was unknown to common law. During the time preceding the enactment of Limitation of Shipowners' Liability, the shipowner was responsible in damages to the traveler or shipper or their heirs for any loss of life, or injury to life, or loss of or injury to property, other than arising out of "Acts of God" or "Acts of public enemies." The shipowner might lose his all by wrongful act, neglect, or default if he failed in furnishing a vessel seaworthy in all respects, her hull, tackle, apparel, furniture and crew. Thus safety of life and property at sea had for its support one of the dominating forces in individuals and associations, namely, that of self-interest and self-preservation. In Great Britain the laws of 1854, in the United States the laws of 1851, deprived safety of this powerful support, and it became necessary to enact laws providing for inspection of passenger vessels, in order that the traveler might have some consideration.

Limitation of Liability.

The Limitation of Shipowners' Liability began in Great Britain in the time of George II., and was extended under George III. It then dealt chiefly with collision, and had application to freight only. In 1854 it was extended so as to have application to life and injury. Liability was then limited so that no more than £15 per registered ton could be collected from the owners of the vessel; in 1862 the liability was reduced to £8 per registered ton in case of freight; but liability for loss of life and injury sustained was left at £15, which is the total liability in any case. Limitation of shipowners' liability in the United States was enacted on March 3rd, 1851, amended on June 26th, 1884, and further amended to the so-called Harter Act on February 13th, 1893. Laws providing for inspection and regulation of emigrant ships were enacted in 1854 in Great Britain. In the United States the Inspection Law was passed in 1871, the Passenger Act in 1882.

The Shipowners' Conscience.

Laws are not enacted in either country except to meet and comply with a somewhat general demand, and then only to deal with some recognized evil, and the enactment of these laws signify the recognition that something must be done to assist the conscience of the shipowner, since his self-interest had been so much reduced. The laws dealing with emigrant and passenger vessels were general in both countries, and the power to make rules under the general laws were conferred in Great Britain upon the Board of Trade, in the United States upon the Bureau of Inspection. The power to make laws having been delegated, any rules or laws made and obeyed would very largely act as a bar to any accusation of wrongful act, negligence or default, and thus tend to an election on the part of the shipowner to refrain from using the Limitation of Shipowners' Liability, and to stand trial under the "Common Law." He may at any rate try one case, denying negligence, and if he loses he may seek shelter of Limitation of Liability in the rest. Laws or rules adopted must therefore be sufficient to guarantee reasonable safety, or the shipowner will be able to shed responsibility, while safety is diminishing.

The Passenger Acts.

After the enactment of "Inspection Laws" and "The Passenger Acts," it was found that whenever the rules were not sufficiently effective and definite—when the standards adopted were not sufficiently high—they served no practical purpose in securing safety, but were used by shipowners as a shield against claims for damages, and both the Parliament of Great Britain and the Congress of the United States from time to time laid down some additional principles, established new or higher standards, and extended the powers of their departments vested with power to make regulations. Up to the enactment of the Passenger Act, the number of passengers to be carried was frankly based upon tonnage in so far as it was not based upon discretion arising out of possible loss to the owner. The Passenger Act of Great Britain defined the meaning of the words "Emigrant Ship" in paragraph 268 of the Merchant Shipping Acts, and of "Passenger Steamer" in paragraph 267 of the Merchant Shipping Act, and then based the number of passengers upon the deck space, with the proviso that there should be no more than two passenger decks, and that the deck next below waterline should be the lowest passenger deck.

Cabin and Steerage.

A further proviso was attached that a limited number of cabin passengers, based upon the tonnage of the vessel, might be carried in the cabins or deck-houses. The cabin passenger was provided with 36 clear superficial feet of space, and it was provided that no one should be considered a cabin passenger unless such space was allotted to him. All others were considered as steerage passengers, and they were to have 15 clear superficial feet on the upper passenger deck, or 18 clear superficial feet on the lower deck. The height between these decks must not be less than 6 feet, and under certain conditions the passengers on the lower passenger deck were provided with 25 clear superficial feet. The law providing that no passengers should be carried on more than two decks was repealed in 1906 to such extent as to make it read "no passengers on more than one deck below the water-line," thus leaving the shipowner to have as many passenger decks as might be consistent with stability. All passenger decks are measured in the tonnage, so that the number of passengers to be carried is still based upon the tonnage. The Passenger Act of the United States provided for a minimum height between the decks, and that 21 superficial feet should be measured for each passenger on the lowest passenger deck, or 18 superficial feet on other decks. The number of passenger decks was always left to the shipowners' discretion, but the equivalent of one ton space was allotted to each passenger.

A Fundamental Distinction.

It will be seen that the principle underlying the regulations as to the passengers is "tonnage." The same rule of "tonnage" has been followed as to life-saving appliances. It is respectfully submitted that there is, or ought to be, a fundamental distinction between "cargo" and "passengers," and that no vessel should be permitted to take any more passengers than she can carry safely, with health and reasonable comfort. No passenger vessel should be permitted to go to sea unless she has the proper appliances for the safety of passengers in case of disaster to the vessel herself. The best built vessels will, under certain conditions, float but a few hours; the only safety under these conditions consists in boats in which the passengers can take refuge while waiting assistance, and the boats themselves are of little or no value unless the vessel is provided with a crew which can lower those boats, take them away from the ship's side, and with proper appliances can manage them in rough seas.

Of course, it is perfectly well understood that there are times at sea when boats cannot be used because they can neither be lowered nor managed after they are in the water. Those conditions, however, are rare; they are in the true sense the "Act of God," and should have no consideration in any discussion or in any regulations dealing with "Safety of Life at Sea." They are a condition in which the handiwork of man and the powers of man are of no avail.

Shipowners' Attitude.

It is notable in the legislation of both countries that shipowners have resisted new and specific legislation as long as the public would in any way tolerate such resistance; but step by step, as disasters proved the necessity for them, beyond any peradventure, specific rules have been made for the building and the interior arrangement of the vessel for the engine and boilers, and for such life-saving appliances as were calculated to be used by single individuals for the purpose of flotation for a very short time; boats and men to handle them had received no real consideration up to the loss of the "Titanic." There had been many serious disasters at sea, but they had not produced that earnestness of feeling which compels action. The development has now reached the point in which the question is of life-saving appliances that are to be used by several at one time, for a longer period, and

of the manning and the management of those appliances.

Passenger—Not Tonnage—Basis.

Safety demands that boats and men to handle them be based upon the number of passengers as distinct from tonnage. Up to the pesent it has been a question of tonnage and the property interests involved. Shipowners are resisting the present demand for "boats for all" because it will reduce the number of passengers that may now be carried. Boats occupy room, which could otherwise be occupied by passengers. They resist it for the further reason that boats predicate skilled men to handle them, and this means additional expense. Boats reduce earning capacity—men increase expense. It is true that the owner will shift the expense on to the traveler and shipper by higher rates, but he now permits the public to believe that the vessels are thoroughly seaworthy both in their hull, equipment and manning; he points to the certificate of inspection, and discreetly keeps silent about its real meaning. To insure reasonable safety the certificate should really mean what it suggests to the average reader, otherwise it should state that this particular vessel is exempt from the rule of "boats for all," and "efficient men to manage the boats" when boats and men are needed.

Truth Should be Told.

If it be deemed proper to exempt certain vessels from the rule of "boats for all," and some real seamen in each boat, the fact should be clearly placed on all the passenger tickets sold for such vessels, and should further be plainly stated in all the advertisements issued by or on behalf of the vessel.

The prospectus should tell the truth, and if the passenger then chooses to go in such a vessel, he would do so with his eyes open. He would not be paying for reasonable safety under the mistaken idea that the Government had examined and certified the vessel as properly equipped with life-saving appliances and seamen for the efficient handling of same.

The element of safety dependent upon self-interest having been swept away by the law, the law must furnish an equivalent in some other law that shall give at least equal safety, and shall be equally binding upon all shipowners.

Loss of the "Titanic."

The loss of the "Titanic" crystallized the feeling that something must be done; the people demanded action on the part of the separate nations. The shipowners, especially in the Atlantic passenger trade, met the public demand by furnishing "boats for all." The British Board of Trade, prior to the "Titanic" disaster, had formulated and issued rules for the manning of "emigrant ships," under which the "deck hands" must be men of the rating of able seamen, and determined the number of "deck hands" to be carried, not more than one in five of whom might be ordinary seamen. On January 17th, 1913, the Board of Trade issued regulations, to become effective on March 1st, 1913, dealing with "foreign-going passenger steamers, including emigrant ships," as follows:

"A ship of this class shall carry lifeboats in such number and of such capacity as shall be sufficient to accommodate the total number of persons, which are carried, or which the ship is certified to carry, whichever number is the greater."

It will be seen that these regulations, issued in response to popular demand, are based upon the safety of life, and take very little thought of either tonnage or dividends. This is changed by the Committee on "Boats and Davits," as will be seen from a synopsis of the report.

Boats for All.

The Committee on Boats and Davits—on life-saving appliances—on which I have been an humble member, has had under consideration the questions of appliances for launching the boats (davits), the number and kind of boats, the means of preventing, detecting and fighting fire, and the organization of the ship's crew, for the purposes of making the rules effective.

The Committee determined that boats for 75 per cent. of persons on board would be sufficient, and that the remaining 25 per cent. should be provided with rafts. I urged upon the Committee that this would very likely lead to panics; that it is a reduction from the present standard laid down by law at least in Great Britain; that there was no reasonable certainty that the crew and the men from the steerage would be willing to accept the rafts; it might result in the men with the physical strength using it to take the boats, and leave the other persons to do the best they could. This argument was of no avail, and upon a vote being taken by nations, it resulted in the United States and Norway voting against rafts, and all the other nations for them.

Rafts Versus Boats.

I then suggested that the absence of "boats for all" should be placed on the tickets, in the advertisements for passengers, and on the vessel's certificate, in order that the passenger might choose for himself or herself between the vessels which had "boats for all" and those that had not. To this I could get no seconder and no support even in our own delegation on the Committee, and it was ruled out. Sir Norman Hill was granted the opportunity to explain why no support was given. The substance of his statement was that such publication would prejudice the passengers against such vessels, and believing that rafts were under certain circumstances, more efficient than boats, it would be "wrong for them to sanction any action calculated to deter the traveling public from sailing in vessels which are equipped by the most effective means of saving life."

Why, under these conditions there should be only 25 per cent. of rafts provided, and why the traveling public should not be informed, I am not able to understand. To me it suggests that if rafts are the most efficient means of saving life, why carry boats? And why would not vessels equipped with rafts be chosen by the passenger?

Manning of Boats.

On the question of manning of boats, the Committee adopted the following as a definition of "an efficient boathand":

"(b) An 'efficient boathand' shall be defined as a member of the crew who has been trained in the launching, lowering and detaching lifeboats, and in the use of oars, and has proved himself qualified to handle lifeboats. Efficient boathands shall be able to understand and answer the orders relating to lifeboat service and duties. Efficient boathands shall have a certificate as such, which certificate shall be issued under the authority of the administration."

Having thus determined the kind of men who are to be depended upon to manage boats, the Committee determined the number by specifying that a boat having less than 60 persons shall have three, less than 85 shall have four, less than 105 shall have five, less than 160 shall have six, and less than 210 shall have seven efficient boathands. This is a distinct reduction of the present standard, because Courts have held that all the men in the boats must know their duties and understand the orders of the officers.

A Strong Protest.

On this question of the manning of the boats our delegation had met and after a lengthy discussion had by 8 votes to 2 adopted the following to be submitted to the Committee, viz:

"An efficient boathand shall be deemed to be a man trained in the launching, lowering and handling of lifeboats, and the use of oars, and shall also have served at least one year on vessels navigating the ocean, bays, sounds, or large inland lakes. Efficient boat hands shall be able to understand and answer the orders of the officers relating to lifeboat service and duties. The efficient boathand shall have a Government certificate as such."

This was submitted by Mr. Uhler and met with strong opposition. After some discussion I entered the strongest protest I could by stating that as a practical sailor I could not agree to either the American or English propositions, that the proposals are not tending to safety; "it is not an improvement; it is, in fact, a lowering of the standard that already exists. . . . Germany, Austria, Italy and France are not interested because their men are trained in the Navy. . . . If I had a vote which I could use, I would cast it against the whole proposition, because as a sailor I knew it meant the lowering of the standard of safety," and I closed by stating:

"A hundred years ago, before the days of insurance and limitation of shipowners' liability, the shipowner demanded four years' experience in those whom he considered qualified to take care of his property; now he considers a few trials enough to save life."

Safety of Dividends, Not Life.

It was, however, of no avail. The one year was struck out; the understanding of orders is so modified that the orders may come through an interpreter and the Governments may delegate the issuance of a certificate to the master of the vessel. It is, indeed, difficult to understand who else, unless national legislation shall intervene, can have any authority to interfere between the master and the seaman, since no standard is laid down for the master or the inspector. By what is "efficient" to be measured? Who is to do the measuring? The work is private work, and the employer will, in the absence of definite law, be the judge of the efficiency; but that is the situation now, hence the only change is to set up a standard, which while dependent upon the shipowner, must result in screening him from any responsibility to the traveler either under the common law or the limitation of shipowners' liability. To me this is safety of dividends, not of life.

New Vessels.

If the same general terms had been used about boats and davits, this might be understood, upon the theory that uniformity is not important or even desirable, but in the matter of davits the rules are most specific. In new vessels they must have gear, which will permit them to be swung out against a list of 15 degrees and must be strong enough to be lowered with their full complement of persons and equipment, and this must be ascertained by real tests. Most minute rules are laid down about boats and their equipments, and rafts and their equipments. The Committee did not only determine their carrying capacity, their freeboard, their stability and buoyancy; but how these qualifications shall be ascertained. The leaving of the qualifications of the human element to the discretion of the master and owner was therefore deliberate. Safety was not permitted to place serious duties upon the owner. When it came to determining what should be considered new vessels it was naturally determined that vessels built or building at a specific date should be classed as old, vessels built after such date as new.

—And Old.

With reference to old vessels it was determined that they may continue to carry their present accepted boats and rafts until 1920, that the requirement on new vessels that pontoon boats built of wood shall be double bottom and deck, with textile between in order to prevent leaking, need not on old vessels be insisted upon until 1920, and that the requirement that davits shall have gear to turn them out against a fifteen degree list, and be strong enough to be lowered with full complement of persons, and equipment, need not be insisted upon in old vessels. The rules are to apply in ocean passenger vessels going 200 miles or more from shore. Passenger vessel is defined to be a vessel carrying more than 12 passengers from a port in a contracting State to any port outside the contracting State, and that it be left to each contracting State to specify what vessels it considers "ocean going."

Interesting Resolution.

When it is remembered that the average age of a vessel is twenty years the resolution about davits is most interesting. It recognizes first that davits are not now of sufficient strength, second that alterations would be too expensive. Nothing but the consideration of expense could dictate either this resolution or the resolution that boats held unsafe might be carried for another six years. Of course, with the men to be carried as "efficient boathands" boats matter very little. Lifeboats are, when properly manned, real life-saving appliances; when manned by men who are not real seamen they are of no value.

Impossible to Agree.

The shipowner insists upon being permitted to get his men from anywhere, regardless of previous experience or even knowledge of the language of the officers, and the Committee, taking care of the shipowners' interests, agreed with the shipowner. I do not in the least question their sincerity; the point of view was that the safety would thereby be best subserved; but my experience as a sailor makes it impossible for me to agree to the actions which resulted, and safety at sea depends more on the human element than on any other factor. The drift from the sea on the part of strong and courageous men will continue and safety will continue to diminish.

Respectfully submitted.

ANDREW FURUSETH.

WIRELESS WORRIES BIRDS.

Since our coast began to be studded with Marconi stations, it has been noticed that the birds do not seem very happy about it, says the London Answers. In the neighborhood of a wireless station birds seem to be vaguely disturbed and uneasy, gulls being the chief sufferers.

And when the line of a pigeon race lies over or near a wireless station, it has been noticed that an unusual number of birds fail to find their way home. The wireless waves in the air seem to interfere with the sense of direction.

The cause has not been definitely settled, but there is no doubt that birds and animals both are far more sensitive to mysterious vibrations of the air than human beings are. Horses and monkeys in earthquake lands tremble with fear hours before an earthquake arrives.

It has been suggested that animals and birds have a sixth, or "electric," sense, and are in touch with the ether, that mysterious fluid which scientists declare to pervade everything in the universe both on earth and in air. It is by waves in the ether that wireless travels.

If men would take trouble to verify those reports of current happenings which they use in substantiation of their views and in proof of the progress thereof a good many theories of reform would be deprived of their only appearance of public acceptation. As it is, most of these reports are unimportant because untrue.

The steam-schooner "Elizabeth," bound from Bandon, Or., to San Francisco, lost her propeller near Point Bonita, on January 23. The tug "Fearless" was dispatched to the helpless vessel and towed her safely into port.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Unionists Reminded of Resolutions.

In a letter addressed to "All Organized Labor," President Gompers calls attention to several important questions considered by the Seattle convention of the American Federation of Labor. By a unanimous vote the convention decided that the efforts of trade unionists and their friends should be concentrated to secure the enactment, at this session of Congress, of the Bartlett-Bacon bill. President Gompers shows that the adoption of this bill into a law "will restore to the organized workers the legal rights to which they were entitled before the federal courts interpreted the Sherman anti-trust law to apply to the voluntary associations of the toilers." The bill also intends to "eradicate the abuse and limit and regulate the issuance of injunctions." Trade unions everywhere are urged to give effect to the convention's decision on this matter and pass resolutions calling upon their respective Senators and Congressmen to vote for the passage of the Bartlett-Bacon bill. President Gompers refers to other recommendations of the convention as follows: Declaring in favor of high dues for unions, which should place themselves on a higher dues-paying system and also maintain a benefit system for use in strikes and lockouts; favoring a naval holiday in the construction of battleships and other ships of war; urging national and international unions to have their locals join the central, State and department bodies in their vicinity, thereby complying with Section 2, Article XI of the A. F. of L. constitution; favoring the termination of contracts in allied industries at the same time; requesting State and central bodies to urge locals of the Women's Union Label League to become affiliated with the Women's International Union Label League before admitting such local leagues to fraternal representation. Request is made for a greater demand for the Bakers and Confectionery Workers' label and aid for California barbers in their effort to secure a rest day on Sunday. It is recommended that unionists give careful attention to the various systems of vocational training in connection with the public school systems, to the end that these studies may be practical instead of what President Gompers terms "a smattering of general knowledge that cannot be definitely applied." Organizers and central bodies are asked to aid the National Association of Letter Carriers and assure them they will find a welcome in the ranks of the bona fide trade union movement. Workers are urged to ask their Senators and Congressmen to pass legislation preventing the introduction of so-called "scientific management" in the Government workshops and factories. University extension work by State-owned universities is favored. All affiliated organizations are requested to consider the advisability of becoming members of the National Popular Government League, and recommendation is made that the report of the executive council to the Seattle convention on this subject be read. The observance of Mothers' Day, the second Monday in May, is favored. The letter closes with a reference to the steady growth of the national and international unions affiliated to the American Federation of Labor, which has increased in membership 213,258 during the past year.

Comment on Calumet.

In referring to the Calumet strike, William M. Reedy, editor of Reedy's Mirror, comments, in part, as follows: "The wages of Calumet miners have not been raised, nor their hours shortened in fifteen years, and the men have now lost five months' pay in this strike. The company is one of the greatest money-makers in the world. It has coined millions in profits out of the workers, and now it will not arbitrate. Surely there should be some public remedy for such a state of affairs. Surely there can be no just ground for refusal to arbitrate in such a case. The workers cannot be wholly in the wrong. Their pay can't have been right if the company paid $121,000,000 in profits in forty years besides investing $40,000,000 in equipment and $25,000,000 in the purchase of mines. There must be something to arbitrate. If there's no other way to bring about a settlement why cannot the State take the mines and operate them pending a trial of the issue and then enforce the trial's findings. . . . To say that the State can do nothing in such industrial and social crises is to say a fool thing. The commonwealth cannot be at the mercy of lawlessness. It can shoot down strikers when they get lawless. Can it do nothing to employers who will make no concessions to the demands of 15,000 employes who are willing to suffer the loss of five months' pay or more in order to get better hours and wages and general working conditions? There must be a way to settle such issues other than by starvation and slaughter. Arbitrate!"

Literacy Test Approved.

In carrying out the declaration, made last year by the Farmers' Educational and Co-operative Union, representing over 3,000,000 members, in favor of a literacy test for immigrants, the National Field, in recent issues, has been taking a strong editorial position on behalf of the Burnett immigration bill, which is urged by the American Federation of Labor. The paper is analyzing some of the forces against the bill, and the following excerpts from an article published in the issue of January 15, 1914, indicate that the farmers of America have positive views on this question:

"Education is no test of individual character—granted; but it is a mighty good test of the enlightenment prevailing in the country from which an immigrant comes. Neither the aged nor the young are bound by it. If any country is allowing its poor to live their mature years in ignorance of their own written tongue, it is shifting the burden of education to our shoulders, or giving us an element which is helpless for several years in the hands of—well,

(Continued on Page 11.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeland Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts Maritimes de France, 33 rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S, Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federacion Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

The strike of dockers in Havre has come to an end, that in St. Nazaire is still going on. The employers in Havre agreed to arbitrate.

Nine shipping companies, owning a hundred steamers in Canada, have combined in the Canada Steamship Lines, Ltd.

The Dutch Seamen's Union "Volharding" (headquarters in Rotterdam), made exceedingly good progress. This union at present numbers 1900 members.

The Cardiff Shipowners' Association and the Bristol Channel Shipowners' Association have combined in the Cardiff and Bristol Channel Shipowners' Association.

The union of engineers, stokers, and deckhands in Holland (inland seamen of all grades), increased its membership during the past year from 600 to 1700. This is a big step forward.

A meeting of the crews of the Ymuiden fishing trawlers, who are on strike, was convened by the General Dutch Seamen's Federation (headquarters Amsterdam). It was decided by a big majority to continue the strike.

According to the London Conservative Club's Gazette, the British admiralty has ordered that all warships must be constructed of British materials, and these must be purchased from firms paying the trade union rates of wages.

The dispute which was threatening to break out at the Stockholm docks has been averted. The tariff agreement which expired on January 1 has been prolonged and in the meantime attempts will be made to come to an agreement through negotiations.

Miners in Northumberland, England, are to vote on a proposal to inaugurate legislation which would prevent the Board of Trade from interfering in trade disputes which involve wages, unless the board has the power to inspect employers' books.

The South Africa railway strike practically ended with the decision of the operating force to resume work immediately. The strike of the miners is also said to be rapidly nearing its end. It is estimated that the mobilization of the burghers will cost the Government between $1,250,000 and $2,500,000. A proclamation was issued at Pretoria demobilizing all the commandos and regiments except those in the Rand and Pretoria and Fauresmith districts. This means that 30,000 men will be retained in the field.

A delegation of Canadian trade unionists recently called on Government authorities in the interest of legislation approved by the Montreal convention. The requests include an eight-hour day on all public work, the repeal of the law providing that candidates for public office shall make a money deposit, for the creation of a commission to investigate conditions in the coal and steel industries, and a law amending the immigration act which would prohibit the loaning of money by employers to immigrants in time of labor troubles. The unionists showed how this practice makes it possible for strike-breakers to enter the Dominion. Attention was also called to the recommendations of the technical education commission, and the Government was asked to take action on same.

SAN PEDRO, CAL.

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When you are buying a FUR HAT, either soft or stiff, see to it that the Genuine Union Label is sewed in it. The Genuine Union Label is perforated on the four edges exactly the same as a postage stamp. If a retailer has loose labels in his possession and offers to put one in a hat for you, do not patronize him. Loose labels in retail stores are counterfeits.
JOHN A. MOFFITT, President, Orange, N. J.
MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

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Fix your clothes, sew the rips, repair the tears, fasten the buttons, etc. We really clean your clothes by our
French Dry Cleaning Process
which is entirely different from the mere "sponging and pressing" method.
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The French Dye Works
612 BEACON STREET
SAN PEDRO, CAL.

INFORMATION WANTED.

This is to certify that on the 27th day of February, 1911, one Mathias Lagman, then nineteen years of age, was a seaman on board the S. S. "Paloma," Cuban flag; that when said vessel was lying at anchor in the Port of Cabarian, P. R., at about 8 o'clock in the evening, Lagman, who had been working with other men at painting, was walking between decks in the dark, when he fell through hatch No. 4, which had been left uncovered. He was picked up in the hold and it was found that he was paralyzed from the waist down. This young man was subsequently taken to Russia, where his mother, who is very poor, is taking care of him.

It is believed that the owners were negligent in failing to have the hatch covered, and in failing to have or furnish proper lighting for the 'tween decks at the point where Lagman fell. If these facts can be proven, some relief might be obtained for this unfortunate boy.

The following are the men who signed on the articles with Lagman, and who had been working with said Lagman:

C. Jones, C. J. Johnson, F. Johan, M. Lanhard, E. Randal, W. Paulson.

Any seaman who will locate these men or send their addresses to the Legal Aid Society, No. 1 Broadway, New York City, will be doing a great favor to said sailor, and to S. B. Axtell, attorney-in-charge.

For similar reasons we desire to communicate with the following men who were members of the crew of the "Lyman M. Law" in October, 1911, when Edward S. Tennberg was severely injured on the trip between Boston and Norfolk:

Adolph Dittmer, John Olson, Harold Herman, Charles Newberg, James J. Kelly.

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Sixth and Beacon Streets, San Pedro, Cal.
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KANE & BRUCE, Props.
We have the best alleys and pool tables on the Pacific Coast.
Light and ventilation perfect.
Cool and pleasant at all seasons.
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INFORMATION WANTED.

Adolf Theining, a native of Vannersborg, Sweden, is inquired for by his mother. Address, Coast Seamen's Journal.

Walter Jorgesen Clang, born in Aaland Yetta, Ostro Yetta, is inquired for by his uncle, John Clang. Address Coast Seamen's Journal.

George Alfred Hall, last heard of on the Sch. "Sehome" in June, 1913, will please communicate with his brother, Walter Hall. Address 790 18th street, Oakland, Cal.

Rudolph Kurella, born January 5th, 1868, at Grabowo, Germany, is inquired for by the German Consul-General at San Francisco, Cal.

Oscar Osolin, John Lind, M. Elone, John Anderson, Thomas Pukki, Alex. Tuominen, Chas. Grouberg, who were on board the steamer "Fifild" April 7, 1913, please communicate with the Coast Seamen's Journal.

Anyone knowing the whereabouts of John Owens, age about 24, last heard of in Sydney on the barque Misbeck, November, 1912, please communicate with Coast Seamen's Journal.

Lasker Munter, of Spokane, Washington, born 1884, left home in 1903, is inquired for by his father, Adolph Munter, Spokane, Washington.

San Pedro Letter List.

Andersen, Martin -1894	Leino, G. F.
Andersen, Ole	Loining, Herman
Andersen, C.	Larsson, Axel
Anderson, Gust	Lundquist, A.
Anderson, O.	Makinen, K.
Andersson, E. -1762	Moe, John M.
Anderson, Ole	Muller, W. -2039
Askvik, Torgersen Ed	Marcas, B.
Anderson, S.	Morris, F.
Ahlstrom, A. -1748	Miller, Wm
Anderson, A -1045	Miller, John
Anderson, George -1812	Mayers, P. M.
Anderson, Mr.	Mikkelsen, Harald
Byberg, Nels H.	Nordin, Gus
Baardsen, George	Neuman, A. E.
Bergh, Borge	Nordberg, H.
Bringsrud, Harald	Nielsen, J.
Behrsin, Jacob	Ohlund, Chas.
Collins, E. F.	Olsen, Otto -872
Cedan, John	Olsen, A. -759
Clemmensen, C. M.	Olsen, W.
Carlson, Walter	Olsen, Skutar
Carlson, Julius	Owen, Fred
Carlson, Gust W.	Olsen, Marius
Carlson, Gustif	Olsen, Olav
Doyle, William	Peterson, H. -1064
Dallman, Hugo	Pagel, Erwin
Durara, Ciso	Pihkip, K.
Dreger, Jack	Petrow, A.
Ekholm, F.	Parsson, Herman
Eriksson, C. -333	Peterson, Oscar
Gunther, Dick	Persson, H. W.
Gronlund, Oscar	Paulsson, Adolf
Glasse, Gust	Pedersen, A. -1564
Gatz, Rudolf	Petersen, Aage
Hansen, Jacob	Pedersen, Peder
Hogstrom, Axel	Phillips, K.
Heineg, Hans	Petterson, C. -1287
Hedenskog, John	Paul, Peter G
Hogan, Mr.	Rydberg, A.
Hovi, Andrew	Rommerdahl, Knud
Hengst, Otto	Rajala, Victor
Hansen, Herald	Roth, Svend
Hansen, Johannes	Repson, Ed.
Hetlenius, Oskar	Rudowitz, H.
Iversen, Iver	Rignell, J. V.
Jansson, John -2203	Sandy, Oskar
Jacobsen, Alfred	Sander, A. J.
Johnson, J. H.	Samuelsen, Victor
Jacobsen, A.	Sjostrom, Gust
Johnsen, George	Seirewaag, Halvor
Jago, Charles	Schreff, Paul
Jarawo, J. A.	Senger, G.
Johnsen, Gunner	Swenson, Axel
Johnson, J -2266	Schultz, Axel
Johansson, C. A.	Soderlund, Uno
Jorgensen, Jorgen	Sparkes, A.
Jorgensen, Fred	Sellers, Wm.
Jensen, Jens B.	Sanders, Chas.
Johanson, Algot	Sievers, G. P.
Johnson, J. A. -1659	Thogersen, Peder H.
Johnson, Nels	Thorn, Arvid -70
Kalnin, J.	Tamisar, P.
Kalnin, E.	Torgensen, Anton
Kallberg, Arvid	Wahl, J.
Laine, W.	Wilhelm, Ewald
Lundquist, A. -1352	Wolter, John
Lauritsen, Geo.	Westvik, Johannes
Lindholm, Erik A.	Zoe, Frank
	Zorning, A.

Honolulu, H. T.

Andersen, E. K.	Kayser, C.
Anderson, A.	Koloed, G.
Anderson, Fred	Karlson, Oscar
Austin, Frank	Kjassgaaids, Hans
Andowitz, H.	Lyntstrom, S.
Beinink, H.	Langan, Robt.
Bjorkman, C. H	Lentinon, Ernest
Brown, H.	Lundberg, I.
Clancy, James	Munchneck, W.
Chrisansen, Anton	Nilsen, Nils
Ericksen, E.	Nordling, C.
Edgerton, J.	Nilsen, C. O.
Ehleit, August	Olsen, O.
Havur, F.	Olsen, Andrew
Hansen, Jorg	Olander, Carl
Hanson, Max	Paty, G. W.
Hapstad, Sigurd	Peron, E
Hansen, Christ	Schneider, H.
Irwin, Robert	Sandersen, O. F.
Ivars, Carl	Stenraas, A. W.
Johnson, O.	Slattery, Wm.
Jackisch, Magnus	

INFORMATION WANTED.

Fred (Albin) Swanson, a native of Malmo, Sweden, aged about 25, is inquired for. Address, Coast Seamen's Journal.

Johannes Larsen, age 22, born in Fitje, Norway, is inquired for by his brother, Ingolf Vestrick. Anybody knowing his whereabouts please notify his brother at 9 Mission street, San Francisco.

Fred W. Larsen is inquired for by his brother John. Anybody knowing his whereabouts please notify Chas. Hammarin, care Fishermen's Union.

Fritjof Ellingsen, age 32, a native of Drammen, Norway, he was short, heavy set, dark hair, parted in the center, and good looking. Anybody knowing his whereabouts please notify Ed Knach, 171 Clipper street, city.

Andrew John Anderson, who left Aberdeen, Wash., on lumber barge Washtura for San Francisco, is inquired for. Any one knowing his present whereabouts please notify Mrs. Anna Anderson, Aberdeen.

John Rebbetad, who was in the steamer A. F. Lucas in November, 1911, is inquired for by his brother. Address, Coast Seamen's Journal.

Pacific Coast Marine.

Under the United States laws, the net tonnage of the Danish motorship "Siam" is 5,114 instead of 3,311, as stated in her register.

The American ship "Acme," now owned by the Alaska Packers Association has been renamed "Star of Poland."

The German bark "Mimi," which recently stranded at the foot of Necarnie Mountain, has been broken to pieces and practically disappeared. The only thing saved from the wreck were two small boatloads of stores and a sail or two.

The first indication of preparations for the coming salmon season was shown at San Francisco when the ship "Star of Poland," Captain Rasmussen, cleared for Port Angeles, where she will load a cargo to supply the various vessels of the big fleet on their annual voyage to the north canneries.

The W. F. Swan Navigation Company has given up its charter for the steamship "Bertha." She has been taken to Eagle harbor to be tied up until March, when her owners, the Pacific Alaska Navigation Company, plan to send her north with a cargo of explosives and general merchandise.

The barkentine "Mary Winkelman" is reported to have been severely damaged in a collision with an unnamed vessel in the harbor at Mollendo, Peru, where she had carried a cargo of lumber from Eureka. She will be temporarily repaired and then will proceed to San Francisco for permanent repairs.

United States Local Inspectors of Steamboats Guthrie and Dolan ordered the license of Captain Arthur Ravens, master of the tug "Richmond," suspended for fifteen days, as a consequence of the collision between the "Richmond" and the motorboat "McKinley" in San Francisco Bay on December 10, 1913.

The William Chatham Company, as owners of the steamer "William Chatham," filed a libel in rem against the steamer "Yellowstone" in the United States District Court at San Francisco, claiming $25,000 as salvage fee for picking up the Yellowstone in distress fifty-two miles north of Cape Blanco on January 19 and towing the vessel to San Francisco.

Commander Milton Updegraff, professor of mathematics of the United States Navy, has arrived at Tutuila, Samoa, from San Francisco with a staff of officers and engineers to make a complete survey of American Samoa. The work is expected to require about fifteen months. Commander Updegraff has located a site for a powerful wireless station. Preparations are now being made for the construction of a temporary wireless station pending the arrival of materials for the other.

The foundering of the power schooner "Red Wing," commanded by W. H. McCord of San Diego, owner of extensive Mexican plantations, and manned by a crew of four San Diegans, off Todos Point, and the drowning of all hands on board is accepted as the schooner's fate, as the result of a report made by Captain Anderson of the schooner "J. C. Elliott." Besides the captain the members of the crew given up as lost comprised Mate P. R. Breed and Seamen S. G. Pond, J. M. Beach and M. Berg.

The first concentrated effort to float the Union Oil tanker "Pectan," stranded on a spit of San Miguel Island, was made on January 28. The Union Iron Works' salvage steamer "Iaqua" and the Redstack tug "Dauntless," are on the scene and have begun immediate preparation for getting the grounded carrier into deep water. The tankers "Lansing" and "Argyll," which had been standing by, were dismissed. It was stated that the "Pectan's" position was unchanged and that she was resting easily, making no water.

It is reported that the British ship "Inveravon," Captain Sedenham, and twenty-five men, 122 days from Callao and bound for the Columbia River under charter to M. H. Houser of Portland, Or., was posted as missing at Lloyd's and given up as lost. Houser's charter, which expired on December 31, is said to have been at an unusually high rate, and the loss of the vessel will enable him to charter another ship at more advantageous terms. Captain Sedenham is known as a skillful and careful navigator.

After towing the schooner "Scotia" into San Francisco several days ago the steam schooner "J. S. Higgins" suffered the fate of being towed in herself by the Red Stack tug "Sea Rover." The "Higgins" bumped in going out of Mendocino for San Pedro and sustained damage to her rudder. Several hours later she was picked up by the "Brunswick" of the Fort Bragg route, which turned the vessel over to the "Sea Rover." After the tug got a line on the craft the trip to San Francisco was made without any further incident.

Following the dynamiting of a portion of the schooner "Lunsmann," which has rested at the bottom of San Francisco Bay for a considerable period, Martin Lund, who has contracted with the Government engineers for the removal of the hulk, has started operations with a clam shell dredge, and is removing quantities of coal from the wreck. The contract price which the Government has agreed to pay Lund is $3500, and it is said along the water front that by the removal and sale of the coal he will clear up a handsome profit on the deal.

Senator Perkins' bill authorizing the Secretary of the Navy to contract with the Union Iron Works of San Francisco for a temporary Navy dry dock at Hunter's Point passed the Senate on January 27. The Government will agree to pay the Union Iron Works dockage charges for naval vessels of not less than $50,000 per annum for six years from date of the contract, and in return for this contract the Union Iron Works will construct a dock large enough to float the largest warship that can pass through the Panama Canal. The bill will now go to the House Naval Affairs Committee and be incorporated in the Navy appropriation bill.

Bearing marks of a terrific struggle with wind and wave and in command of her first-mate, who has been in charge since Captain Thomas Stream was swept overboard and lost on January 2, the schooner "Edward R. West," belonging to the Slade Lumber Company, put into San Francisco on January 30 for repairs. The "West," which left Eureka on December 27 bound for Peru with a cargo of redwood ties, encountered storms which carried away sails and rigging. Those on board say it was only by a miracle that the little vessel managed to reach port. Captain Stream was a veteran of three shipwrecks. He was master of the schooner "Watson," wrecked five years ago in the South Sea Islands; of the "Andy Mahoney," wrecked in Magdalena Bay two years ago, and a passenger on the ill-fated "Walla Walla" of the Pacific Coast Steamship Company. Members of the "West" crew say Captain Stream, who is survived by a wife and son in Aberdeen, Wash., had a premonition of his fate and attempted without success to arrange a transfer of command before the vessel left Eureka.

With lifeboats stove in, spars and sails partially carried away, her entire deckload of lumber gone and every man on board near a state of collapse as the result of exposure and ceaseless work, the barkentine "Hawaii," which sailed from Eureka for Newcastle on January 11, limped into San Francisco Bay in the night of January 29. Captain Wilander reported trouble encountered from the very outset of the voyage, and said that at times hope of reaching any port was almost given up. The first misfortune which befell the "Hawaii" was in passing out over Humboldt Bar, when huge seas and the heavy southeast gale threatened the vessel, which was rendered well nigh unmanageable. On January 18, while about 100 miles north-northwest of Cape Blanco, the wind, which had reached the proportions of a veritable hurricane, carried away several sails and spars. Mountainous seas boarded the ship and smashed two of the lifeboats into kindling, while the lashings with which the deckload was made fast parted, and for a time the lumber which was washed about on the decks threatened to smash everything and rendered the proper working of the ship impossible. The "Hawaii" will remain at San Francisco for repairs and later proceed on her voyage, possibly taking on another deckload before leaving.

The Alaska Packers' Association has issued its report for 1913, but as usual it throws very little light on the actual results of operations, and contains no earning statement nor profit and loss account. It is said in the course of the report that the profits for 1913 were $148,380.15, but the dividend alone was $345,048. In addition, the bonded debt was diminished by $163,000 and the insurance fund increased $303,891.83. The figure given as profits must represent the surplus after reduction of bonded debt, increase of the insurance fund and payment of dividends. If this be true, the actual profits were somewhere around $1,000,000. It is generally understood that Alaska Packers is earning about 12 per cent. on the stock, in which case net income was about $750,000. During the past year the bark "Star of Poland" has been purchased and the steamer "Kanak," launches "Heron," "Pigeon," "Parrot" and "Pouter" have been built at a cost of $193,910.91. There has been expended for improvements and repairs to the fleet the amount of $244,848.34. There has been written off from fleet values for depreciation the sum of $50,060.91, leaving the present appraised value of the fleet $1,505,850. The association now owns nine ships, twelve barks, one barkentine, three schooners and sixty-three steamers and launches, a total of eighty-eight vessels.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone, Kearny 394; (Advt.)

International Seamen's Union of America.

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.
THOS. A. HANSON, Secretary.
570 West Lake St., Chicago, Ill.
AFFILIATED UNIONS.

ATLANTIC DISTRICT.

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NEW ORLEANS, La., 117 Decatur St.
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SUPERIOR, Wis., 1721 N. Third St.
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BRANCHES:
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MILWAUKEE, Wis., 151 Reed St.
CHICAGO, Ill., 406 N. Clark St.
ASHTABULA, O., 74 Bridge St.
TOLEDO, O., 54 Main St.
DETROIT, Mich., 7 East Woodbridge St.
PT. HURON, Mich., 517 Water St.
CONNEAUT, O., 922 Day St.
OGDENSBURG, N. Y., 70 Isabella St.
N. TONAWANDA, N. Y., 152 Main St.
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SAILORS' UNION OF THE PACIFIC.

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(Continued on Page 11.)

Coast Seamen's Journal

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, FEBRUARY 4, 1914.

LET US HAVE "FAIR PLAY."

Shortly after the recent convention of the American Federation of Labor the JOURNAL made the following comment upon the friendly relations existing between the seamen and Longshoremen of North America:

As a result of several conferences held at the American Federation of Labor convention between the delegates from the International Longshoremen's Association and the International Seamen's Union of America, it seems certain that in the future harmony and effective co-operation will be the order of the day between the two crafts in question. No possible good can come from constant bickering between two classes of workers so closely brought together in the very nature of their occupations. On the other hand, untold progress can be made by both crafts by adopting a frank and friendly spirit toward each other.

The sentiments as expressed in the foregoing were absolutely sincere and it was believed at the time that President O'Connor and his colleagues were equally sincere in their expressions of good-will toward the Seamen and in their professed desire for harmony and co-operation among the two crafts.

Now, it appears, however, that there is no desire on the part of the officials of the International Longshoremen's Association to adopt a method of fairness or cultivate a frank and friendly spirit in dealing with the International Seamen's Union of America. During the past month the information was received that there was being distributed in New York City a circular with the heading: "Seamen, Harbormen, and Transport Workers," warning such men "not to join any union of seafaring men unless such union is legally chartered and officially recognized by the International Longshoremen's Association, etc., etc."

The circular was printed over the following title and names: "Transport Workers' I. L. A., Local No. 859; D. R. Sassen, General Organizer; Charles H. Sheraton, Business Agent; George C. Bodine, Secretary-Treasurer."

A response to a telegram from Secretary Hanson to the Secretary of the I. L. A., brought the official acknowledgment that the International Longshoremen's Association has issued the charter to a so-called Transport Workers' Local No. 859, under which, as shown by the circular referred to, a most unfair and wanton attack is being made upon the International Seamen's Union of America.

The International Longshoremen's Association has no right under the laws of the American Federation of Labor to issue any such charter as that given to the "Transport Workers' Local No. 859." The action was particularly unfair in view of the fact that the President of the I. L. A. knew that Bodine, Sheraton and Sassen are the same men who have been trying to prevent the passage of the Seamen's bill in Congress.

The immediate and perhaps most dangerous effect of the action of the I. L. A. in issuing the charter to the men named above, is that it gives to those men the use of its influence, its standing in the labor movement and its backing, in their efforts to prevent a successful outcome of our efforts to secure legislation at the hands of Congress. It seems difficult to believe that to be the deliberate purpose of the charter, but it is nevertheless its effect.

Fortunately, immediate action was taken by the Executive Council of the American Federation of Labor to set at naught these new "benevolent assimilation" moves of the Longshoremen. A copy of the decision rendered by the Executive Council in the question at issue has just been received, and reads as follows:

On the protest of Andrew Furuseth, President of the International Seamen's Union, against charter granted to Transport Workers' Local No. 859 by the International Longshoremen's Association and requesting that the Executive Council take such steps as may be necessary to require the International Longshoremen's Association to immediately revoke this charter, it was decided that if it is a fact that the International Longshoremen's Association has issued a charter to Transport Workers that this is in violation of the decision of the Norfolk convention of the A. F. of L., and that the officers of the International Longshoremen's Association be advised that the charter granted to the Transport Workers' Local in New York should be revoked. The decision of the Norfolk convention referred to was in adopting the decision of the special arbitration board appointed on the Seamen's-Longshoremen's controversy, the decision of which board being that the additional title of Marine and Transport Workers as adopted by the International Longshoremen's Association was not essential to its rights and interests and was essentially prejudical to the rights and interests of the Seamen, and that the further use by the International Longshoremen's Association of the additional title of Marine and Transport Workers be discontinued.

It is to be hoped that President O'Connor will acknowledge the error of his ways in this deplorable "gobbling up" incident—for we are convinced that for the sake of progress it is absolutely necessary for the Longshoremen to "play fair."

In reckoning upon the strength of his following the expounder of "radical" reforms should be careful to distinguish between those who are convinced and those who are merely amused. The most eccentric attracts the most attention.

The importance of the demand for "recognition of the union" may be very well judged by the amount of opposition it encounters from the employing class.

The man in the dark follows the cry of "Progress" without really knowing whether it comes from ahead or from behind.

STAY WHERE YOU ARE!

The JOURNAL is in receipt of numerous "Stay Away" notices. From North and South, East and West (Honolulu is the point furthest West) come letters, resolutions and other missives urging upon the workers to "stay away."

San Francisco, always generous, has attempted to feed her starving unemployed, but the funds available for that purpose will soon be exhausted.

In the meantime that large electric display sign on the Ferry Building still sends forth the message "California Invites the World." And we are assured that a substantial percentage of the world's population has taken the hint and laid out a course, via the Panama Canal, to this land of sunshine and flowers.

People migrate in order to better their conditions. But those who come to California will learn that sunshine and flowers are not edibles. It requires a few other things besides sunshine to produce food.

Land is one of the essentials. But the land is held idle by speculators and though the people may starve in the streets of our cities there is to-day no "lawful" method by which the land barons of the West can be forced to sub-divide and part with one single acre of their idle land except upon such terms as they themselves propound. And it has been quite clearly demonstrated that their terms differ only slightly from the highwaymen's most approved methods.

Under the circumstances the question of how to force idle land into use has ceased to be a mere abstract topic for high school debates. The voters of California will have an opportunity this year to adopt an amendment to the State's constitution which will provide the people with a "legal" method to attack and dismember land monopoly. Idle land makes idle men, and this amendment, known as Assembly Constitutional Amendment No. 7, when adopted will make it unprofitable for the land speculator to hold idle land. But until this measure is approved by the people, prospective immigrants would do well to stay where they are. California can doubtless support a larger population than her present one, but not until her idle land is made much more available to the newcomer than at present. Just now, however, California is overstocked with labor and no one but a designing scoundrel will continue urging the hungry unemployed to make this State their Mecca.

Troel Smith, first officer of the steamer "Hyades," was found guilty by a jury in the Federal Court at Honolulu of assaulting a seaman while on the high seas. A modest fine of $100 was imposed upon the slugger. In closing this incident it should be made clear that there would have been no possible chance of securing a conviction had it not been for the efforts of the Sailors' Union of the Pacific to retain the principal witness at Honolulu until the date of the trial. When a seaman assaults an officer it is a horse of a different color. The Government takes good care that all witnesses are on hand for the trial and the sentence is no mere "fine" of a few dollars—but a good substantial term in some Federal penitentiary. It does make a difference whose ox is gored!

MILITARY ARROGANCE.

The rule of the sword and military arrogance has reasserted itself in the verdict of the court martial in Germany which reversed the conviction of the officers involved in the conflict with the civilian population at Zabern in Alsace-Lorraine. There was nothing surprising about the verdict of the military court of appeals, for in the nature of the case its members were judging their own cause. An impartial verdict concerning the pretensions of the military caste to supremacy over the civilian population was hardly to be expected when the military itself was made the judge. And there can be no doubt that the outcome of the appeal will be a disagreeable awakening for those who have been led to believe that better relations were being established between the army and the people and that the German officers, perhaps under imperial inspiration, were gradually getting away from their preposterous pretensions of superiority.

The present position of the German military authorities can only be maintained upon the assumption that the Government of the Fatherland is a strictly military government, and that the civilian element is to have no voice in the control of the relations between army and people. In the present temper of the representatives of the people it is not likely that the Reichstag will consent to any such assumption, and another declaration of want of confidence in the Chancellor, is to be looked for. Of course, the Kaiser himself must take a great part of the responsibility for he is the author of the doctrine that "whoever lays hands on the King's uniform lays hands on the King himself," and the wearers of that uniform have not been slow to constitute themselves the judges of reflections upon their "honor." Cases are on record of civilians killed by German officers for unintentional slights and only trivial punishments inflicted upon the murderers. Is it any wonder that resentment should be deep in the civilian mind?

The condition of affairs is serious because the military caste is the ruling class in Germany, and however much the German people as a whole may desire to cultivate a friendly spirit in the administration of Alsace and Lorraine, their wishes are set at naught by men who would uphold the "honor" of the military by sabering a lame shoemaker. The events at Zabern, and the attitude toward them taken by the Government, have in a few days or weeks wiped out all the attempts at conciliation which wise German statesmen have made, and have converted the unhappy provinces wrested from France in 1871 into a hostile country.

No one with even a remote understanding of the law of cause and effect will believe that this fake trial by the military will terminate the matter. In the end the pen will prove mightier than the sword and a genuine standard of honor will supersede the curious brand of military honor which justifies a brutal assault upon a cripple by referring to an almost forgotten decree of 1820.

We admire the man who "dares to be in the right of two or three," provided his daring is not inspired mainly by a desire for notoriety.

The recent convention of the United Mine Workers of America (numerically the strongest labor organization in this country) went on record as opposed to the Industrial Workers of the World by adopting a clause in the constitution prohibiting local unions from donating to strikes not recognized by the American Federation of Labor or its affiliated bodies. The constitution committee explained that the purpose of the amendment was to prevent the I. W. W.'s from draining the treasury of the miners in building up an organization that is doing all in its power to disrupt the United Mine Workers. If this plan were generally adopted by A. F. of L. organizations, the "fake" emancipators of the I. W. W. would soon find themselves in a sorry plight. Their present method of inaugurating "Solidarity" is to extend one hand for aid and carry a dagger in the other. They slander and abuse all legitimate labor organizations and at the same time have the brazen gall to appeal to those very unions for financial assistance to further their numerous plots of disruption. Nine times out of ten their tearful pleas for cash are mere flimsy pretexts, the real motive being to mulct the treasuries of A. F. of L. unions.

James O'Connell, Vice-President of the American Federation of Labor, and a member of the new Federal Industrial Relations Commission, was a passenger on the Old Dominion liner "Monroe," which was rammed in a fog off the Virginia coast by the steamer "Nantucket" on January 30, while proceeding on her regular trip from Norfolk to New York. Brother O'Connell, who was fortunately among those saved, is now in a position to give the Congressional Committee some first-hand testimony for the necessity of legislating for greater safety of life at sea. In this connection this thought suggests itself: How many of those who were fortunate enough in escaping with their lives from the latest disaster of the seas would be inclined to listen to the siren songs of the shipping "interests" against the safety features of the Seamen's bill?

BUREAU OF LABOR SAFETY.

The House committee on Labor has reported favorably a bill to create a bureau of labor safety in the Department of Labor. Congressman Bremner of New Jersey, author of one of the bills submitted, and who is now sick in a Baltimore hospital, forwarded a brief on the subject to the committee, from which the following figures on industrial accidents and their cost is taken: "Out of 34,000,000 people engaged in gainful occupations, there are yearly 38,000 deaths. There are 2,000,000 accidents, of which 500,000 are serious, entailing an annual loss of $40,000,000 in earnings. There are 3,000,000 cases of preventable industrial illness, entailing a cost of $200,000,000. There are 15,000 widowed and 45,000 orphaned. To illustrate the annual waste of normal earning capacity, as a result of these three causes alone, Mr. Bremner places the economic value of a worker at $2,900. This makes the annual loss exceed $350,200,000.

You can't teach a "new" trade unionist old tricks. He insists upon learning in his own way and at the cost of his own bumps.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Feb. 4, 1914.
Regular weekly meeting came to order at 7 p. m., I. Harklau presiding. Secretary reported shipping improving. The following were elected delegates to the International Workers' Defense League: E. Wendel and E. Stahlbaum, vice J. Dowe and C. Ofelt. Shipwreck Benefit was ordered paid to one member of the crew of the schooner "Polaris."
JOHN H. TENNISON, Secretary pro tem.
84 Embarcadero. Phone Kearny 2228.

Victoria, B. C., Jan. 26, 1914.
Shipping dull.
ARCHIE KING, Agent.
Old Court Rooms, Bastion Square.

Vancouver, B. C., Jan. 26, 1914.
Shipping and prospects poor.
W. S. BURNS, Agent.
N. E. corner of Hastings and Main streets. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Jan. 26, 1914.
Shipping dull; prospects uncertain.
H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, Jan. 26, 1914.
Shipping and prospects poor.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Jan. 26, 1914.
Shipping dull; prospects uncertain.
J. PEARSON, Agent.
P. O. Box 6. Tel. Main 557.

Portland Agency, Jan. 26, 1914.
Shipping and prospects poor.
G. A. SVENSON, Agent.
P. O. Box 2100. 51 Union Ave. Tel. East 4912.

Eureka Agency, Jan. 26, 1914.
Shipping dull; prospects uncertain.
JOHN ANDERSEN, Agent.
227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, Jan. 26, 1914.
Shipping dull.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Jan. 19, 1914.
Shipping and prospects poor.
JACK EDWARDSEN, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Jan. 29, 1914.
Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping improving. The amendment to Art. XIV, Sec. 4, was declared carried.
EUGENE STEIDLE, Secretary.
Kearny 5955.

Seattle Agency, Jan. 22, 1914.
Shipping poor; prospects fair.
LEONARD NORKGAUER, Agent.
Grank Trunk Dock, Rooms 203-205. P. O. Box No. 214. Phone Main 2233.

San Pedro Agency, Jan. 22, 1914.
No meeting. Shipping slow; many men ashore.
HARRY POTHOFF, Agent.
P. O. Box No. 54.

Portland Agency, Jan. 19, 1914.
No meeting. Shipping very good.
THOS. BAKER, Agent.
27½ 2nd St., Bickle Bldg., Room 10. Phone Main 9731.

DIED.

Charles Riley, No. 1078, a native of England, age 29, died at San Francisco, February 2, 1914.
Charles Friis, No. 121, a native of Norway, age 47, died at San Francisco, Cal., January 27, 1914.
George Mann, No. 975, a native of England, age 59, died at Tacoma, Wash., January 17, 1914.
Joest Doense, No. 305, a native of Holland, age 44, died at San Francisco, Cal., January 24, 1914.

THE STATE INSURANCE FUND.

One of the purposes of the California Legislature in creating the State Compensation Insurance Fund was to make industrial insurance accessible to the smallest employer in the remotest nooks and corners of the State, and with that end in view it was enacted, that:

"The Commission shall furnish schedules of rates and copies of form of policy to the Clerk and to the Treasurer of every County, City and County, and City in the State, and it shall be the duty of every public officer to whom the foregoing may be furnished to fill out Insurance Fund applications for compensation insurance in such 'Fund'."

The Commission is preparing to provide every city and county clerk and treasurer with the necessary manual of rates and classifications and printed matter, in order that they may be enabled, for the convenience of the employer seeking insurance, to comply with the law.

For the information of those who look upon the compulsory Workmen's Compensation, Insurance and Safety Act as an unreasonable burden upon employers, it is pointed out that the United States, in place of leading in this sort of legislation, is among the last countries to adopt it.

About thirty years ago, Germany took the initiative and established Workmen's Compensation as being along the lines of wise, humane, and beneficent legislation, in order that the worker, who is least able to do so, might not be compelled longer to carry the full burden of industrial accidents, which tend to throw him below the poverty line, to the misfortune of himself, his dependents and society.

The wisdom and justice of the German policy has since appealed so strongly to the world's wisest statesmen that, to-day thirty industrial nations and twenty-five American States have followed Germany's lead, and have come under compensation, thus minimizing the effect of one of the chief causes of industrial unrest among the workers; i. e. industrial accidents, which cripple their earnings power and unjustly make them and their dependents burdens upon others and upon society. Under Workmen's Compensation the burden is shifted where it belongs—to industry itself.

The tax, being a common tax upon all employers, is, as a rule, passed on and made a part of the cost of production or distribution, and hence finally and properly placed on the consuming public. In this way the industrial worker bears only his proper proportion of the load through the slight added cost of the industrial products which he consumes.

The saving to the people of the State in the great reduction in the number of damage suits in the courts, and the fact that not society, through increased taxation for the support of crippled workers, widows, and orphans, but the industry itself will have to stand the cost of caring for the maimed and killed workers and their dependents, will on the whole more than offset the social cost of industrial accident insurance, to say nothing of the value to society in having the injured worker retain his self-respect by receiving compensation instead of charity. In place of the Workman's Compensation Act being a piece of freak legislation, passed by a freak Legislature, as has been alleged, it ranks among the wisest legislation ever enacted by the State of California. The State, however, is entitled to little credit for having passed the "Act." The credit for such legislation is due to the world's greatest statesmen, who long since anticipated California's action. California, however, is entitled to credit for having enacted what has been declared by experts to be the best Compensation Act that has thus far been devised.

Notwithstanding the exclusion of the farm laborers from the benefits for accidental injury, many farmers are electing to come fully within the operation of the new law, in the belief that it affords them greater protection by limiting the cost of accidents, than would be the case if they were to take their chances of possible heavy damages in suits at law. Election to come under the Compensation Law and insurance against the liability for compensation gives to the farmer complete protection.

The State Compensation Insurance Fund is proving a pronounced success as evidenced by the hundreds of applications for insurance, which have already been registered by employers.

THE COLORADO MILITIA.

In a report substantiating every charge of robbery, tyranny and outrages against the womanhood of Colorado, the investigating committee of the Colorado State Federation of Labor, appointed at the suggestion of Governor Ammons, has demanded the immediate removal of Adjutant General Chase, Judge Advocate Boughton and Lieutenant E. K. Linderfelt.

The stories of the outraged victims are harrowing in their details, and the straightforward way in which they were told can leave no doubt of their truth even in the minds of the corporation tools who run the State government and control most of the newspapers.

One of these editors, owned by the coal operators, said the report is disgusting and nauseating. It is disgusting and nauseating—to the Governor of a State who has advocated anarchy, to General Chase who has permitted his dogs of war to rob and plunder homes, intimidate strikers, to abuse and insult the womanhood of the strike zone, to trample the Constitution of the State and Nation in the dust.

It must be nauseating and disgusting to the operators who have stood sponsor for most of these acts, who have established a system of peonage in Southern Colorado, who for years have robbed the very hearts and souls of the miners, their wives and children, and who by their wilful disobeyance of the laws have been responsible for the murders of hundreds of miners, as has been attested by coroners' juries.

The report reeks with stories of the carnivals of debauchery held by the militia. It tells of how drunken militiamen have frightened children, threatened to shoot a boy of twelve, and insulted waitresses so that they can no longer get service in the restaurants of the strike zone.

The evidence of robberies ranges from a forced loan of twenty-five cents; or whiskey "for the captain"; or a compulsory gift of three dollars; or a ton of coal, to the downright robbery of $300 and other large sums of money and valuable jewelry.

The witnesses tell of how they were incarcerated in the jails under Chase's orders, held for months without any charge lodged against them, kept awake five and six days and nights by bayonet jabs and cold water, in the hope that, driven almost insane, they would confess to crimes as demanded by the dogs of war.

At least one death of a man, leaving a widow and two children, the report says, is directly attributable to an unwarranted arrest on no charge except that of carrying a gun, and to undue exposure to cold for twenty-five days, during which time the prisoner's bed was on the damp cement floor of a jail.

The treatment of a young Slavic woman about to become a mother is a typical example of the tyrannies practiced by the militia upon the womanhood of the State. She was dragged through the alleys of Trinidad, a militiaman's hand over her mouth to smother her screams, until she fainted and became unconscious. This fiendish outrage was committed because the militiamen had heard several shots fired in the neighborhood. It was later shown that these shots were fired by some of the drunken barrel-house bums who belong to the militia.

The practices of the militia seem to be summed up in the statement of one witness. He said, "They say 'to Hell with the law; we are the law—military law.'"

Striking coal miners were not alone the victims of false arrest and imprisonment. A merchant, of twenty-five years' standing, was arrested in his doorway because he would not "get off the street." An entire train crew were arrested. The railroad companies' rules and those of the Interstate Commerce Commission are alike of no importance to the militia. They will "tear up the tracks" or "take the engine" by force if it suits them to do so. These cases well illustrate the puerilities of these untrained officers of the militia; but as one said, "We must do something to scare the people." One man was arrested because he would not trust a militiaman for a pint of whisky. Another peaceful citizen was arrested on the pretense that he was a burglar. General Chase himself threatened the arrest of the deputy district attorneys.

The report says: "The pretense that the militia has been impartial is absurd. A villainous mine guard may walk the streets with a half concealed gun and assault a union boy at noonday, as one guard did Sunday, January 4, while the committee was at Walsenburg, without interference from the militia, whereas a union man will be arrested for being drunk and made by militiamen to work on a coal company ditch for two days. Drunkenness is more common among the militiamen than among the strikers. Other union men have been arrested without being guilty of drunkenness and have been compelled by the militia to work at hauling coal or shoveling snow for as high as five days. The thirteenth amendment to the Federal Constitution is as unknown to the militia as are other laws."

The report of the investigating committee puts the question of whether he will serve the coal operators or the people squarely up to Governor Ammons.—Furnished by the Publicity Bureau of the United Mine Workers of America, District 15.

ONE MAN'S VIEWS.

Possession is nine points of the law. That's why the monopolist has such an easy time living off the sweat of other men's brows. It's all a question of law, man-made law. What men have made men can unmake. If you want all that's rightly coming to you from your labor you'll have to change the laws. You'll have to change them so that only those who produce wealth will be entitled to it. Mere ownership—monopoly—of the means for producing wealth never yet produced one particle of wealth. It's just a privilege granted by (man-made) law, conferring upon the owner the right to appropriate what others produce. Wherefore, as President Wilson rightly observes, "private monopoly is indefensible and intolerable." It's worse than that. It's pure, unadulterated robbery. No Dick Turpin or feudal baron holding up travelers on the public highway ever had such a snap as the modern monopolist. They were outlaws. Every man's hand was against them. But the modern monopolist has got around all that as slick as you please. He's had his particular brand of hold-up legalized, thus making it "respectable." Simple, eh? Well, the remedy against monopoly is just as simple. Knock the legal props from under it and watch it come down like the proverbial house of cards. Perhaps it would be better still to serve every monopolist as President Wilson threatens to serve panic-manufacturers—hang 'em all higher than Haman! 'Raus mit 'em and their "hellfare" prosperity!

Henry Ford, of the Ford Motor Co., has hit upon the only "welfare plan" that is entitled to be classed as such from a workingman's viewpoint. Every man his own welfare-planner is the ideal toward which all real progress tends. The workingman's welfare depends, more than anything else, on what's in his pay-envelope. Good living wages and reasonable working hours radiate welfare just as sure as everything brings forth of its own kind. Starvation wages and long hours of toil bring forth "hellfare." That's what most of the workers are getting nowadays, "hellfare." That's what all the social unrest is about, "hellfare." Wherefore, more power to the Ford welfare plan. It's the only genuine McCoy "hellfare"-annihilator. It's the stuff that works while you sleep, cure guaranteed or money refunded, relief immediate even in the most desperate cases, and so forth and so on. And to hell with "hellfare."

In 1900 were published the first census figures dealing with the evil of child labor in the United States. Comes now one Owen R. Lovejoy, of the National Child Labor Committee, and deposeth that the conditions of child slavery are worse now than they were then. Oh, yes; publicity is a sure cure for every social evil so long as Big Business controls the principal channels of publicity! What?

It has long been held as an axiom of social science that you can hire one-half of mankind to kill the other half. And the hire does not necessarily have to be high. For instance, it has just come to light that the British government is feeding its soldiers on cat's meat! Yep; the same soldiers who have been shooting down the strikers in South Africa. Cat's meat! Well, the laborer is worthy of his hire, ain't he?

"Why don't the workers save their money?" asks a university trained economist (?). Sounds a good deal like the question of that French queen who, on being told that the poor people had no bread to eat, asked, "Why don't they eat cake?" One of the first things the eugenists should devote their energies to is the elimination of boneheads from the human family. The great universities are plainly unequal to the task.

The last toll road in New England, at Burlington, Vt., has been converted into a public road. They must be going in for Socialism out that way! Come to think of it, 'twas in that storied neighborhood where "once the embattled farmers stood and fired the shot heard 'round the world." Spirit of '76 can't be altogether dead yet in the Green Mountain State, or that toll road would never have got away from it's "owners."

The regular army has 2000 men less in the ranks than it had this time last year. That's why the Hull military law will not be modified, much less repealed. That's why ye conscript fathers of ye Republic discuss conscription in their secret conclaves. Yep; the world is moving onward—in a circle.

If you haven't sworn off yet this year, do so at once. Better late than never, you know. You can't fight booze and the devil of monopoly at the same time. And, until you knock 'em both cold, you'll never get away from "hellfare."

A new invention, the mechanical stoker, is guaranteed to be a perfectly satisfactory strikebreaker. It is already in use on the Pennsylvania railroad. More recruits for the army of the unemployed; more dividends for the plutes.

You can fool some of the workers all the time, and all the workers some of the time. Which makes it unnecessary to fool all of them all the time. Besides, they usually attend to that matter themselves.

"Hellfare" Standpat sat upon a wall. "Hellfare" Standpat had a mighty fall. And the plutes and all their men couldn't put him back again.

Someone has christened them "The Calumet Assassins' Alliance." Isn't that rather rough on the average individual assassin?

Half a loaf may be better than none, but it takes a whole loaf to satisfy a wholesouled man.

Necessity knows no law. Which is probably why the law is so severe on her.

Every dog has his day. Election day is ours.

The law covereth a multitude of wrongs.

"Hellfare" must go!

EL TUERTO.

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships. Fraternally yours,

LAKE SEAMEN'S UNION,

V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION

570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y.....55 Main Street
Telephone Seneca 936 R.

CLEVELAND, O.....1401 W. Ninth Street
Telephone Bell Main 1842.

MILWAUKEE, WIS.....133 Clinton Street
Telephone South 240.

ASHTABULA, O.....21 High Street
Telephone 552.

NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

DETROIT, MICH.....7 Woodbridge Street, East
Telephone 3724.

SUPERIOR, WIS.....1721 N. Third Street
Telephone, New, Broad 385.

BAY CITY, MICH.....108 Fifth Avenue
OGDENSBURG, N. Y.....70 Isabella Street
CONNEAUT, O.....922 Day Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue
PORT HURON, MICH.....517 Water Street
ERIE, PA.....107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

HEADQUARTERS.

71 Main Street, Buffalo, N. Y.
Telephone Seneca 48.

BRANCHES:

CLEVELAND, O.....1185 W. Eleventh Street
CHICAGO, ILL.....445 LaSalle Avenue
MILWAUKEE, WIS.....151 Reed Street
DETROIT, MICH.....27 Jefferson Ave., East
SUPERIOR, WIS.....1814 Fourth Street
OGDENSBURG, N. Y.....70 Isabella Street
BAY CITY, MICH.....108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.

HEADQUARTERS:

BUFFALO, N. Y., 55 Main St. Tel. Seneca 2295

BRANCHES:

CLEVELAND, O.....1401 W. Ninth Street
MILWAUKEE, WIS.....151 Reed Street
CHICAGO, ILL.....314 N. Clark Street
ASHTABULA, O.....74 Bridge Street
TOLEDO, O.....54 Main Street
DETROIT, MICH.....7 East Woodbridge Street
PORT HURON, MICH.....517 Water Street
CONNEAUT, O.....922 Day Street
OGDENSBURG, N. Y.....70 Isabella Street
NORTH TONAWANDA, N. Y.....152 Main Street
SUPERIOR, WIS.....1721 N. Third Street
BAY CITY, MICH.....108 Fifth Avenue
ERIE, PA.....107 E. Third Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue

UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS.

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS.

Ashland, Wis.
Ashtabula Harbor, O.
Buffalo, N. Y.
Duluth, Minn.
Escanaba, Mich.
Grand Haven, Mich.
Green Bay, Mich.
Houghton, Mich.
Ludington, Mich.
Manistee, Mich.
Erie, Pa.
Menominee, Mich.
Ogdensburg, N. Y.
Oswego, N. Y.
Port Huron, Mich.
Manitowoc, Wis.
Marquette, Mich.
Milwaukee, Wis.
Saginaw, Mich.
Sandusky, O.
Sault St. Marie, Mich.
Sheboygan, Wis.
Superior, Wis.
Toledo, O.

SECRETARY HANSON'S REPORT.

Officers and Members, International Seamen's Union of America.

Comrades:

I respectfully submit the following general report covering the last quarter of 1913 and part of January, referring to official acts of the Executive Board during that period and to other matters of general interest.

Legislation.

The most important event of the past quarter was the passage of the Seamen's Bill in the Senate, October 23. As a result of the debate in the Senate a clause was inserted requiring that no passenger vessel shall be permitted to leave port without having seaworthy lifeboats sufficient in number to carry all persons on board such vessel, except such passenger vessels as navigate only rivers and harbors or small lakes where the "line of travel pursued" is not more than 3½ miles from land. The shipowners at once began a united protest against this lifeboat clause, and succeeded in persuading the Committee on the Merchant Marine and Fisheries to grant them a hearing on that part of the bill. On December 8, I was notified by the Clerk of the committee that the hearing would begin on Saturday, December 13. I at once advised the two members of our legislative committee who could be reached in time to attend the hearing, Vice-Presidents Olander and Flynn; President Furuseth, as you all know, was in London at the time. Vice-President Olander proceeded to Washington, where he was later joined by Vice-Presidents Flynn and Conway, and by Comrade G. H. Brown of the Eastern and Gulf Sailors' Association, who was sent for to assist in meeting arguments of the Atlantic Coast shipowners. The entire time of the Committee from December 13 to December 18 was devoted to hearing the shipowners, and one day, December 19, was given our side to reply.

The Committee then adjourned to January 12. It is probable that further hearings will be held before the Committee decides upon definite action. Copies of the December hearings can be obtained by application to the Committee. They will be found interesting.

President Furuseth resigned from the International Conference on Safety of Life at Sea, returned to the United States about January 5, and is now in Washington, together with Vice-President Olander, preparing further arguments in the defense of our legislation. During the past month this office has sent out a circular letter to every State Federation of Labor and to all City Central bodies in the United States, urging that all such bodies, their affiliated local unions and as many individual members as possible, write to Congressmen and to the Committee on Merchant Marine and Fisheries urging the passage of the Seamen's bill. We have also sent out a pamphlet, printed by the Chicago Federation of Labor in support of the Seamen's bill, distributed locally and by mail about 5000 copies. The newspaper agitation against the bill has been widespread and we must exert every effort to get our side of the case before the public, and to properly inform new members of Congress who are not familiar with the aims and purposes of the legislation we seek.

Harbor Boatmen's Union.

As previously reported, the Harbor Boatmen's Union of New York applied for exemption of per capita dues to January 1, 1914. The Executive Board has granted the request and the union in question has been informed accordingly. It is to be hoped that this action will encourage the membership of that union to further activities that will be beneficial to the general movement.

Eastern and Gulf Sailors' Association.

Since the E. & G. S. A. is exchanging reports with the affiliated unions it is unnecessary for me to report in detail the progress being made by that organization, other than to mention that it has opened branches in Philadelphia and Norfolk, and is there now established in those ports in addition to Boston and New York. A recommendation for two organizers for the E. & G. S. A. was submitted to the Executive Board. It was approved by a majority of the Board, with the following proviso:

"That the Executive Board reserves the right to discontinue the services of such organizers at any time and for any reason it sees fit."

The organizers referred to began their work January 11.

Atlantic Firemen.

Application for a charter has been received from Marine Firemen in the port of Philadelphia, and was submitted to the Executive Board for action. The majority of the Board voted in favor of granting the charter, and while no votes were recorded in opposition, some of the Board members have failed to send in their decision on this question. The Firemen have reorganized under the old Constitution, drafted by the New Orleans Convention, and have decided to have Secretary Pryor, of the E. & G. S. A. act as their secretary, with Boston as temporary headquarters until such time as they are able to meet the expense of separate headquarters, when they will elect their own secretary.

A New Attack.

Information has been received, verified and found true, that the International Longshoremen's Association has issued a charter to the so-called Sailors' and Firemen's Union of the Atlantic under the title "Transport Workers' Local No. 859" of New York City. As soon as the information reached this office, a demand for the immediate revocation of said charter was made on the Longshoremen, but so far no reply has been received other than that the charter was issued by instructions from President T. V. O'Connor and that he will investigate it in ten days. It now appears that officials of the so-called Sailors' and Firemen's Union have misrepresented things to the Longshoremen; however, this action by the Longshoremen does not correspond with their attitude at the last A. F. of L. Convention.

President Furuseth and Vice-President Olander have been instructed to lay this matter before the Executive Council of the American Federation of Labor.

Vice-President Griffin is also working on this matter, by informing the affiliated unions in New York of the true state of affairs, and thereby trying to counteract such unscrupulous attack on the International Seamen's Union by the Longshoremen.

Financial and Membership Reports.

I again remind the affiliated unions that reports of the number of members in good standing at the end of each quarter are necessary, in order that we may have definite figures upon which to compute the per capita tax payments due to the organizations with which we are affiliated. While some of the affiliated unions are very prompt in furnishing me with such reports and with regular financial statements, others are somewhat lax in that respect.

I desire very much that my reports to the affiliated unions shall be not only regular so far as purely International matters are concerned, but that they shall also show the financial conditions and numerical strength of the combined unions in the International, thus giving evidence of the real standing of the entire union. To do this I must rely upon prompt reports from all affiliated unions.

I wish to thank the officers and members generally for the co-operation I have had from all during the past year, which I feel sure will be continued. I remain

Fraternally yours,

T. A. HANSON, Secretary-Treasurer.

Chicago, Ill., January 22, 1914.

OREGON STATE FEDERATION.

The Sailors' Union of the Pacific was represented at the recent meeting of the Oregon State Federation of Labor by G. A. Svenson, the Union's Agent at Portland. Following is his report:

The eleventh annual convention of the Oregon State Federation of Labor met in Moose Hall, Astoria, January 19, at 10:15 a. m. C. H. Thompson, representing the Central Labor Council of Astoria, called the convention to order. He announced that it was impossible for Mayor E. E. Gray to be present, and Herman Wise, ex-Mayor and Postmaster, accepted the task of welcoming the delegates. Judge Anderson of the Municipal Court and Sheriff J. B. Burns also welcomed the delegates. The Committee on Credentials submitted a list of ninety delegates entitled to seats. Two fraternal delegates, one from the Farmers' Co-operative Union, and one from the Washington State Federation of Labor, were also seated.

The Seamen's bill was indorsed and the Secretary of the Federation was instructed to write to each Representative from Oregon urging them to use all honorable means to secure the passage of the bill. A resolution was adopted demanding of the Congress of the United States a thorough investigation of the strike situation in the copper regions of Michigan. Also that the Government take immediate steps to acquire possession of the copper mines in Michigan and operate them under union conditions.

A measure to increase the per capita tax to two cents per member per month, was defeated by one vote.

The convention went on record as favoring the abolition of the State Senate. A plan was adopted for co-operation between the State Federation of Labor, the State Grange and other organizations for aiding in legislative work in the interest of all the people.

A committee on immigration and unemployment was named to which all matters relating to immigration and unemployment will go during the coming year.

The convention adjourned at 4 p. m. on January 22.

Respectfully submitted,

G. A. SVENSON.

A CALL FOR JUSTICE.

It is almost forty years since the eight-hour day was first instituted as a working base for the men employed in the building trade industry. Their wages have continually increased to the present day, in proportion to the necessary demand. Safety laws, lien laws, liability laws, etc., have been adopted by almost every principal country. While it is true that this has been accomplished to a great extent by organization, which made it possible to enact laws beneficial to toilers, it is very deplorable that the so-called La Follette's Seamen's bill is receiving the strenuous opposition by employers of seamen, institutions of men of wealth, etc. If there ever was an unjust blow dealt to a certain class in society, it certainly is brought about against the seamen of our great nation.

Let us go back to history. No nation on the entire globe owes the seamen a greater debt than our own. The greatest of all achievements this country has to boast of, the independence from British yoke, was made possible by fearless battles of our sailors. The mighty waves of the majestic seas, could they only speak, would tell the tales of untold bravery. The courage and spilling of blood made it possible for men of wealth to exist, and the great banner of American liberty is to-day waving as a memory to those who went down for our cause. Can it be possible that the American people will refuse the request of their sons to preserve the American ships for the American people, not alone to uphold an American standard of living, but also for the safety of travelers? Or are we to allow the degrading of American seamen, through competition with Asiatics, just for the greed of gold?

JULIUS ROSBLOM.

BRITISH OVER-SEA POSSESSIONS.

In a statistical abstract published by the Board of Trade the growth in population and in commerce of the British over-sea possessions during the 15 years ended with 1911 is strikingly shown.

The area of the British Empire, apart from the United Kingdom itself, is approximately 11,244,000 square miles. The population of this territory in 1891 was 307,471,000; in 1901, 343,956,000; while at the close of 1911 it was estimated at 371,783,000. The population of Canada and Newfoundland grew from 5,592,299 in 1901 to 7,447,457 in 1911; the Commonwealth of Australia from 3,773,801 to 4,568,707; the Union of South Africa (formed in 1904) from 5,175,824 to 5,973,394; and New Zealand from 772,719 to 1,025,406.

Between 1897 and 1911 the trade of the British Dominions and possessions increased from $1,982,115,717 to $4,650,967,581. Until 1910 the trade of the United Kingdom with her over-sea possessions was greater than the trade of those possessions with all foreign countries combined, but in 1911 there was a small balance against the mother country.—Consul General John L. Griffiths, London.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

mostly the cunning, educated, foreign-born, contract laborite, the fleecer, the sweat shop and factory exploiter. And who are expected to be the victims of the land serfdom of the future? Why, the ignorant foreigner, of course. He can't protect himself on landing, and before he is able to learn our language, maybe, it is too late. Social workers can do very little at the docks. Their work of informing the prospective citizen should have been done before he sailed. If he cannot read or write, how can he be reached in time? Time was when the generality of people could not read or write in any language, and in that time no shame attached to them or any one else, except the despotisms which needed ignorance in their business. The same despotic spirit is behind all this piffle about 'the honest, the industrious, the moral' type. Much they care for the real welfare of this type. What they want is plenty of cheap laborers. After trustifying the industries through special-privilege legislation on one hand and pauperized labor on the other hand, they are now turning to the blessed vision of 'trustifying' agriculture. Corner any of these big business rascals on the immigration problem and he always talks of 'putting them on the land'—land they cannot buy; land from whose homesteading and desert-claim privileges they are excluded as unnaturalized citizens for a period of five years; land which they could not rent even. 'Back to the land,' then, how? The process is very simple. Let capitalists buy up whatever tracts they haven't now scooped, and herd these immigrants on the land like serfs in fee simple. And then? The farmer who owns his land, the farmer who is trying to own his, can no more compete with the agricultural trust than the proverbial village blacksmith could compete with the Steel trust. Against the cold-blooded 'interests' and a few misinformed, misguided sentimentalists the immigration bill must fight. For the sake of all humanity, in your land and other lands, won't you work for the passage of this bill as long as your voice can speak or your hand be lifted in its defense?"

West Virginia Under Probe.

Senator Martine, chairman of a subcommittee of the Senate Committee on Education and Labor, now investigating the recent West Virginia miners' strike, has made a report that sustains the findings of Senator Borah. It will be recalled that Senator Borah found complete domination by the military forces in the strikebound district and a setting aside of every constitutional guaranty, notwithstanding the fact that, to use his own words, "the civil courts were open, holding their terms as usual, disposing of cases and dispensing justice in the usual and ordinary manner." He further showed that arrests were made outside the military zone for offenses alleged to have been committed outside this district and at a time when martial law did not prevail. In many of these cases the parties charged were turned over to the military authorities for detention, trial and punishment, which resulted in penalties unknown to the statutes and in excess of the laws of the State. Senator Borah refers to the strong feeling engendered because of the strike, but says no threats of violence were made against judges or the courts, and the failure to convene grand juries was not justifiable, as an attempt should have been made to call grand juries and test the claim that it was impossible to maintain civil law. Senator Borah says this was not done. In his report to the main committee Senator Martine, who investigated the charge that mails were interfered with by strikers, reports the claim not well founded, and says the charges that mail deliveries were interfered with was not proven. The Senator says the use of armed guards "cannot be too strongly condemned," and that they loitered around the coal company's stores, which were often in the same building as the postoffice. The transportation of foreigners by the companies is referred to "as a serious reflection on our boasted civilization." The following passage from the report gives some idea of the investigator's views as a result of his visit to Paint Creek and Cabin Creek: "In no spirit of malice or hatred, but with a view that the country, through knowledge of the true conditions, may right the wrong, I charge that the hiring of armed bodies of men by private mine owners and other corporations, and the use of steel armored trains, machine guns, and bloodhounds on defenseless men, women and children is but a little way removed from barbarism." These reports will be included in the general committee's report to the Senate.

Convicts on Roads.

Several speakers discussed the question of using convicts on the roads at the session of the American Road Builders' Association, held at Philadelphia, Pa. These delegates agreed that prisoners should be so employed, both from a standpoint of morals and as a saving to the State. State Geologist Pratt, of North Carolina, urged that the prisoners be divided into three classes, and by good conduct the prisoner would be permitted to reach the first class, which would consist of "honor" men. State Highway Commissioner Wilson, of Virginia, indorsed these suggestions. He said: "A certain amount of outdoor work is necessary for the health of the prisoners. The State should not be vindictive and ruin his health and starve his family while making him pay the penalty of a crime. If used on the roads the men should be paid fair wages, with the actual cost of their keep subtracted and should be paid a fair amount for overtime and extra work. House the men well in sanitary, scientifically constructed camps. Give them good food and see to it that the guards play square with them. Personally, I believe long-term men can be trusted to keep faith. Encourage the families of prisoners to stick by them, to visit them often, and write to them. Make it plain that when they serve their sentence the State is willing to give them a fresh start. Let the State Board of Health have control of the camps. Give the men books and magazines. The State will be a hundred times repaid, not only in new roads, but in new citizens who will be a credit to the community."

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

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GEORGETOWN, Wash.

SKAGIT RIVER FISHERMEN'S UNION.
FIR, Wash., P. O. Box 6.

COQUILLE RIVER FISHERMEN'S UNION.
PROSPER, Ore.

ALASKA FISHERMEN'S UNION (Local No. 2), KETCHIKAN.
LORING, Alaska.

ALASKA FISHERMEN'S UNION (Local No. 3).
PETERSBURG, Alaska.

ALASKA FISHERMEN'S UNION.

Headquarters:
SAN FRANCISCO, Cal., 93 Steuart St.

Agencies:
SEATTLE, Wash., 84 Seneca St., P. O. Box 42.
ASTORIA, Ore., P. O. Box 138.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA

29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

The Commercial Telegraphers' union declares the Western Union is maintaining a spy system, and has called on the Industrial Relations Commission to investigate the claim. The wiremen requested a date be set for the presentation of their case.

Local Union 979, of Pocahontas, W. Va., was expelled by the convention of the United Mine Workers in Indianapolis, charges being made that the union had been organized by a detective agency for the purpose of getting a spy into the convention.

Minnesota has 45,245 women wage-earners, comprising 16 per cent. of all employes in 24,505 establishments inspected by the State Labor Bureau. There are 6,192 women employed in offices of factories and mercantile establishments. It is also shown that there are 316 girls under sixteen years of age employed in factories and eight under sixteen employed in offices. The largest number of women are employed in hotels and restaurants.

Labor Commissioner McLaughlin of California figures there were 20,000 to 25,000 idle men in San Francisco at the time of his investigation, the first week in January, only 3000 or 4000 of whom are in need of assistance. Thousands are living off their savings of the summer. In Los Angeles there are 12,000 to 15,000 day laborers out of work, mostly Mexicans thrown out of work by the rains. The coming of better weather in the near future will remedy this.

After deciding recently to publish a monthly paper at the Illinois State penitentiary at Joliet, to be edited by the convicts, the prison officials were somewhat embarrassed—not to say surprised—to find that there was not one printer among the 1500 inmates of that institution. A former prominent banker, under sentence for forgery, will be the editor. Some years ago it was necessary to discontinue the publication of the prison paper in the Ohio penitentiary at Columbus because of the absence of printers, although there were fifty bankers behind the bars.

Nearly one thousand citizens of Washington, D. C., were required to move into sanitary dwellings as a result of the work done by the Board of Condemnation of Insanitary Buildings during the fiscal year that closed June 30. Inspections were made of 215 buildings in alleys, and 181 were ordered demolished. On streets 311 buildings weer inspected and 134 of these structures were required to be removed. The total number of persons required to obtain new quarters through action of the board since 1907 is approximately 5,293.

The pension proposition submitted to the membership of the Bricklayers and Masons' International Union has been carried by a substantial plurality. The plan is practically the same as the one which has proved so successful for the International Typographical Union, except that there is a weekly assessment of 25 cents on each member of the organization to maintain the fund, whereas the Typographical Union applies the percentage-on-earnings method to secure the money. The age requirements and the amount paid to pensioners are almost identical with that of the printers.

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Tacoma Letter List.

Berglind, Ed.	Knappe, Adolph
Bjorklund, Eric S.	Kutan, Alexander
Christensen, Albert	Kierth, Hans
Englund, Gust. E.	Linea, W.
Flinkenberg, Uno	Line, Hjalmar
Freeling, Chas.	Lundstrom, Samuel
Hansen, C. M.	Nielsen, C. V.
Hansen, Johannes	Petterson, I. M.
Haro, Aaro	Petterson, Chas.
Hetman, Walter	-1287
Iceberg, Theo.	Petrow, A.
Janson, H.	Plesner, Levi J.
Johansson, Chas.	Ridderstoff, Ernest
Jurgensen, Peter A.	Seblom, John
Kallas, Alex.	Swansson, August
Kalberg, Wm.	Thoresen, Axel L.
Kirwan, M. L.	Wessman, John

INFORMATION WANTED.

Axel Peterson, F. Lundberg, J. Gustafson, M. Garcia, crew of the steamer Riverside, at the time she towed in the Oceana Vance, kindly call at the office of the Charles Nelson Co. for money due them.

Victor N. Kvenen, a native of Belgium, age 32, last heard of in Ashtabula, Ohio, April, 1909, inquired for by his brother John Kvenen, Route 2, Raleigh, Tenn.

Valetine (Walter) Zima from Lubiachowo, Kreis Schrimm, Province Posen, Germany; last address Sailors' Union Hall, Seattle. Please communicate with Imperial German Consul, Seattle, Wash.

Anyone who was on the schooner "Americana" on January 29, when Louis Buttner was injured, is respectfully requested to communicate with the injured man. Address Sailors' Union of the Pacific, San Francisco, Cal

Carl Julius Carlson, born in Sweden in 1877, is inquired for by his mother. There is about $2000 due him from his father's estate. Last heard of in September, 1902, on the Atlantic Coast. Previously sailed on the Clifford between St. Johns and New York. Address Fru Sophia Carlson, Klubbegard, Hallands Lan, Heberg, Sweden.

John Nurm is requested to communicate at once with F. R. Wall, 324 Merchants' Exchange, San Francisco.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Alquist, Oscar	Jacobs, Wm.
Anders, Fred	Kalning, J.
Andersen, A. -1821	Karlson, M. -917
Anderson, Hjalmar	Karsima, N.
Anderson, Gust	Klebnikoff, I. W.
Andersen, Peter F.	King, Frederick
Anderson, K. E. V.	Larsen, Lars
Anderson, Tony	Larsen, John
Anderson, H. -1352	Larsen, L. A.
Anderson, A. -1638	Larsen, Harry
Anderson, Martin	Lillian, Ole
Berg, N. N.	Martinsen, R.
Behrens, Herm.	Minor, James
Bishop, Patrick	Molver, M.
Bartsch, W.	Morse, H. W.
Berger, C.	Moyer, E. S.
Burholtp, F.	Moonan, John
Christiansen, Axel	Muir, F. W.
Christiansen, C. F. -573	Mattson, Taivo
	Monsen, S.
Chevalier, V.	Matson, M.
Christiansen, Anton	Martinsen, Chr.
Carlson, Harold	Ness, Cearl
Christensen, H. -1366	Newman, J. S.
	Nelsen, Jonas
Christensen, Trygar	Nelson, Albert
Daniels, C.	Olsen, Leo
De Groot, G.	Olsen, B. -597
Dornqvist, Otto	Olsen, Sigfried
Daughty, Pearly	Ogilvie, W. A.
Edson, F.	Osmundsen, Rangwald
Edvards, John	
Erikson, O. H. -837	Osterhoff, H.
Engebrietsen, E.	Olsen, Albert
Fellix, Hans	Pedersen, Hedley
Ferguson, Robt.	Petterson, John M.
Fraser, Elias	Parkhurst, Thos.
Ferguson, Robert	Petersen, Vic. -1447
Framness, Ivar	Reekman, H.
Hass, W.	Rorvick, C. E.
Hansen, Olaf	Samson, Geo.
Hernes, K. L.	Schmidt, J. A.
Heynes, Hans	Saulter, Mike
Holm, Fred	Seddon, R.
Hagen, Carl	Seibert, Henry
Helpap, A.	Smith, John
Jade, H.	Stegeru, P.
Jansewitch, J.	Sullivan, J. M.
Jensen, Johannes	Swenson, L. G.
Johansen, A. -2186	Strasdin, A. W.
Johanson, Emil	Torleckson, C. H. C.
Johansen, Olaf	Tacde, A.
Johnson, J. 983	Thompson, T.
Johnson, E. -2294	Voldby, P.
Jorgensen, Fredrick	Walley, Paul
Jensen, Hans	Witherspoon, Jas.
Jensen, Jens	Wald, S.

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Eureka, Cal., Letter List.

Ahlstrom, Harry	Jacobsen, W.
Bjorkman, C.	Jorgensen, Olaf
Breien, Hans	Lutzen, Waldemar
Christensen, Fred R. (pkg.)	Olsen, Gilbert (ukg)
	Publicatius, August
Ehlert, August	Robertson, A.
Eriksen, Anton	Thorssen, Fredrik
Hansen, Harald	N.
Hansen, Harry-1827 (Photo)	Wexahl, Hansen Krist
Ismas, Richard	

INFORMATION WANTED.

John West, who was on the steamer Horatius in June, 1912, is inquired for by P. Ivers, River Darling, via Wenthworth, Australia. Please notify Sup't., No. 1 State street, New York.

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Portland, Or., Letter List.

Anderson, Gust -1808	Koap, Nick
Anderson, Rasmus	Kristensen, Otta
Anderson, Mike	Laine, Frank
Backanan, Paul	Larsen, Hans -1677
Baker, Geo.	Larsen, Alfred
Bergman, Karl W.	Larsen, John
Berglund, Ed.	Leidecker, E.
Boyard, C. E.	Lemarchand, Louis
Bohm, Franc	Lundeman, Ruktie
Bultz, Ernest	Lipclasey, John
Carlsen, Charlie	Lallwer, Alexander
Carlson, Jack	Mattson, Maurits
Cagdell, D. J.	Macrae, Alexander
Day, Aca	Mikalsen, Andreas
Dahl, Henry	Miller, H. B.
Drenkholn, M.	Maxnes, Kristian
Edstrom, John	Miller, Chas.
Erikssan, Erik	Neuling, Albert
Erman, A.	Nelson, C. J.
Edberg, Conrad	Nielsen, Kristian
Ekham, Frans	Nilsson, Axel
Forde, S. C.	Norberg, John
Goralia, Piet	O'Brien, Jack
Gynther, John	Olsen, Ansgar
Hansen, Hans M.	Olsen, Andy
Hansen, Bernhard	Palmer, Jas. W.
Hansen, Sigvarth	Pakeman, Paul
Hansen, Oskar	Petterson, Einar -1437
Hafke, Hernes	Peterson, Hans
Hernes, Klemet	Pillman, Frank
Hallgren, Anders	Pohland, Max
Henriks, Waldemar	Rantion, Jacob
Hansen, Max O.	Rhodes, F.
Henke, Ernest	Rincke, Sperman
Henze, A.	Runge, Axel
Hellman, Albin	Schroda, Peter H.
Hogstad, Andreas Mikalsen	Sellin, William
	Schulz, Alfred
Hock, Garve	Semens, O. L.
Johanson, John F.	Saukka, August
Jansen, Harry	Swanson, John
Johnson, Ole C.	Swanson, Carl O.
Johanston, C. R.	Sundguist, Ernest
Johansen, Chris.	Thomel, Martin
Karson, K. E.	Warren, C.
Karlson, August	Welson, J.
Klaesson, Karl	Wishart, John
Kluge, Frank	Wieprecht, Ernest
Kirker, Alexander	

Aberdeen, Wash., Letter List.

Anderson, Ernest	Finth, Richard
Andersen, F. C.	Forde, S. C.
Armstrong, Harry	Granberg, Eric
Anderson, George	Graf, Otto
Behn, Alfred	Glase, Gustav
Brown, C.	Hohn, Arthur
Bergman, Edwin	Herman, Axel
Bjorkholm, A. M.	Hansen, Ove
Bowen, J. J.	Hopstad, S. -2101
Burmeister, John	Hansen, Torleif
Burkland, John	Jensen, Harry
Bjerkman, C.	Johansen, Hans
Bodahl, Hans	Kristiansen, Nils
Christensen, Albert	Loining, Hermand
Christensen, Hans P.	Lengtssen, Gottfried
	Laine, Herman
Christensen, Harry	Lorsin, G. L.
Dobbs, Paul W.	Larsen, Lars
Eklund, Chas.	Larsen, H. P.
Engfors, Gustaf	Lindroos, A. W.
Eriksen, Olai H. -837	Larsen, Peter
	Martin, James

INFORMATION WANTED.

Mrs. Alice Phillips wishes to hear from her husband, Tom Phillips. Write to 35 Sussex St., Sydney, N. S. W., Australia.

Albert Smith, a native of Cork, Ireland, who left the American ship John C. Meyer, on Feb. 20, 1911, is very anxiously inquired for by his wife. Please notify British Consul General at San Francisco.

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Murphy, Daniel	Rosbeck, Gustaf
Martinell, Walter	Sandstrom, Hugo
Nikolin, E. Miko	Schacht, H.
Nord, Karl	Siven, Victor
Nielsen, N. C.	Sorensen, T. B. G.
Nerby, Kristian	Sutse, M.
Neddemeyer, John	Schreff, Paul
Olsen, Nils	Sim, Gunder
Oksanen, Juko	Slenman, Richard
Osterholm, J. W.	Wind, Jacob -1357
Olsen, Oswald -1059	Walder, Olsen N.
Peterson, Axel	Williams, J.
Petersen, S. J.	Walenious, Pete
Petersen, Erik -903	Zebe, G. V.
Pettersen, Karl	Packages.
Pettersen, Olaf	Hansen, John
Richendsen, Hilmar	MacGuire, O. F.
Rundblad, Oscar	Zebe, G. V.

INFORMATION WANTED.

W. A. Goodrich, who left the British ship Puritan at San Francisco, February 6, 1911, is inquired for by the British Consul-General at San Francisco.

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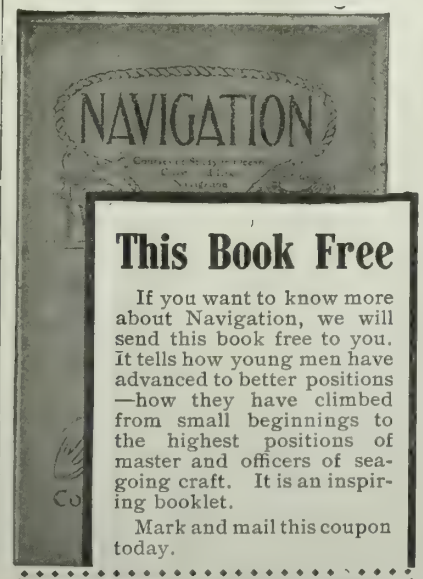
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Home News.

Secretary of War Garrison took steps to prohibit army officers from furnishing news of the department to the press.

Rear Admiral Victor Blue, chief of the Bureau of Navigation, made a plea for the weeding out of undesirable men in the navy.

Three hundred thousand bushels of corn from the Argentine Republic arrived in New York as the direct result of the removal of duty by the tariff act.

Eleven of fifteen chauffeurs employed by the contractors who handled the United States mails in New York in motor trucks were found guilty by the Federal Court of conspiring to obstruct the movement of the mails. The other four were acquitted. The men were indicted after a recent strike, during which mail automobile trucks were disabled.

Edgar Wallace, editor of the United Mine Workers' Journal, was arrested at Indianapolis on a warrant charging him with violation of the anti-trust law, in connection with the strike of the coal miners in Colorado. Wallace, lying in bed ill, waived preliminary examination and gave bond of $5000 for his appearance in Colorado to stand trial on the charge.

The House Good Roads Committee has reported a bill appropriating $25,000,000 Government funds for assistance to the States in the construction of good roads. Apportionment to the States is to be made on a basis of population, acreage and rural mileage. Each State is to appropriate for roads annually an amount equal to that allotted to it by the Government.

His sympathy aroused by the fact that nearly 20,000 poor immigrants, after having sold their little all to come to this "land of promise" were turned back at the door because the immigration law found them unacceptable, Secretary Wilson, of the Department of Labor, is preparing to forewarn all such prospective immigrants and save them, if possible, from breaking old home ties in a useless search for new ones.

The American people drank 70,000,000 gallons of whisky, smoked 4,090,300,000 cigars and puffed 8,711,000,000 cigarettes during the six months ending December 31st, according to figures announced recently by Commissioner Osborn of the Internal Revenue Bureau. The revenue collected from distilled spirits amounted to $85,862,712, the whisky tax being $16,142,854, tobacco $41,296,593, corporation tax $3,110,720, cigarettes $10,890,000, and cigars $12,270,000.

Children born to alien parents resident in the Territory of Hawaii are not eligible to entry as American citizens at mainland ports on the presumption that their territorial certificates of birth are conclusive proof of citizenship. Such is the purport of a ruling received from Washington by Secretary Mott-Smith. Territorial birth certificates have been issued ever since Hawaii was annexed by America. In the last ten years more than 1000 have been issued to Chinese and more than 6000 to Japanese children. Twenty thousand minors born of alien parents, many of whom, as they near majority, have been expecting to enter into all the rights of citizenship, are affected.

Domestic and Naval.

It is understood that the Boston Navy Yard has offered to build the navy supply ship, for which bids were recently asked, for $250,000 less than the next lowest private bidder.

It is said that although the results of the year 1913 have been still more favorable than those of 1912, the Hamburg-American Line is going to distribute the same dividend as in the previous year, 10 per cent.

The members of the crew of the missing five-masted schooner "Prescott Palmer" were picked up by a schooner which landed them at Bermuda on January 23, according to information received by the owners. The schooner was abandoned.

Captain Dean and five members of the crew of the schooner "Anna E. Banks," abandoned 500 miles southeast of Cape Race on January 18, were brought to New York on January 28 aboard the steamer "Indrana" from Swansea, Wales.

Rescued from their ice-coated sinking ship after they had given up all hope, the thirteen members of the crew of the five-masted schooner "Fuller Palmer" arrived at Baltimore January 18 aboard the steamer "Marina." The rescue was made by the "Marina" about 154 miles southeast of Cape Cod.

The British submarine "A-7," which sank to the bottom of Whitesand Bay on January 16, during maneuvers, has been located in twenty-three fathoms of water, four miles from shore. The discovery was due to a member of the crew of one of the search vessels, who noticed oil floating on the surface. A diver was sent down and found the submarine.

A freight vessel for the Great Lakes, 625 feet long and 9,000 tons, d. w., designed for bulk cargoes of coal, ore and grain, and built of steel on the Isherwood system, is now being built at Port Arthur, Ont., at the head of the Great Lakes. The vessel is constructed with complete double bottom 5 feet 6 inches deep, and side tanks of the same width to the height of the main deck stringers for water ballast and forming a double skin over this portion of the ship to a point above the deep load line.

In the fiscal year of 1912, for which figures are now available, no fewer than 2,035 vessels, of 5,163,357 tons, entered Australian ports, as compared with 1,976 vessels of 3,735,086 tons in 1905. Of the total last year, 632 steamers and 96 sailing ships, of 2,658,161 tons, were from the United Kingdom, while 358 vessels, of 456,143 tons, were of Australian register. Altogether 1,399 vessels of 3,978,322 tons, flew the British flag, while 636, of 1,385,035 tons, were of foreign nationality. The clearances aggregated five vessels, 111,957 tons.

Forty-three passengers of the steamer "Monroe" of the Old Dominion Steamship Company were drowned following a collision with the steamer "Nantucket" of the Merchants and Miners' Transportation Company, while bound from Norfolk to New Zealand, near Winterquarter lightship, at 1:30 a. m. on January 30. Captain Johnson of the "Monroe" was saved. Immediately after the collision the "Nantucket" stood by, picked up passengers from the boats until no more were to be seen, and then started for Norfolk with ninety-one persons from the sunken steamer.

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San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify Jack Rosen, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Abolin, Chris.
Abrahams, A. M.
Abramsen, Aleek
Adamson, K.
Ahlstrom, Ellis
Ahokas, I.
Andersen, -1896
Andersen, Albertinus
Andersen, Christian
Andersen, H. T. -1620
Andersen, K. J. -1890
Andresen, Samson
Andersen, S. P.
Backman, Paul
Baird, Robert B.
Baker, Geo.
Barton, W. F.
Baumert, Heinrich
Beansang, Eugene
Beck, Andrew
Behrens, Herman
Bekker, George
Belin, Erik
Bell, John
Bengtson, Lars P.
Berge, Peter
Bergstrom, C.
Berner, Axel H.
Bjorklund, Erik
Bjornsen, Conrad
Blair, Bernard
Blair, Francis Z
Blucker, John
Braun, William
Carey, Ed
Carlsen, Jack
Carlson, Gustag
Carlson, O. S.
Carlson, Oskar
Carlson, -1510
Carlson, Thurs
Carter, Sidney
Ceelan, John
Cerg, A.
Chaler, Bautista
Chernekesky, M.
Dahler, H. N.
Dahlman, J. A.
Danielsen, Dave
Danielsen, Nils
De Baere, H.
Dellas, James
Dempsey, H.
Deswert, William
Eaton, William
Edlund, Konrad
Einardt, John
Eisner, Max
Egenes, Nils
Eggers, John
Eliasen, C.
Elholm, Peter
Ellingsen, Fritjof
Erdal, John
Farrell, H. D.
Fay, F.
Finkson, Chas.
Fisher, Wm.
Fjellman, J.
Floernann, Anbert
Follan, Thomas
Gabrielsen, Peter
Gansen, H.
Gasch, Willy
Gerner, Hans
Gibbes, L. W.
Gillette, H.
Gjardahl, Soren
Glen, James
Graiff, Ed.
Grant, David
Grantley, C. W.
Grant, Wm.
Hakensson, C.
Hallberg, Herman
Hallowes, Lewis
Hall, W. I.
Halvarsen, Hans
Halvorsen, Olaf
Halvorsen, Wm.
Hannus, H.
Hansen, Alf
Hansen, Berger
Hansen, Charles
Hansen, C. T.
Hansen, C. P.
Hansen, Emanuel
Hansen, Gustaf
Hansen, Hans
Hansen, Henry
Hansen, Johan
Hansen, Thomas
Hansen, T. P.
Hansen, Walter
Hansen, Wilhelm
Hansen, W. H. C.
Hanson, G.
Hartman, Fred
Hatwyk, Ivar.
Illig, G.
Ilsemann, H.
Jacobsen, Olaf
Jacksch, Magnus
Jakobsen, Anders
Jansson, Erick
Jansen, Hans
Anderson, Albin
Anderson, Anders
Anderson, Andrew
Anderson, Abbe
Anderson, Carl
Anderson, E. -1886
Anderson, Fritz
Anderson, C. A.
Anderson, Harry
Andersson, P. A.
Anderson, Wm.
Andersson, -1781
Andreasen, Hans
Antonsen, Marius
Azaposa, D.
Blodsing, August
Blom, Gustaf
Bock, Jim
Bohmhoff, Heinr
Borgen, John
Bourns, Thos.
Bradic, Frank
Brennel, W.
Brennesser, Otto
Broberg, Charley
Brindall, Harry
Brooke, Oswald A.
Broun, Frank
Brown, Dave
Brown, Frank
Bryan, Geo. F.
Brynjulfsen, Halvar
Buchtmann, Fritz
Burgess, A.
Burnett, E.
Bushman, John
Christensen, Erling
Christensen, Harry
Christensen, L.
Christiansen, Peter
Christiansen, L P.
Clausen, C.
Clausen, J.
Coffman, Nils
Conlon, Tom
Conners, Chas.
Cransen, H.
Crosiglia, Joe
Dickens, D. W.
Digman, E. A.
Dixon, John
Doering, Erick
Doyle, Wm.
Dracar, E.
Drexel, Dan
Duglass
Ericksen, J. E.
Erickson, Eric
Erickson, Gustaf
Ericson, Edw.
Eriksen, Fred
Erland, Hans G.
Eskildson, Nils P.
Evans, Dave
Evensen, Ludvig
Ford, Chas.
Frainer, Frank
Frederich, H.
Fredrickson, Geo.
Freitag, Franz
Furlong, Peter
Griffin, Jim
Groat, Adam
Grolin, Conrad
Gronbeck, Th.
Gundersen, C. A.
Gundersen, Ole
Gundersen, P.
Gulbransen, B.
Gunther, Dick
Gunvaldsen, J.
Guthre, Raymond
Hay, James
Hedberg, Alfred
Heiberger, Morgan
Helenius, Oscar
Helgesen, Einar
Hellesten, Ingval
Hem, Jens
Henriksen, Alb
Henry, James
Hermann, J.
Hermansson, C. P.
Hesse, R.
Hewitt, F.
Heyen, Hans
Hiks, Gustaf
Hilke, Charles
Hillig, Albert
Hjorth, John
Hogan, A.
Holman, Wm.
Holt, Carl C.
Horse, Frank
Hubert, Emil
Husche, H.
Huse, Edward
Iversen, Thom.
Janssen, Heinrich
Jauncey, James T.
Jensen, C.
Jensen, Fredrike
Jensen, George
Jensen, Jens
Jensen, J. F.
Jensen, Just.
Jensen, M. P.
Jensen, Olaf N.
Jerch, Bill
Johannesen, Carl
Johansen, August
Johansen, C.
Johanson, E. A.
Johansen, H. B.
Johansen, 1081
Jorgesen, Olaf
Johanson, -1908
Johanson, -1082
Kaare, P. Juhl
Kaasik, Aug.
Kalnin, E.
Kamp, Gus
Kaiger, Fritz
Karlgren, August
Karlson, Axel
Katwik, Ivan
Keating, P.
Kenny, James
Kine, Conrad
Ladds, Axel
Lahmeyer, Herman
Lambert, Edward
Lange, Hans
Lapouble, Jean P.
Larka, Edvard
Larsen, Fred. W.
Larsen, Gus
Larsen, Johannes
Larsen, H. P.
Larsen, -1768
Larsen, -1271
Larsen, Lars
Larssen, Finval
Larsson, John
Lartowa, I. A.
Latz, Alex
Law, Harry
Laydon, D.
Lazkowski, Aug.
Leino, G. F.
Macaulay, Hugh
MacKinzey, M.
Malm, G.
Marchand, Louis
Mariner, R. W.
Markmann, Heinl
Martens, Hans
Martin, Dan
Martin, Geo. S.
Martin, Jack
Martinsen, Ingvald
Mason, George
Mathias, Albert
Mathson, Albert M.
Mattson, Chas.
Mayes, J. B.
McCarl, F. A.
Neergaard, Anton C
Neil, John
Nelsen, Hans
Nelsen, N.
Nelson, Peter
Nelson, William
Nerlicht, Arthur
Nerner, P.
Neuman, Fred
Never, Aug.
Nick, Peter
Nielsen, Chas.
Ober, John
Ojstedt, S. A.
Olavesen, Kristian
Olesen, Marius
Olman, P.
Olsen, Ole
Olsen, Charles A.
Olsen, Frank
Olsen, Harold
Olsen, Harry
Olsen, James
Olsen, Jorgen
Olsen, Olaf
Olsen, Olaf D.
Pankhurst, Thos.
Pearson, John
Pearson, J. T.
Pedersen, J. A.
Pedersen, Ole
Pedersen, P. -901
Pedersen, Vilhelm
Pedersen, -1560
Pederson, S. R.
Peil, J. A.
Person, C. -1508
Persson, Oscar
Randrop, John
Rasmussen, Emil
Rastad, Erling
Redmond, Thos.
Redpath, A.
Reek, John
Reinhold, Ernest
Remmert, J.
Ries, Heinrich
Riis, Harry
Rippe, R.
Sahke, John F.
Sahlman, Chas.
Samuelsen, I.
Sandberg, J.
Santo, Manuel
Santoz, Ben
Saxton
Schellenberg, H.
Scher, G.
Schlabis, Edward
Schneider, H.
Schrej, G. W.
Schroder, Ernst
Schroder, Hans
Schutze, Paul
Scott, Ed
Seldal, Peter
Selen, J.
Sewall, Harry
Shankat, Hans
Silverly, E.
Johansson, -880
Johansson, -1030
Johnsen, Chris.
Johnsen, Edw.
Johnson, Antony
Johnson, Andrew
Johnson, Berdines
Johnson, C. A.
Johnson, Chas.
Johnson, C. R.
Jonassin, John
Jones, Alfred
Jones, D. H.
Jorgensen, Peter
Jurishuck, O. A.
Kiocha, August
Klausen, C.
Knoph, Lewis
Knudsen, Daniel
Koch, R.
Kolt, Chris
Kramer, Fred
Krishjan, Karl
Kristiansen, Jacob
Kuhn, Jno.
Lelloren, Ole
Lester, J. O.
Lewis, Roy
Lie, Axel H.
Lill, Charles
Lindalm, Alfred
Lindeman, Otto
Linder, Victor
Line, Hjolmar
Littlestorm
Lohen, E.
Lohne, E.
Lorenzen, Henry
Lovera, Paul
Lubke, John
Ludwig, Jack
Lund, Chr.
Lundgren, Gus
Lundholm, Frans
Lundmark, H.
McCartey, P. J.
Mehrtens, H.
Mersman, A.
Meyers, Ernest
Michel, B.
Moen, Robert
Mollyhus, Ingvar
Monsen, Andreas
Monsen, Martin
Moore, C. C.
Morris, F.
Mortensen, J. B.
Muller, Albert R.
Murken, Herman
Murray, C. P.
Mushaar, Hans
Myers, B.
Nielsen, Ed.
Nielsen, N. J.
Nikander, Dan
Nilsen, Anton
Nilsen, Axel
Nilsen, Emil
Nilsen, Michael
Nilsen, Oscar F.
Nole, Sigvald
Norris, Edw.
Nurken, H.
Ober, John
Ojstedt, S. A.
Olavesen, Kristian
Olesen, Marius
Olman, P.
Olsen, Ole
Olsen, Charles A.
Olsen, Frank
Olsen, Harold
Olsen, Harry
Olsen, James
Olsen, Jorgen
Olsen, Olaf
Olsen, Olaf D.
Pankhurst, Thos.
Pearson, John
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Pedersen, P. -901
Pedersen, Vilhelm
Pedersen, -1560
Pederson, S. R.
Peil, J. A.
Person, C. -1508
Persson, Oscar
Randrop, John
Rasmussen, Emil
Rastad, Erling
Redmond, Thos.
Redpath, A.
Reek, John
Reinhold, Ernest
Remmert, J.
Ries, Heinrich
Riis, Harry
Rippe, R.
Sahke, John F.
Sahlman, Chas.
Samuelsen, I.
Sandberg, J.
Santo, Manuel
Santoz, Ben
Saxton
Schellenberg, H.
Scher, G.
Schlabis, Edward
Schneider, H.
Schrej, G. W.
Schroder, Ernst
Schroder, Hans
Schutze, Paul
Scott, Ed
Seldal, Peter
Selen, J.
Sewall, Harry
Shankat, Hans
Silverly, E.
Olsen, -511
Olsen, -754
Olsen, Otto
Olsson, Carl -1101
Olssen, Oscar
Olsson, -1187
Olsson, Gustaf B.
Orman, Verney
Olsen, Olair S.
Olsson, B.
Olsson, Ernest
Opitz, Gustav
Otchem, J.
Owens, Peter
Peters, J.
Petersen, A. -1442
Petersen, H. A. R.
Petersen, Olaf
Petersen, Peter G.
Petersen, P. G.
Peterson, Paul
Peterson, S. B.
Peterson, -1558
Pettersen, Sigurd
Pomer, A.
Poulsen, Jens
Rivera, John
Roberts, J.
Rokus, J.
Roscheck, Paul
Rosenquist, A.
Rudebeck, Otto
Rundquist, O.
Rusberg, H.
Russell, Jim
Rydelius, Rolf
Skedsmo, Amandus
Skellerup, A.
Slettingdalen, Einar
Smith, Archie
Smith, G.
Smyth, Wm.
Soneson, Wm.
Sorensen, Chr.
Sorensen, Ed.
Sorensen, James
Sparch, Tom
Spark, A. V.
Stangeland, P. A.
Stein, Emil
Stewart, James L.
Stolt, Anders
Strom, Leonard
Stuart, James G.
Sullivan, Axel
Sullivan, John
Sundholm, Frans
Sundquist, W. W.
Svensson, M
Talvola, Gust
Tamisar, P.
Tanberg, Einar
Thode, Ernst
Thompson, Ch.
Thomasen, Benjamin
Thorkilsen, Jonas
Thorsen, Jens
Thorsen, Otto
Thorsen, Th.
Uesair, M.
Valtti, Jalmar
Van Bruen, J.
Van Katwyk, J. W.
Wahl, Robert
Wall, Erik
Wattgren, I. M.
Wedestrand, T.
Wenneck, Andreas
West, Henry
Westman, A.
Zeckel, Walter
Zoe, Francis
Svinding, Knut
Svinding, Peter
Tiller, E.
Tollefsen, Andreas
Tollefsen, Hans
Tommola, Vaino
Torstensen, C.
Torvik, Olaf
Trede, Hans
Tvede, Jens
Tydeck, Carl
Void, O. P.
Voss, Bernhard
Williams, Seth
Willkas
Wilson, J.
Winther, John
Wirta, John
Wittenborn, Hans
Zoe, Frank
Zoerb, Walter

PACKAGES.

Apply to Secretary of Sailors' Union of the Pacific.

Andersen, E. -1739
Anderson, A.
Anderson, Victor
Balda, A.
Berg, John
Bjorseth, Knut
Buas, Tomas
Christoffersen, Olaf
Christensen, Robert
Christoffersen, C. C.
Ellefsen, Otto
Ellis, J. H.
Fagerli, Ott.
Gasman, Geo. A.
Guldbrandsen, Jack
Hansen, Chr. M.
Hansen, H.
Hansen, Karl
Hanson, Marins
Haugen, Lars
Heiberger, Morgan
Hendriksen, H. -1333
Hillig, Albert
Ingebrigtzen, Olaf
Iversen, Reidar
Johnsen, George W.
Johansen, J. J. -2021
Johanson, Nils A.
Jorgensen, Jorgen
Jorgensen, Oluv
Klette, Ernst F.
Kristiansen, Jacob
Krogsett, Svend
Laydon, D.
Lindroth, Erik
Lorin, A. L.
Madson, Olaf
Malm, G.
Mansen, Martin
Markley, Paul
Martensen, J. C.
Nelson, Hasmund
Nielsen, E. S. -1116
Nilsen, Emil
Olsen, -1244
Olsen, Carl -1101
Olsen, Henrik
Petersen, Henning
Petersen, K. -1598
Petersen, Olav
Raasch, O.
Rasmussen, E
Rathke, Reinhald
Reimer, Peter
Rimmer, Chas.
Roslin, Robert
Smith, E.
Summers, James
Thorsell, Chas.
Thorsen, Jens
Torkildsen, Jonas
Trondsen, J. M.
Van Pratwijk, Johannes
Wakely, R. E.
Walters, Albert B.
Willander, -876
Willmann, Wilhelm

INFORMATION WANTED.

Johannes Puun, born in Oesel, Arensburg, Russia, supposed to be sailing on the Pacific coast, is asked for by his mother. Anyone knowing his whereabouts please notify A. Lepp, Sailors' Union, San Francisco.

Any one knowing the whereabouts of John Burke No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

William Fayette White, whose mother died recently, is inquired for by his brother. Anyone knowing his whereabouts please address S. A. White, 106 W. Salem Ave., Roanoke, Va.

William McGrail, of Baltimore, Md., who sailed on the Atlantic and Gulf Coasts as cook for a number of years, is inquired for by his brother, George McGrail, 603 Decatur street, New Orleans, La.

Francis Robert Bassett, a native of England, last heard of in San Francisco, Cal., in 1901, was well known around the water front as "Liverpool Frank." Any information regarding this man will be gladly received at the office of the British Consulate, San Francisco, Cal.

George Albert Vaughan, age 47, of Handsworth, Birmingham, England. Was in New York City in 1902; worked as steward on New York and South American boats. Important. Address, Rev. R. C. Cookson, 96 Monroe street, Brooklyn, N. Y.

Fritz Rohnstock, a fireman on the Coast steamers, is inquired for by his relatives.

Arthur Griffith, alias Simmons, a British subject age 28 years; 5 feet 6 inches in height, fair complexion, stout build, blue eyes, top false teeth, clean shaven, who is believed to sail on a coasting vessel between San Francisco and Portland, is inquired for by H. B. M. Consul-General. Anyone knowing his whereabouts please notify the British Consulate-General, San Francisco.

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December 31, 1913:

Assets	$56,823,600.56
Capital actually paid up in Cash	1,000,000.00
Reserve & Contingent Funds	1,807,404.18
Employees' Pension Fund...	166,570.12
Number of Depositors.....	64,639

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San Francisco.

Andersen, C.	Johansen, Amiel
Anderson, Wm.	Johanson, Herman
Burman, Andrew	Larsen, Julius
Carlson, Arthur	Larson, C. L.
Carlson, Eric	Lizs, Otto
Cefalia, Vinzenco	Pinner, Robert
Erikse, Johan	Portanen, Alex
Ericksen, E. John	Petersen, F. V.
Hagen, L. P.	Swanson, John
Johanson, E. O.	Widlund, O. E.
Jeschke, Hans	Walrath, G. O.

Seattle, Wash.

Abolin, Adam	Osterlund, Albert
Borgen, K. Sigurdsen	Olsson, Sigfrid
	Peterson, Andrew K
Dahl, Ben.	Phister, Albert
Fister, Johannes	Polhome, Mr.
Finnigan, I. H.	Ridderstaff, Ernest
Hagen, Gunder	Rye, F. M. J.
Jensen, Gustav	Selback, Chris.
Johansen, Ingvald	Slinning, Rasmus O
Johnson, Axel	Spellman, Tom.
Nelson, Nels Wilhelm	Starks, John
	Stein, George G.
Larsen, Fred	Stixrud, Jack
Magnuson, P. A.	Stromsness Oscar



Capt Chas. J. Swanson

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Hatter and Furnisher
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Pt. Townsend Letter List.

Andersen, E. T.	Mertz, George E.
Alango, John	Nachtigall, H.
Hermansen, L.	Rosbeck, Gustaf
Johansen, John	Shold, Chas. A.
Johnson, Ole	Varner, C.
Moore, George	Wilson, Gus

INFORMATION WANTED.

A. J. Nielson, who was injured on the "Minnie E. Kelton" at the time of her loss, please communicate with H. W. Hutton, 527 Pacific Building, San Francisco, Cal.

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INFORMATION WANTED.

Nils Johnson, who was wrecked in the American bark "Oasis," Sept. 2, 1887, is inquired for by W. F. Hohenschild, Berkeley, Cal.

Marcus Andersen, a native of Norway, age 24, five feet seven inches tall, dark hair, fair complexion; sailing on the Lakes when last heard from, in 1911. Any noe knowing his whereabouts please notify Geo. Johnson, 5727 Sangamon street, Chicago, Ill.

News from Abroad.

The town of Lepanto, Greece, was wrecked by an earthquake.

Revised estimates showed the Emperor was the richest person in Germany, Frau Krupp ranking third.

Jan Olislaegens, a Dutch aviator, looped the loop 67 times, turning seven complete back somersaults.

Two hundred thousand men connected with the London building trades quit work to enforce their demand for a "closed shop."

Two hundred of the leaders of the general strike of railway men in Portugal were arrested and warrants were issued for 400 others.

John Redmond declared at Ulster his opposition to all suggested changes in the Home Rule bill, declaring it would become law this year.

King Gustave, in opening the Swedish Parliament, announced that the Government would again ask Parliament to grant full suffrage rights to women.

Socialist deputies who interpellated the German Imperial Chancellor in the Reichstag on the Zabern affair were bitterly assailed by him as underminers of the throne.

The Powers decided to make an international naval demonstration in Albanian waters to enforce their demand that Essad Pasha renounce his claim to the throne of Albania.

German women presented a petition to the Reichstag asking for the right to vote for members of the Imperial Parliament. The petition was referred without recommendation.

The Radical, Liberal and Clerical members of the German Imperial Government, inspired by the Zabern incident, decided to initiate legislation to curb the police powers of the military.

The Newfoundland Government granted a concession for the use of the Grand Falls, Labrador, in the extraction of nitrogen from the atmosphere on a large scale for use as fertilizer.

The London conferense on safety at sea practically concluded its labors, setting December 14, 1914, as the time limit for the acceptance of its convention by the various countries concerned.

The chief of the meteorological observatory at Kakoshima, Japan, committed suicide because he had been criticized for failing to warn the people of their danger from the eruption of the volcano Sakura-Jima.

It was learned that the Greek Premier's tour of the European capitals was for the purpose of obtaining the assistance of the Powers to prevent a war between Greece and Turkey, of which Greece fears the outcome.

Sixteen British army officers and civilians have been summoned to answer charges in connection with the management of canteens in army barracks, and it was hinted that a scandal of tremendous proportions would be revealed.

Marines from the United States battleship "South Carolina" were landed at Port-au-Prince, Hayti, on January 30, to re-enforce the men from the cruiser "Montana," guarding foreign interests there. Captain Russell's dispatch to the Navy Department said several candidates for the Haytian Presidency were preparing to march on Port-au-Prince.

With the Wits.

Overlooked.—A bridegroom is a person who spends a lot of money buying himself a wedding-suit that nobody notices.—Dallas News.

Easy Way.—Knicker—The Administration wants to starve Huerta out.

Bocker—Then it should bring him to New York and make him buy eggs.—New York Sun.

Belying Appearance.—Editor—Did you say you evolved this joke yourself?

Artist—I did, sir.

Editor—H'm, and yet you don't look more than thirty years of age.—Punch.

Grown old in the service of his master and mistress, James was a privileged retainer. He was waiting at table one day, when a guest politely asked for a fish fork. Strangely enough, the request was ignored. Then the hostess noticed, and remarked in a most peremptory manner:

"James, Mrs. Jones hasn't a fish fork. Get her one at once."

"Madame," came the emphatic reply, "last time Mrs. Jones dined here we lost a fish fork."

James has now been relegated to the garden.—Exchange.

He was a chubby, brown-faced, bare-legged little urchin, from whom, during my vacation, I inquired the way to the nearest golf course.

"Weel," said he, "ye'll gang straight alang here till ye come to the first on yer richt, an' ye'll see a minister—I mean a sign-post," he corrected hastily, "and ye'll get the road frae it."

Thanking him for his information, I next inquired why he called the finger-post a minister.

Shuffling his feet and gazing longingly at the copper I held out to him, he stammered out, "Folks ca' it a minister, 'cos it pints the richt road but disna gang it itsel'," and he rushed off to join his companions, while I retired thinking deeply on the spread of disrespect to the cloth.—Glasgow News.

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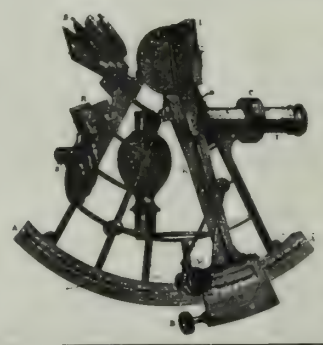
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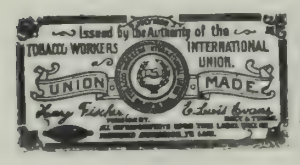
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COAST SEAMEN'S JOURNAL



FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XXVII, No. 22. SAN FRANCISCO, WEDNESDAY, FEBRUARY 11, 1914. Whole No. 2264.

FACTS ABOUT THE SEAMEN'S BILL.

The character of literature sent to members of Congress and the press by shipowning interests who are opposing Senate bill 136, popularly known as the "La Follette Seamen's bill," is calculated to misinform, confuse and mislead.

The legislative committee of the International Seamen's Union of America has therefore prepared a series of letters—giving the plain facts—to be furnished to each Congressman.

The JOURNAL has already dealt with every phase of the Seamen's bill and met and answered every objection raised by interested parties. Still, the same old vicious and misleading fight is being made against the measure by the press and it is for this reason that the letters—which are well worth reading—are presented herewith in the order issued:

The Competition Bugaboo.

Senate bill 136 is substantially a copy of H. R. 23673, which passed the House in the last Congress, except that it has a new clause requiring sufficient lifeboats for passenger vessels.

In the report of the Committee on Merchant Marine and Fisheries, May 2, 1912 (after exhaustive hearings in which all objections now urged by shipowners were given consideration), it is described as follows:

"First. It will give freedom to the sailors. Second. It will promote safety at sea. Third. It will equalize the operating expenses of foreign and domestic vessels engaged in our over-sea trade and tend to build up our merchant marine."

The shipowners have claimed that competition with foreign vessels was impossible because of the difference in cost of building and operating. They emphasize the difference in cost of operation. The last Congress equalized the building cost by admitting foreign built vessels to American register for purposes of foreign trade.

All difference in operating cost is now in wages paid. The wage cost of operation depends upon the port in which the crew is hired, not upon the flag of the vessel. It is the same to vessels of all nations hiring their crews in the same port, and engaged in the same or similar trade.

If foreign ships were deprived of certain special privileges, under which they now have the aid of our Government in forcibly retaining, or recapturing, the men secured in ports with a lower wage rate, such foreign ships would find it necessary to adopt the American standard of wages when trading to our ports. This in order to keep their crews, or to obtain new crews. Let the United States cease to be a slave-catcher for foreign ships. The certain effect will be to equalize the wage cost of operation.

"American" shipowners having money invested in foreign ships, with their partners the European shipowners, understand this to be the inevitable result of Senate bill 136. It will give real American ships proper opportunities in the foreign trade. That is why they oppose it.

Slave Laws Must Be Abolished.

In our country seamen are the only persons who may be punished for violation of a civil contract to labor, by being arrested as deserters (except in the domestic trade), detained, and finally delivered back to the ship, or sentenced to a term in prison, for the simple act of quitting the service of an employer.

Modern education and this ancient status exist together. The native American, therefore, has left the sea to such an extent that few now remain, and the white man everywhere is leaving because of the taint of slavery which extends, in its influences, even into the exempted portions of the calling.

Abolish the slave laws. Let American freedom extend to the decks of the American ship. Let American soil become free soil for seamen as it is for all other men. Then the United States will have the pick of the world's best seamen, while it is developing a much needed native personnel, a body of native American seamen owing allegiance to our flag and to none other. In short, enact Senate bill 136.

The hours of labor are discretionary with the owner and master. The seamen must work until exhausted, or go to prison for "disobedience to lawful command."

Twelve hours' work every day, seven days a week, at sea, is the minimum often exceeded. In port fifteen to eighteen hours a day, sometimes thirty to forty hours at a stretch, are required. Then the vessel proceeds to sea and, without intervening rest, the men begin their sea watches.

Men who work thus are too much exhausted to attend to safety of ship and passengers. Yet in this condition they go to the lookout, to the wheel, and to other work upon which the safety of all depends.

Men on shore demand and often get the eight-hour day and the six-day working week. Seamen ask simply watch and watch at sea (two on deck, three in fireroom) and a nine-hour work day in port, except in emergencies. Such regulations are provided for in Senate bill 136.

Efficient Crews and Boats for All.

Safety at sea, as everywhere else, depends either upon self-interest or upon law. The present insurance system and the laws limiting liability of shipowners to freight money pending and proceeds from sale of wreck has eliminated self-interest and legal responsibility on the part of the shipowners, except as noted below. Safety, therefore, can only be attained through laws compelling the necessary safeguards.

The courts in the case In Re Pacific Mail Steamship Company denied the benefits of limited liability because of the proven incompetency of the crew. Such proof is very difficult to make and the question cannot be raised until after the disaster. Shipowners avoid the whole point by organizing one corporation for each vessel, the wreck of which destroys the assets.

At present the shipowner may send his vessel to sea with a crew not one of whom, except the few licensed officers, has had any experience or can understand orders. There is now no limit to the number of passenger decks above the water line, nor to the number of passengers a vessel may carry in the domestic trade, except the conscience of the local inspector, pressed to the limit by the power and persuasion of the shipowners. Thus there is undermanning and lack of skill in the crew and, in many instances, dangerous overcrowding of passengers.

Senate bill 136 regulates this by requiring a percentage of able seamen on all vessels over 100 tons, that there shall be two such men, or men of higher rating, for each lifeboat on passenger vessels, that 75% of the crew in all departments must be able to understand orders of the ship's officers, and by basing the number of passengers upon the number and capacity of seaworthy lifeboats.

Opponents of Senate bill 136 claim that some vessels cannot carry a sufficient number of lifeboats on account of lack of space. That is true only in cases where steamers are now dangerously overcrowded. If lifeboats are necessary for a part of the passengers and crew, why not for all?

"Exemption" Arguments Analyzed.

There should be no exemption of the coastwise trade, the Great Lakes, or of bays and sounds from the privileges of Senate bill 136. The Great Lakes, for instance, have within the past few months again proven among the most dangerous waters in the world.

Rivers and harbors are already exempted. The legal meaning of the word "harbor" according to Bouvier's Law Dictionary is: "A place where ships may ride with safety." It covers, therefore, sufficiently sheltered bays and other waters.

Proximity to land, except it be river banks or harbor docks, is not an element of safety. There is the added danger of a lee shore and of crowded navigation.

"Reaching land" means beaching the vessel, and is only done in hopes of saving a few when otherwise all would perish. She may ground in from twelve to twenty feet of water, a hundred fathoms to a mile distant from land, or the shore may be steep and rocky. But a collision or a fire may make "reaching land" impossible.

On excursion steamers the greatest danger is from fire. "Beach her, put on life preservers and jump overboard" is the "safety" offered by opponents of the bill. But how can help then be given without lifeboats?

Assuming that all the "women and children first" have jumped overboard, how long can they remain in the water without perishing? Of whose children were the shipowners thinking when they urged this as a means of safety, and what children were the inspectors considering when they accepted it?

No one will claim it is safe to crowd people into a theatre or a shirtwaist factory and then lock the doors.

Is it not even more dangerous to jam a steamer full of passengers and then to send it out of the harbor without having on board the means whereby they may be taken off quickly and safely in case of need? Whether it be an ocean liner or an excursion steamer, the necessity is the same in that there should be lifeboats for all and skilled men to handle such boats. Other means are of little avail.

SERVANTS OF INDUSTRY.

A new industrial profession has seen the light in New England. The men who have adopted it call themselves "counselors on labor problems." Their aim, we are told by Robert G. Valentine, former Commissioner of Indian Agairs, who described it in a paper read before the seventh annual Sagamore Sociological Conference at Cape Cod in July, is to serve, not the employer, not the employed, but rather the industry itself. It may be best for the industry that both master and man should suffer; if this is the case, the new "servants of industry" do not hesitate to advise a course of action that will have this result. Their object, also, is prevention rather than cure; they are neither strike-makers nor strike-breakers, but rather strike-preventers. The following extracts from Mr. Valentine's paper are from a report in the Boston "Transcript" (July 3):

"It is time that the methods of science be applied to the human relations in industry; that an intelligent study and clear statement be made both on the part of employers and labor unions of what the men and women at work think and know and feel, in order that such a grasp of the situation be obtained that we can do really effective work toward securing industrial peace.

"Welfare work, trade-union investigations, governmental and philanthropic activities do not cover the ground, either because they represent interested parties, or are necessarily limited in scope, or because, as in the case of arbitration, they have to wait till the trouble arises before they can act.

"The 'counselor on labor problems' furnishes the complement to these existing activities. He is not an interested party. He may be called in by employer, employes, or the public, but he takes an unbiased stand between them. He serves the industry.

"He acts first as consultant. He advises an employer, for instance, to improve the sanitary conditions of his factory in order that his position toward the union demands may be strengthened; or he advises a group of employes to strike for the machinery of betterment rather than for particular points of benefit.

"He installs a system of records, by means of which both employers and employes may keep in touch with the relations throughout the industry; he helps in reorganizations, acting as assistant to the regular management so that the work done becomes an integral part of things and does not crumble behind him. He makes industrial surveys, assists in educational campaigns, and supplies data for useful legislation.

"His best work is thus essentially preventive, and done in advance of any dispute. In a word, he aims to reach at the source of those troubles which endanger both profits and wages. In the spirit of science he seeks to discover the true laws of the industry that he may place them at the service of his client, whether that client be the man who must earn profits or stop, or the men and women who must have opportunity to earn at least living wages."

DEATH RATE IN OCCUPATIONS.

Dr. Jacques Bertillon, formerly chief of the Paris Department of Statistics, has published a study of mortality in the different vocations, dividing them into five groups according to their particular causes of death: employments exposing the workman to (1) alcohol, (2) lead-poisoning, (3) organic waste, (4) the weather, and (5) confined positions. These five groups are subdivided into a hundred distinct vocations. The principal causes of mortality prove to be alcoholism, diseases of the lung, heart, liver and nervous system, diabetes, suicide and accidents.

Most healthful are those vocations carried on in the open air, provided they permit movement, those restricting freedom of movement, though carried on in the open air, are harmful. Trades exposing the workmen to alcohol and to lead-poisoning are the most dangerous.

Mortality is lowest among railway enginemen, wood-sawyers, teachers, attorneys and clergymen. It is nearly as low among physicians, pharmacists, architects, lawyers' clerks, mail and telegraph employees, commercial travelers, grocers, fruiterers, hatters, booksellers, hardwaremen, watchmakers, hosiers, tanners, masons, road laborers and servants.

Mortality is higher than the general average among public officers, office clerks, street-railway employees, gas-workers, sellers of fish and poultry, jewelers, cloth merchants, saddlers, bakers, millers, butchers, curriers, ropemakers, cabinet-makers, carters, and sailors.

Mortality is highest among day laborers, stevedores, miners, stonecutters, tradespeople, coachmen, grooms, footboys, jockeys, dealers in notions, printers, blacksmiths, tilers, glassmakers, messengers, cutlers, chimneysweeps, barbers and musicians.

Suicide is encountered in nearly all vocations, but is rare among clergymen, officers, railways, mail and telegraph employees, shipbuilders, sawyers, employees in gasworks and booksellers. It is quite rare among tanners, masons, farmers, roadbuilders, boatmen, fishermen, wheelwrights and miners. It is met comparatively often among grocers, hardwaremen, cloth merchants, coopers, hosiers, blacksmiths, glassmakers, cabinetmakers, tobacconists, notaries and lawyers' clerks, teachers, architects, sailors and gamekeepers. Suicide is frequent among brewers, tilers, dealers in notions, cutlers, hatters, barbers, tradespeople, clockmakers, jewelers, domestics, dairymen, sellers of fish and poultry, gardeners, commercial travelers, attorneys, physicians and pharmacists. All these vocations show a frequency of suicide above the average, but the highest suicide rate is found among saloonkeepers, the servants of retail storekeepers, chimneysweeps, butchers, fruiterers and musicians. The correspondent of The Journal of the American Medical Association summarizes the report in an interesting letter.

The Brazilian Minister of Marine has accepted the offer of the U. S. Navy Department to admit officers of the Brazilian Navy on board American vessels for a term of two years. The first three officers will go to the United States in April and the others will follow soon afterward.

THE IRON MINES OF LAPLAND.

The richest and probably the largest iron-ore mine in the world is located at Kiruna, Lapland, in latitude 68½ degrees north, which is about the same as the northernmost boundary line of Alaska. The climate is somewhat milder than in Alaska, and these mines are worked the year around. About 1,600 men are employed and the equipment is all of the most modern machinery obtainable. Machine tools for the repair shop, air compressors, and rock drills, and several of the largest steam and electric shovels are of American make. Orders have been placed for a large addition to their electrical-shovel equipment with an Ohio company, the machines of this latter concern having proved superior to other makes which have been used in the mines.

The plant is at present operated by steam power, the coal supply coming from England and Spitzbergen. Steam coal is delivered here for about $4.50 per ton. The electrification of the mines is in progress, and this power will be used exclusively as soon as the new power plant of the State of Sweden, now under construction at Porjus Falls, is completed. The transmission line is completed and it is expected that the power station will be ready to deliver current early in 1914. One hundred and fifty thousand horsepower will be the capacity of this station, and it will be transmitted at 78,000 volts over a distance of 150 miles. The State railway between Kiruna and Narvik is being electrified and will be operated from this station. The ore is shipped from Kiruna to Narvik on the Norwegian coast by rail, and from there by water to Germany, a small percentage finding its way to other countries. The equipment is being rapidly increased and will soon be sufficient to ship more than 10,000,000 tons per annum.

Up to the present time about 25,000,000 tons of ore have been shipped. The ore is magnetic and contains from 53 to 68½ per cent. iron. Owing to the comparatively large content of phosphorus it was impossible to utilize it until the Thomas furnace was developed.

The height of the summit of Mount Rainier, Washington, has been determined by the United States Geological Survey to be 14,408 feet above mean sea level. This elevation now officially displaces the former supposed height of the mountain of 14,363 feet and accords to Mount Rainier the distinction of being the second highest mountain peak in the United States, Mount Whitney, California, being the highest. The correct height of Rainier was determined by a party of topographic engineers of the survey in connection with the mapping of the Mount Rainier National Park, which was completed last summer.

The original autograph journals kept by Captain Scott throughout his Antarctic expedition, including those carried with him to the pole in which his last "Message to the Public" was written, have been placed by Lady Scott in the British Museum. The trustees have authorized the exhibition of the journals in a temporary case in the department of manuscripts.

Demand the union label upon all purchases!

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Executive Council Decisions.

At the last meeting of the American Federation of Labor Executive Council, President Gompers and Secretary Morrison made an extended report of work done and work in hand on behalf of the striking copper miners. These officials were instructed to immediately issue another appeal to affiliated unions for further financial assistance to the copper miners. Acting on the power given it by the last convention, the Council ordered that a one cent assessment be levied for organization purposes among the women wage workers. It was also decided to give effect to resolutions directing the Council to prepare a series of bills to be presented to Congress which will have for their purpose the providing of work for unemployed by the government along the lines suggested by the Executive Council in its report to the Seattle convention. It was decided that the officers of the Executive Council, who are officers of their international unions, write to their local unions requesting the officers to communicate with their Senators and Representatives urging the support and passage of the Bartlett-Bacon bill. The resident members of the Council were empowered to take such action as they deem fit to amend the Sherman anti-trust law. Numerous subjects were referred to President Gompers, Secretary Morrison, subcommittees, the resident members, and the legislative committee, and numerous questions of interest to affiliated organizations were taken up. The following other proposals were among those acted upon favorably: Aiding the establishment of a federation agreement between all unions in a given industry to the end that these organizations may act jointly in matters offensive and defensive. To support every measure having for its purpose the decreasing of preventable disease. Rural credit system. Calling on teachers to organize and urging State bodies to extend use of free text-books and improve their quality. The establishment of free legal advice bureaus wherever possible. An eight-hour day and one day rest in seven. Asking the Industrial Relations Commission to investigate strikes on the Illinois Central and Harriman lines. To continue the appropriation to the Women's Trade Union League. Appropriate $500 to Canadian Trades and Labor Congress for legislative work. Notified Hatters that support in their suits will be continued. Against the extension of militarism in the United States in any form. Against present contract system in the handling of mail and urging an increased number of safety appliance inspectors. Requesting the Secretary of the Treasury to prescribe necessary regulations for the enforcement of the present convict labor law. Extending functions of parcel post to include work now done by express companies. Favoring uniform legislation, regulating advertisements for workers during strikes. Debarring employment of white women or girls in establishments controlled by Chinese or Japanese. Loaning postal savings deposits to the people, preferably to wage earners and farmers trying to secure homes. Favoring bill requiring railroads to equip their roads with automatic stop systems and the government pay overtime for work over eight hours. To secure an amendment to existing law which will make it obligatory to give railroad men twenty-four consecutive hours' rest during every period of 168 hours. Saturday half-holiday for navy yard employes. Old age pensions along lines recommended to last convention by Executive Council.

Plan to Bar Asiatics.

In response to a request by Chairman Burnett for comment on the Raker bill, which provides for Asiatic exclusion, Secretary of Labor Wilson, of the Department of Labor, writes that the problem would be solved if Congress raised the standard of admission so as to include in the list of excluded aliens those persons not able to pass the physical tests required of recruits for the United States army. "Inasmuch as the vast majority of the present-day immigrants must earn a livelihood, if at all, by performing manual labor," says the secretary, "I see no reason why the standard should not be raised to this point." The letter states that if we fail to legislate against the Asiatics, as Canada has done, in a far more drastic manner, we tacitly invite these peoples to our shores. Mr. Wilson further says that there is a concerted movement throughout India and elsewhere to gain admission to our country, which, if not checked, will affect not only California, but other portions of the country, "as climatic and industrial conditions in the southern States and other sections of the Union offer an extensive field for a people who can come in practically unlimited numbers." Since 1899, exclusive of those from the Philippines, 6656 Hindus entered the United States, and the secretary declares that "it would seem to be a question of probably only a short time before the United States immigration officials will be confronted with problems growing out of increasing immigration of Asiatic laborers from countries other than China, Japan or India." Chairman Burnett is also informed that the Department of Labor was notified last spring that 6000 or 7000 from the Philippines were ready to start for here at the first sign of the open door.

Refuses to Leave Town.

John Luthringer of Jersey City, N. J., organizer of the International Association of Machinists, was visited by a delegation of business men of Claremont, N. H., who notified the unionist that: "The residents and business interests of this town do not want you or any other labor organizer in the township. We strongly request that you leave the town at once, as you will not be allowed to proceed in your work of organizing." The chief of police is in sympathy with this plan and notified Luthringer that he would not be allowed to speak in the public square. The machinist notified the police officer that he would speak wherever he chose in accordance with his ideas of free speech, and in reply to the business men declared he would stay

(Continued on Page 11.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeland Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts Maritimes de France, 33 rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S, Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federacion Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

An international congress of woodworkers is to be held in Vienna on August 20, 1914.

"De Uitkijk," the organ of the Dutch Seamen's Union "Volharding." will in future appear in an enlarged form.

A decree issued by the King of Belgium commands the introduction of wireless telegraphy on board Belgium ships.

The strike of the permanent maintenance of way men on the Cheshire Lines Railway (England) came to an end by the men returning to work.

The coal trimmers in the Hull docks and the coal exporters there have settled their long-standing differences to the satisfaction of both parties.

Out of 49 German trades unions of which the membership figures for the third quarter of 1913 lie before us, 19 show a decrease in membership. These 49 unions (including agricultural laborers and domestic employees), contained 2,595,339 members at the end of the third quarter of 1912; against this number, at the end of the third quarter of 1913 there were only 2,575,663 members. The decrease amounts to 19,676, or 0.75 per cent.

The ships' boiler cleaners in Hamburg have succeeded in pressing home their demands, that in winter they shall begin work on board ship at 7:30 a. m., and need not report themselves previously for the carrying of tools, etc., at the workshop of the employers. They succeeded in securing this result by means of several actions in the Trade Court, in which they were supported by the tariff agreement, which has been drawn up with the employers.

The influx of foreign labor into Denmark shows an increase from year to year. During the past summer (1913) there were 12,632 foreigners engaged in manual labor in this Kingdom, 2,675 men and 9,957 women. Of this number 94 per cent. were employed in agricultural pursuits, the remainder principally by brickmakers; 9,478 came from Austrian Poland and 2,869 from Russian Poland. The total number of such immigrants in 1912 was 11,957. These foreigners come to Denmark in the spring and, as a rule, return to their homes at the approach of winter, very few remaining permanently. Almost two-fifths of the foreign element are employed on the islands of Lolland and Falster.

The famous Brooklands agreement, that tariff agreement which for more than twenty years has controlled the relationships between employer and worker in the English textile industry and has gained for this trade the name of a "model school of social peace," has suddenly broken down. The spinners and combers have withdrawn from the agreement because of the untrustworthiness of the employers. There is no longer anything in the shape of a tariff agreement to prevent the workers in the English textile industry from being involved in strikes or lockouts. The agreement spoken of also played an important part in the big strike of the London dockers in 1912, as the Government, acting as intermediary, thought that in this agreement they had found a means of preventing as much as possible, sudden strikes from breaking out in the future in the London docks.

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MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

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INFORMATION WANTED.

Andrew Wilne, native of Dundee, Scotland; about 28 years of age, dark complexion, last heard of about nine years ago, sailing as steward, also as fireman, is inquired for by his relatives. Address A. S. Milne, 1122 Rose street, Grandview, Vancouver, B. C.

Nils Edmund Johansen, a native of Tansberg, Norway, aged about 50, last heard of at Melbourne, Australia, is inquired for by his brother. Address, Martin Johansen, 839 Centennial avenue, Alameda, Cal.

Charles Harold Allen, who has served as an apprentice in a British ship, age about 21 years, medium height, brown hair, last heard of in San Francisco November 9, 1911, is anxiously inquired for by his father. Please notify British Consul-General at San Francisco.

INFORMATION WANTED.

Adolf Theining, a native of Vannersborg, Sweden, is inquired for by his mother. Address, Coast Seamen's Journal.

Walter Jorgesen Clang, born in Aaland Yetta, Ostro Yetta, is inquired for by his uncle, John Clang. Address Coast Seamen's Journal.

George Alfred Hall, last heard of on the Sch. "Sehome" in June, 1913, will please communicate with his brother, Walter Hall. Address 790 18th street, Oakland, Cal.

Rudolph Kurella, born January 5th, 1868, at Grabowo, Germany, is inquired for by the German Consul-General at San Francisco, Cal.

Oscar Osolin, John Lind, M. Elone, John Anderson, Thomas Pukki, Alex. Tuominen, Chas. Grouberg, who were on board the steamer "Fifild" April 7, 1913, please communicate with the Coast Seamen's Journal.

Anyone knowing the whereabouts of John Owens, age about 24, last heard of in Sydney on the barque Misbeck, November, 1912, please communicate with Coast Seamen's Journal.

Lasker Munter, of Spokane, Washington, born 1884, left home in 1903, is inquired for by his father, Adolph Munter, Spokane, Washington.

San Pedro Letter List.

Andersen, Martin -1894	Leino, G. F.
Andersen, Ole	Loining, Herman
Andersen, C.	Larsson, Axel
Anderson, Gust	Lundquist, A.
Anderson, O.	Makinen, K.
Andersson, E. -1762	Moe, John M.
Anderson, Ole	Muller, W. -2039
Askvik, Torgersen Ed	Marcas, B.
Anderson, S.	Morris, F.
Ahlstrom, A. -1748	Miller, Wm
Anderson, A -1045	Miller, John
Anderson, George -1812	Mayers, P. M.
Anderson, Mr.	Mikkelsen, Harald
Ryberg, Nels H.	Nordin, Gus
Baardsen, George	Neuman, A. E.
Bergh, Borge	Nordberg, H.
Bringsrud, Harald	Nielsen, J.
Behrsin, Jacob	Ohlund, Chas.
Collins, E. F.	Olsen, Otto -872
Coolan, John	Olsen, A. -759
Clemmensen, C. M.	Olsen, W.
Carlson, Walter	Olsen, Skutar
Carlson, Julius	Owen, Fred
Carlson, Gust W.	Olsen, Marius
Carlson, Gustif	Olsen, Olav
Doyle, William	Peterson, H. -1064
Dallman, Hugo	Pagel, Erwin
Durara, Ciso	Pihkip, K.
Dreger, Jack	Petrow, A.
Ekholm, F.	Parsson, Herman
Eriksson, C. -333	Peterson, Oscar
Gunther, Dick	Persson, H. W.
Gronlund, Oscar	Faulsson, Adolf
Glasse, Gust	Pedersen, A. -1564
Gatz, Rudolf	Petersen, Aage
Hansen, Jacob	Pedersen, Peder
Hogstrom, Axel	Phillips, K.
Helneg, Hans	Petterson, C. -1287
Hedenskog, John	Paul, Peter G
Hogan, Mr.	Rydberg, A.
Hovi, Andrew	Rommerdahl, Knud
Hengst, Otto	Rajala, Victor
Hansen, Herald	Roth, Svend
Hansen, Johannes	Repson, Ed.
Hellenius, Oskar	Rudowitz, H.
Iversen, Iver	Rignell, J. V.
Jansson, John -2203	Sandy, Oskar
Jacobsen, Alfred	Sander, A. J.
Johnson, J. H.	Samuelsen, Victor
Jacobsen, A.	Sjostrom, Gust
Johnsen, George	Seirewaag, Halvor
Jago, Charles	Schreff, Paul
Jarawo, J. A.	Senger, G.
Johnsen, Gunner	Swenson, Axel
Johnson, J -2266	Schultz, Axel
Johansson, C. A.	Soderlund, Uno
Jorgensen, Jorgen	Sparkes, A.
Jorgensen, Fred	Sellers, Wm.
Jensen, Jens B.	Sanders, Chas.
Johanson, Algot	Sievers, G. P.
Johnson, J. A. -1659	Thogersen, Peder H.
Johnson, Nels	Thorn, Arvid -70
Kalnin, J.	Tamisar, P.
Kalnin, E.	Torgensen, Anton
Kallberg, Arvid	Wahl, J.
Laine, W.	Wilhelm, Ewald
Lundquist, A. -1352	Wolter, John
Lauritsen, Geo.	Westvik, Johannes
Lindholm, Erik A.	Zoe, Frank
	Zorning, A.

Honolulu, H. T.

Andersen, E. K.	Kayser, C.
Anderson, A.	Kolsed, G.
Anderson, Fred	Karlson, Oscar
Austin, Frank	Kjasskaaids, Hans
Andowitz, H.	Lyststrom, S.
Beinink, H.	Langan, Robt.
Bjorkman, C. H	Lehtinen, Ernest
Brown, H.	Lundberg, I.
Clancy, James	Munchneck, W.
Chrisansen, Anton	Nilsen, Nils
Ericksen, E.	Nordling, C.
Edgerton, J.	Nilsen, C. O.
Ehleit, August	Olsen, O.
Havur, F.	Olsen, Andrew
Hansen, Jorg	Olander, Carl
Hanson, Max	Paty, G. W.
Hapstad, Sigurd	Peron, E
Hansen, Christ	Schneider, H.
Irwin, Robert	Sandersen, O. F.
Ivars, Carl	Stenraas, A. W.
Johnson, O.	Slattery, Wm.
Jackisch, Magnus	

INFORMATION WANTED.

Fred (Albin) Swanson, a native of Malmo, Sweden, aged about 25, is inquired for. Address, Coast Seamen's Journal.

Johannes Larsen, age 22, born in Fitje, Norway, is inquired for by his brother, Ingolf Vestrick. Anybody knowing his whereabouts please notify his brother at 9 Mission street, San Francisco.

Fred W. Larsen is inquired for by his brother John. Anybody knowing his whereabouts please notify Chas. Hammarin, care Fishermen's Union.

Fritjof Ellingsen, age 32, a native of Drammen, Norway, he was short, heavy set, dark hair, parted in the center, and good looking. Anybody knowing his whereabouts please notify Ed Knach, 171 Clipper street, city.

Andrew John Anderson, who left Aberdeen, Wash., on lumber barge Washtura for San Francisco, is inquired for. Any one knowing his present whereabouts please notify Mrs. Anna Anderson, Aberdeen.

John Rebbetad, who was in the steamer A. F. Lucas in November, 1911, is inquired for by his brother. Address, Coast Seamen's Journal.

Pacific Coast Marine.

The Seattle Construction & Drydock Company has issued a denial of the story that the yacht "Cyprus" has been refused by her owner on account of lack of stability.

The board of army engineers has approved the inner harbor plans at Richmond, Cal., the Government to pay for dredging. The cost of the project will be $2,000,000.

Production of oil in California for 1913 amounted to 98,000,000 barrels as compared with 86,450,767 in 1912. Valuation for 1913 output is $50,000,000 compared with $39,213,588 in 1912.

The investigation conducted at Portland by the United States Inspectors into the collision of the steamer "Northland" and the Belgian barque "Kaisai," resulted in a finding that no one was to blame.

A huge dry dock on the Columbia River between Portland and the sea was provided for in a bill introduced in Congress January 14 by Senator Chamberlain. The appropriation suggested was $2,500,000.

Senator Bankhead of Alabama has introduced a bill in the Senate appropriating $300,000 for construction of a revenue cutter to be stationed on the Pacific Coast. Other cutters for the Gulf of Mexico and the Atlantic are authorized in the bill.

The steamer "Pectan," which has been ashore on San Miguel Island since January 24, was gradually moved to deep water during the past week and arrived at San Francisco on Sunday, February 7, apparently in good condition.

Congressman Raker has notified the Humboldt Chamber of Commerce that the Rivers and Harbors Committee recognizes the necessity of appropriating $500,000 to complete the jetty work at the entrance to Humboldt Bay. He feels certain the appropriation will be included in the bill which it is considering at the present time.

Submarines H 1 and H 2, convoyed by the monitor "Cheyenne," left San Francisco on February 6 for southern waters, where they will engage in maneuvers. The collier "Justin" and the new electrically operated collier "Jupiter" are at California City, the former already coaled and waiting Mexican orders, and the latter engaged in filling bunkers.

Laden with a full cargo of cold storage provisions, the United States naval supply ship "Glacier" steamed from San Francisco on February 4 for Mexican waters. The "Glacier" is under orders to proceed direct to the lower coast, as her cargo is required by the warships now engaged in patrol duty in the Gulf and along the west coast.

The City Attorney of San Francisco has advised the Board of Works that owners of property on the west line of the Embarcadero can be compelled to construct and repair sidewalks in front of their lots. The Board has received frequent complaints about the need of sidewalks there and it is to be hoped that there will be some action in the matter.

In distress, the Sanders & Kirschman schooner "Luzon," which was en route from Grays Harbor for Dunedin, put in at San Francisco on February 4, reporting a terrific experience in the recent storms off the northern coast. The "Luzon" encountered a severe southeast gale which caused her to pitch so heavily that the deck lashings were carried away and most of her deckload of lumber went over the side.

With 1,100,000 feet of lumber in her hold and on her deck, the steamer "Grace Dollar" steamed into Sacramento port on February 2. The "Grace Dollar" is the first ocean-going vessel since the early '60s to prove the navigability of the Sacramento River for ships of heavy tonnage and deep draft. The docking of the big ship is said to mark the beginning of a new era in the history of Sacramento's port.

The Commissioner of Immigration at San Francisco has imposed a fine of $1,000 against the Pacific Mail Steamship Company for bringing to this country ten aliens, afflicted with hookworm. The steamship company will appeal to the Secretary of Labor. The contention of the immigration authorities is that the carriers should have caused the aliens afflicted with hookworm to undergo medical inspection at the port of embarkation.

Organization of the permanent force of officials and employes to operate the Panama Canal has been intrusted to Colonel George W. Goethals, who becomes first Governor of the canal zone April 1. Under an order by President Wilson, issued at the request of Secretary Garrison and made public during the week, Colonel Goethals is authorized to make appointments and fix salaries, exercising his own judgment as to the force needed. It is estimated that the number of men will be about 2500.

The largest oil-tank steamer to fly the American flag is scheduled to be launched on Wednesday of this week at the Union Iron Works. It is the Associated Oil steamer "Frank H. Buck," named after a director of the company. According to present plans, Miss Nina A. Heilbron of Sacramento will christen the vessel as it glides for the first time into the waters of the bay. The steamer cost approximately $1,000,000 and has a carrying capacity of 62,000 barrels, having been modeled on a larger scale after the "Chanslor" and "Herrin." It will be the tenth of the Associated Oil's fleet and will ply among Pacific Coast ports. The vessel contains eighteen tanks for oil, and two cargo pumps can discharge the entire cargo of 62,000 barrels in nineteen hours. The vessel's length between perpendiculars is 410 feet.

The Sacramento River project has been favorably reported by a sub-committee of the House Rivers and Harbor Committee to the full committee. It is understood the sub-committee recommends an initial expenditure of $200,000 for flood control of the river, but no details of the recommendation were made public. The full Rivers and Harbors Committee will undoubtedly accept the report of the sub-committee, because of the merit of the project and the fact that Representative Sparkman of Florida, chairman of the Rivers and Harbors Committee, is also chairman of the sub-committee. This means that the appropriation will be contained in the next rivers and harbors bill. The full committee, however, may decide to reduce the recommendation of $200,000 for starting the work to a smaller sum.

The second of the two little steamers which have been built at Dublin and engined at Glasgow for fisheries protection service on the British Columbia coast is on her way to her station via Magellan Strait. This vessel—the "Galiano"—has just been completed. Her sister ship—the "Malaspina"—recently arrived at her home port of Victoria, B. C., after a voyage from the Clyde of 74 days. On this voyage the "Malaspina" made an average speed of 11 and 12 knots over the 15,000-miles run. She carried coal not only in bunkers but also on deck, and she called for renewal of supplies at Las Palmas, Rio Janeiro, and Lebu, Chile. After arrival the "Malaspina" ran official trials, making a speed of 13 knots in spite of the fact that she was in great need of docking and cleaning. The "Galiano" will now pass through the same ordeal of a long voyage out and trials afterward. They are vessels of 392 tons gross, and they have both been launched and completed since the end of June.

Engineer-in-Chief Robert S. Griffin, U. S. N., in a statement submitted to the House Committee on Naval Affairs January 22 announced that the Navy Department has changed its proposals for establishing a chain of radio stations to complete wireless communication between Washington and the Philippines. Wireless stations at Guam and Samoa are to be eliminated if possible and high power stations will be located at Panama, San Diego, Cal., Honolulu and Manila. The station at the Isthmus, which will be situated at Darien, will be completed, according to present prospects, in January, 1915. It is expected that the Arlington station will be able to communicate directly with Darien. Recent experiments at the Arlington radio station showed that it was able to pick up messages sent from a Poulsen arc set of radio instruments at Honolulu, and tests recently conducted at San Francisco with a Poulsen set demonstrated that messages could be sent direct from San Francisco to Washington.

Extensively remodeled and under the new name of "Admiral Evans," the former steamer "Buckman" has entered the Alaska service of the Pacific Alaska Navigation Company, according to advices received by R. J. Ringwood, traffic manager for the company. A large sum of money has been spent on the vessel. She has been converted into an oil burner and fitted with a handsome observation room forward and an observation and smoking room aft. She has a number of suites of rooms with private bath and brass beds, and, in fact is now one of the most modern coasting liners. The steamer "Watson," which is to be known as the "Admiral Watson," will operate in conjunction with the "Admiral Evans", while the steamers "Admiral Farragut," "Admiral Sampson" and the two other Admirals, "Schley" and "Dewey," soon to come out from the east coast, will ply on the run between San Francisco and Puget Sound ports, giving an increased and highly attractive service. The arrival of the "Schley" and "Dewey," which may come via the Panama Canal, is awaited with interest. It is the intention of the company to have the vessels resemble one another in appearance and they will be further characterized under the sobriquet of the "Admiral fleet."

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone, Kearny 394; (Advt.)

International Seamen's Union of America.

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THOS. A. HANSON, Secretary.
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LAKES DISTRICT.

LAKE SEAMEN'S UNION.

Headquarters:
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Branches:
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ASHTABULA HARBOR, O., 21 High St.
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MILWAUKEE, Wis., 133 Clinton St.
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DETROIT, Mich., 7 Woodbridge St., East.
SUPERIOR, Wis., 1721 N. Third St.
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SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.
PORT HURON, Mich., 517 Water St.

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(Continued on Page 11.)

Coast Seamen's Journal

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, FEBRUARY 11, 1914.

A TRAVESTY UPON JUSTICE.

Marysville, California, has jumped into the limelight.

An historic trial has taken place in that city and two native-born Americans have been found guilty of murder in the second degree and both have been given the extreme penalty—life imprisonment—because they were the principal "objectors" to the insufferable conditions which existed during the last season at the hop pickers' camp grounds on the Durst ranch, near Wheatland, Cal.

The important point in this case is that these two working men were not convicted of actual murder. They were convicted because, as "ringleaders" in a strike, they had been most actively identified in urging their fellow workers to stick together until the very modest demand of the hop pickers had been complied with.

It is true that four men (two officers of the law and two strikers) lost their lives as an indirect result of the workers' protest, but since it has been freely conceded that in this case a strike was not only justifiable but really commendable, it would seem that the responsibility for bloodshed should rest at least equally upon the shoulders of those smug pillars of society who could have easily averted all trouble by providing sufficient drinking water and establishing the most primitive sanitary conditions in the camps of the workers. That point of view, however, never became very popular in the vicinity where the trial took place.

Four men had lost their lives—two of these were mere workers, but the other two were officers of the law and one of these was exceptionally popular.

No one seems to have mourned the death of the two workers. No one has come forward to demand the prosecution of their slayers.

But a vengeful community insisted that some one must suffer for the death of the public officials. So the most unscrupulous private detectives were engaged and their instructions seem to have been to get a confession of guilt from any one, or two, or more of the twenty-three hundred hop pickers who were somewhere near Wheatland when a posse composed of men clothed with authority discharged their guns into a peaceful and lawful meeting of working people, as a consequence of which act the district attorney, a deputy sheriff and two of the workers were killed.

That the fiends who masqueraded as private detectives did their work, and did it well, is now a matter of history.

That the flimsy evidence manufactured by said hirelings failed utterly to link up the two victims, Ford and Suhr, is acknowledged by all fairminded men.

Yet, these two men were convicted—just on general principle. They were made the victims of a biased and prejudiced populace who demanded vengeance for the death of their officials. Suhr and Ford were selected as the martyrs because they had displayed the greatest courage in protesting against the barbarous and merciless treatment accorded the unorganized hop pickers.

In defense of some of the indefensible acts of the prosecution it has been claimed that these two men are "irresponsible" I. W. W. agitators—just as though that fact were sufficient to permit the machinery of the law to operate in a grossly unfair and unjust manner.

The JOURNAL has little patience with the teachings of I. W. W.'ism. But we are not so biased or prejudiced against disciples of that impossible cult as to sit idly by when that issue is manipulated by "special" prosecutors to railroad innocent workingmen to the penitentiaries.

The workers who owe allegiance to the American Federation of Labor have contributed most of the funds required to defend these men in their hour of need, and the same workers will dig down once more and see to it that these two working class victims will receive another trial—and, if possible, a trial in a community where they will have some assurance of justice!

LABOR COUNCIL PROTESTS.

The following self-explanatory resolutions were adopted by unanimous vote at a recent meeting of the San Francisco Labor Council:

Whereas, A number of alien Chinese seamen have recently been imported into the United States on board the British steamer "Bessie Dollar" under contract to be transferred in this port to the American steamer "Mackinaw" to serve as crew of the latter vessel; and

Whereas, Under the terms of the Chinese Exclusion Act, alien Chinese, except of the exempted classes, are prohibited from landing in the United States; and

Whereas, The Alien Contract Labor Law makes it unlawful to import laborers into the United States under contract there to perform labor; and

Whereas, The Federal authorities in Washington, D. C., have instructed their local representatives to permit the landing of said alien Chinese seamen in the United States and their shipment and employment as crew of an American vessel; therefore, be it

Resolved, By the San Francisco Labor Council in meeting assembled this 30th day of January, 1914, that we emphatically protest against the ruling of the Federal authorities permitting the landing in the United States of said alien seamen and their subsequent shipment upon a merchant vessel of the United States as being contrary to the Chinese Exclusion Act and the Alien Contract Labor Law, because of the Supreme Court of the United States having interpreted the former act and declared that "an American vessel is American soil," and because further, of our deep conviction that American seamen are equally with all other citizens entitled to the protection of the Chinese Exclusion Act and the Alien Contract Labor Law; and, be it further

Resolved, That copies of this resolution be forwarded to the Commissioner General of Immigration, and to each member of Congress from this State.

HIS NAME IS "EMMONS."

The commercial fishermen of Southern California have organized to urge the enactment of legislation which will be conducive to the upbuilding of the fishing industry, etc. This reminds us that at the last session of the California Legislature the statesman who represented San Pedro most emphatically objected to raising the fishing license of the Japs, because in his judgment the Jap fishermen were the only ones who would work—the white fishermen being a lot of worthless, lazy good-for-nothings. Who are the commercial fishermen of Southern California?

The foregoing was published in a recent issue of the JOURNAL, and inasmuch as the San Pedro Daily Pilot claims that it would be of interest in San Pedro to know who was this alleged statesman in the Legislature who "represented San Pedro," the JOURNAL is glad to oblige by furnishing the information.

The statesman in question is none other than Elijah A. Emmons, the Assemblyman from the Seventy-first District. The place where Mr. Emmons objected to increasing the fishing license of the Japs was the regular meeting room of the Senate Committee on Fish and Game in the State Capitol at Sacramento.

The same gentleman voted for a reactionary amendment to the Women's Eight-Hour law to permit fifty-six hours' work each week (instead of forty-eight hours) in certain cases, and when the new Women's Eight-Hour law was up for final passage he did not vote at all.

The same gentleman acted very peculiarly when the so-called Cement bill was before the Assembly. This bill, it will be recalled, was introduced for the purpose of protecting the workers' health from the injurious dust which is inhaled in large quantities by those who handle cement packed in jute sacks without paper lining. When the bill was before the Assembly on final passage, Mr. Emmons voted "Aye." But as usual there were a number of absentees and the bill failed to receive the required forty-one votes. So an effort was made to have the bill reconsidered on the following day. The absentees of the previous day had been rounded up and everything looked hopeful—until Mr. Emmons' name was called, when it was discovered that a change of heart had taken place over night, for he voted against reconsideration of the measure. In other words, Mr. Emmons was for the bill when it could not pass owing to the number of absentees. But he was against the measure when it appeared to have a fair chance of being adopted.

On the twenty-three most important roll-calls in the Assembly on labor and progressive measures, Mr. Emmons voted "bad" nine times and dodged or failed to vote six times.

So much for Mr. Emmons. If the San Pedro Daily Pilot or any of its contemporaries in Southern California would like to have the record of other "statesmen" we shall be pleased to furnish the information upon request.

Captain Henry C. Townsend of the "Manga Reva," who recently caused the arrest and conviction of several members of his crew on a charge of mutiny, was himself indicted by the Federal Grand Jury at New York for maltreating sailors on the high seas. Now we shall witness the trial of a notorious bucko, and carefully note the contrast between this trial and the one which took place recently at Wilmington, Del., where seven seamen were convicted of mutiny, mainly upon the testimony of the aforesaid bucko!

The only entirely reliable "Friend of Labor" is labor itself.

CONGRESS WILL INVESTIGATE.

The American "rule of the sword" as exemplified by recent events in Michigan and Colorado is going to be investigated by Congress. This much has at least been accomplished by the vigorous protest of Labor throughout the land. The investigation was ordered by a vote of 151 to 15, and subcommittees of the House of Representatives are already at work in Denver, Colo., and Hancock, Mich.

The resolution providing for the investigation carries authority to subpoena witnesses for testimony under oath and to require production of records and papers. Seven subjects of inquiry specified in the resolution are:

"Whether the postal services are interfered with.

"Whether the immigration laws are being violated.

"Whether citizens have been arrested and tried contrary to the Constitution or laws of the United States.

"Whether conditions have been caused by agreements and combinations contrary to law for controlling the production, sale and transportation of coal or copper.

"Whether arms and ammunition have been shipped into the fields for the purpose of excluding the products of the mines from competitive markets in interstate trade.

"Whether peonage exists or has been maintained.

"If any or all of these conditions exist, what causes led up to these conditions?"

The importance of this investigation is foreshadowed in the first annual report of the Secretary of Labor, W. B. Wilson. Mr. Wilson, in referring to the strikes in Michigan and Colorado, protests against the use of firearms and the employment of armed guards and private detectives in labor disputes, and he recommends that Congress enact legislation "within its Constitutional limitations to regulate this business in the interest of public peace and order."

It is to be hoped that the Congressional Committee will go to the bottom of things and give to the public all the facts, no matter how displeasing such course may be to the feudal barons of the twentieth century!

REWARDING (?) HEROISM.

It has been announced that Congressman Dale will introduce a bill in Washington commending the brave deed of the officers of the British steamer "Gregory," who showed splendid heroism in saving five seamen of the wrecked American steamer "Oklahoma's" crew; also that the administrators of the Carnegie Hero Fund will make recognition of their heroism, and that the officers in question have been entertained at a banquet at the New York Press Club and presented with gold medals.

All of this sounds good, but it so happens that this case of a gallant rescue on the high seas is parallel to that of the steamer "Augustine" belonging to the same company, the Booth Steamship Company. And thereby hangs a rather interesting tale. Some time ago the officers of the "Augustine" jumped into the raging sea at imminent risk to their own lives to save the hapless crew of a foundering Greek steamer, and their bravery excited universal admiration at least for the time being. The Greek government expressed the desire to recognize this fine example of heroism and informed the British Merchant Service Guild that it had been decided to confer upon Captain Forbes and the officers of the "Augustine" the Decoration of the Order of the Redeemer of Greece. In due time, the Order not being forthcoming, the Guild made official inquiries of the British government. It was then elicited that in deference to the desires of the Board of Trade and the Foreign Office, who had officially suggested, in so many words, that they did not approve of such distinguished awards being granted in such (!) cases, the Greek government had modified their decision and, instead of the Order, were substituting silver medals.

As was to be expected, these honors were very respectfully declined by those upon whom they had been conferred, not from any want of appreciation of the kindness of the Greek government, but as a protest against the extraordinary step which had been taken by the British bureaucrats.

"Distinguished awards" are evidently not the proper thing for men who merely risk their lives in saving mere seamen. If some blue-blooded earl or duke had been rescued there would probably have been no objection raised to awarding the Decoration of the Order of the "Redeemer of Greece."

After all is said and done, it is fortunate that "decorations" do not make or mar heroism, for "a man is a man for a' that."

A month's wage as a bonus was the gift which the Union Steamship Co. of New Zealand gave to the employes who remained faithful to the concern during the recent strike. Every man who stayed by the company, from captain to office boy, got a check equivalent to a month's wages. The "Makura," "Canada Cape," "Manuka" and "Willochra" were all discharged by the officers with the assistance of the office staffs.

The gift to which reference is made in the above item will bring no real joy to the "faithful." The Hessians who were sold like cattle to fight England's wars are perfect saints in comparison to the miserable creatures who for a mess of pottage fight the industrial battles of this century's capitalists. Every man, woman and child despises a traitor to his class—yes, even the plutocrat, deep down in his heart, has nothing but contempt for the poor weak tool who fawns and crawls at his feet for the sake of currying favors and a possible extra month's pay.

William Jennings Bryan failed to persuade the California Legislature to suppress Anti-Asiatic legislation. Still, he seems to have been quite successful in bluffing Congress to keep "hands off" the subject. Roosevelt ceased to be a popular idol in the West when he began his championship of the Mikado's subjects. Bryan will likewise discover ere long that the Asiatic exclusion issue is not a dead one by any means. The people of the Pacific Slope differ upon many subjects, but they are fairly unanimous in agreeing that the statesmanship which would create a race of mongrels is bound for a fall—mushy Mongolian-loving sentimentalists to the contrary notwithstanding.

A bill for the abolition of all private employment agencies is fathered by the Washington State Federation of Labor. In California the annual receipts of private employment agencies exceed $400,000. The fees collected from jobless wage-earners grow from year to year, because California's Supreme Court has held that it is "unconstitutional" to place a limit upon the amount exacted from job-seeking workers by the sharks who conduct employment agencies. Is it not nearly time to change our Constitution?

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Feb. 9, 1914.
Regular weekly meeting called to order at 7 p. m., Comrade D. W. Paul elected chairman. Secretary reported shipping slack. D. W. Paul was elected delegate to the Labor Council, vice C. Nielsen. Shipwreck Benefit was ordered paid to four members of the crew of the barkentine "Hawaii."
JOHN H. TENNISON, Secretary pro tem.
84 Embarcadero. Phone Kearny 2228.

Victoria, B. C., Feb. 2, 1914.
Shipping dull.
ARCHIE KING, Agent.
Old Court Rooms, Bastion Square.

Vancouver, B. C., Feb. 2, 1914.
Shipping and prospects poor.
W. S. BURNS, Agent.
N. E. corner of Hastings and Main streets. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Feb. 2, 1914.
Shipping dull; prospects uncertain.
H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, Feb. 2, 1914.
Shipping and prospects poor.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Feb. 2, 1914.
Shipping and prospects fair.
J. PEARSON, Agent.
P. O. Box 6. Tel. Main 557.

Portland Agency, Feb. 2, 1914.
No meeting. Shipping dull; prospects poor.
G. A. SVENSON, Agent.
P. O. Box 2100. 51 Union Ave. Tel. East 4912.

Eureka Agency, Feb. 2, 1914.
Shipping and prospects poor.
JOHN ANDERSEN, Agent.
227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, Feb. 2, 1914.
Shipping fair; prospects poor.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Jan. 26, 1914.
Shipping and prospects poor.
JACK EDWARDSEN, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Feb. 5, 1914.
Regular weekly meeting was called to order at 7 p. m., Ed. Andersen in the chair. Secretary reported shipping improving. The full Shipwreck Benefit was ordered paid to two members of the barkentine "Hawaii" and the schooner "Ed. R. West" respectively.
EUGENE STEIDLE, Secretary.
Kearny 5955.

Seattle Agency, Jan. 29, 1914.
Shipping slow; plenty of members ashore.
LEONARD NORKGAUER, Agent.
Grank Trunk Dock, Rooms 203-205. P. O. Box No. 214. Phone Main 2233.

San Pedro Agency, Jan. 29, 1914.
No meeting. Shipping fair; plenty of members ashore.
HARRY POTHOFF, Agent.
P. O. Box No. 54.

Portland Agency, Feb. 2, 1914.
No meeting. Shipping fair; prospects better.
THOS. BAKER, Agent.
27½ 2nd St., Bickle Bldg., Room 10. Phone Main 9731.

DIED.

Johan Sparre, No. 764, a native of Finland, age 41, died at San Francisco, February 6, 1914.
Beatiste Chaler, No. 1099, a native of Spain, age 32, died at Stockton, Cal., February 3, 1914.

WIRELESS TIME FOR ALL.

All of the important countries of the world have now adopted the zone-system of time, based on Greenwich observatory as a center, the time in each zone differing by just one hour from that in the next. The earth's surface contains twenty-four of these zones and the well-known railway-time zones of the United States—"central time," "eastern time," etc.,—are parts of the system. With a time-system that is now for the first time world-wide, it becomes increasingly important that the time should be widely and accurately distributed. This is generally done at present by telegraph, and the accuracy of the distribution leaves much to be desired, we are told by Commandant G. Ferrié of the French Navy, who writes on the subject in the "Revue Scientifique" (Paris, July 19). Says Commandant Ferrié:

"The principal disseminating agents of the time are the railways and the telegraphs, for which the knowledge of the precise time is particularly necessary. The principal centers of administration receive the time directly from the neighboring observatories, by telegraph or telephone, and retransmit it in like manner to the important stations or telegraph offices. These send it again to other secondary points where special agents or watchmakers receive it and transmit it to all sorts of places, by means of watches which serve to regulate public clocks, from which, finally, individuals take their time.

"The distribution is thus made 'in cascade,' and the number of retransmissions necessary before the time from an observatory reaches any particular clock is often very considerable. The precision thus obtained is very slight, because of the accumulation of errors of the intermediaries.

"For the needs of individuals, this defect in exactitude has generally no serious inconvenience; but it is not so with public services—the railroads, for instance, where a relatively small error in time at a station might cause an accident. Navigators require still greater precision. . . . For geodesists, seismologists, explorers, etc., the precision necessary is yet greater. . . .

"The use of wireless telegraphy . . . avoids all the difficulties and solves all the problems noted above, by suppressing totally, when necessary, all the intermediaries between an observatory and any particular clock. All that is necessary is to connect the observatory with a wireless station equipped to send time-signals. . . . These signals sent out in all directions with the speed of light may be perceived on land or sea at considerable distances by any number of operators having timepieces to regulate."

This universal system of signals also, the writer goes on to say, fits in particularly well with the new world-wide time-zones. In fact, the recent international time congress decided that, beginning on July 1 last, time-signals by wireless should be sent out in the same manner throughout the civilized world. Time-stations have been especially recomended to compare and mutually adjust their signals, so that, for instance, a vessel within call of two stations may not be confused by receiving these at slightly different intervals. Such comparison of times, also, makes possible very accurate redeterminations of longitude. Such a determination is now going on, the writer tells us, between the Eiffel Tower at Paris and our own great Government station at Arlington, Va., near Washington. There has been some trouble in the exchange of communications over so great a distance; but there seems to be no doubt that owing to this unification of the world's time by wireless telegraphy, not only will arbitrary time-differences be reduced to a system, but the differences of longitude of stations over the globe will be determined anew with vastly greater precision.—Translation made for the Literary Digest.

SACRAMENTO A SEAPORT.

For the first time since 1860, an ocean-going steamer has steamed up the Sacramento River to Sacramento City. The Grace Dollar, drawing, as laden, thirteen and one-half feet, is now discharging at the city water front her cargo of a million feet of lumber, shipped at Seattle.

It may be supposed, with this object lesson in view, that the same thing could have been done any Winter since 1860. That is not so. Aside from the fact that the Sacramento River is now flood-full, there is the more important fact that the channel between Sacramento and Suisun Bay is in better condition than it has been for perhaps twenty years. In the past three or four years particularly it has improved.

The injuries to navigation in the river created under present conditions are due largely to breaks in levees at flood stage, the diversion of current through the breaks, and the formation in slack water below the breaks of large sandbars. In some years there have been no such breaks below Sacramento City, the levees having yielded above this point and the diversion of flood-waters into the adjoining basins having furnished relief to the channel below.

In consequence, with the current confined within its banks, the channel below Sacramento has been scoured and deepened until last Fall—with a lower stage of water than even before—there was still increased depth for navigation. Conditions in the channel will continue to improve if the stream be confined within its banks.

Navigation for deep-sea ships would have been dangerous or impracticable in the years when large bars existed in the river; and that condition will return again if the levees below the city break in flood season.

They must eventually break with increased reclamation above Sacramento, unless, through completion of the flood control project, escapement shall be provided through the by-passes for excess flood-waters.

The trip of the Grace Dollar illustrates, therefore, not so much what the conditions of navigation in the Sacramento River are, as what they may be made by united effort in completing the flood control project. —Sacramento Bee.

"Radium banks" have been established in a few European cities. These banks possess a few milligrams of radium. They lend their radium for one day for $200 for surgical or other use. Radium salts, it is said, may be repeatedly used without losing any of their properties.

SHARK BITE.

On page 309 of the report of the Surgeon-General of the United States Navy for 1902 is the following extract from the report of the United States steamship "Annapolis":

"Vulnus laceratum (shark bite).—A gunner's mate, third class, while in bathing in the harbor of Iloilo, P. I., on June 24, 1901, was bitten by a shark, the left leg being torn away at the knee. The man had gone ashore with a firing party at 1 p. m., and about two hours later went in swimming, with the consent of the officer in charge of the party, as the men had been in the habit of doing for several days past. While about thirty feet from the shore, in a depth of water of ten or twelve feet, he was heard to give a cry and was seen to disappear for a few moments. When he arose to the surface he swam to the dingey ten feet away, and was helped into the boat. It was then seen that the left leg was gone. A tourniquet improvised of a silver match box and a handkerchief was immediately and skilfully applied by one of the men, and the dingey started off to the ship, which was distant about two miles. Upon reaching the ship the patient was taken to the sick bay, and, as the medical officer was ashore, assistance was summoned from the Isla de Luzon, and Assistant Surgeon Jacob Stepp, with his hospital apprentice, immediately responded. Dr. Stepp performed a circular amputation, the lower third of the femur being removed. On June 26 patient was transferred to United States Military Hospital at Iloilo, where he is now (July 1) progressing favorably. The wound was peculiar, the leg being grasped about four inches above knee joint, stripped down to the bone and torn away at the joint, thus leaving the lower extremity of the femur free of all tissue. Shock was very great, and during the night after the injury the patient's condition was critical, and it was necessary to resort to free stimulation and hot rectal injections of normal salt solution. There can be no doubt but that the injury was made by a shark, as on the thumb and index finger of the man's left hand there were two small triangular wounds just the shape of the points of a shark's teeth. The patient states that he remembers nothing except that he felt something suddenly seize his leg and draw him down. When seized, he evidently thrust his hand down in his efforts to free himself and caught his fingers in the shark's mouth. After the accident a native stated that three months before a man had been caught by a shark in the same locality."

At present there are 10,000 marines in active service, but since 1885 only 527 have served long enough to receive a government pension. The age of enlistment is between twenty-one and thirty-five and the term four years. The pay of the private on entering is $15 a month, which increases with service and promotion as well as deportment.

The union label is the best guarantee of a decent minimum wage. Demand it on all products!

POWER OF THE GULF STREAM.

Under the title, "Pipe Dreams on the Gulf Stream," the Engineering News introduces a review of Carroll L. Riker's book on "Power and Control of the Gulf Stream," which would seem to indicate that the News does not take seriously Mr. Riker's plan to "control the climates, heat, and light of the world" by deflecting the Gulf Stream, building for this purpose a marine dam or jetty about 300 miles long and 300 feet high. Engineers in general appear to have considered this proposition with an interest that is somewhat academic. It will be remembered that an effort to obtain aid from Congress for the enterprise has so far been unsuccessful. Says the reviewer:

"'Man can control the climates, heat, and light of the world by protecting the warm north-flowing Gulf Stream from the onslaughts of the ice-cold south-flowing Labrador current,' according to the assertion of the author of this book. The results of the intellectual labors designed to establish this assertion the author 'most respectfully dedicates to him who holds the power to physically control the world, its climates, its heat, and its light.' The dedication is not to God Almighty, as we begin to surmise, but to 'His Royal Highness and Imperial Majesty King George V.' With this introduction we hardly need a biography or portrait of the author.

"The assumptions upon which all this fabric of pseudo-science rests are stated in the preface somewhat as follows: . . . The great warm, north-flowing Gulf Stream conveys needed heat to the northern hemisphere, but is met and robbed of it but half-way there by the cold Labrador currents; and this meeting can be avoided and consequent benefits ensue by controlling the flow of the Labrador current. . . .

"Mr. Riker begins his book by a general description of the Gulf Stream, with popular but not particularly impressive figures as to the amount of water it carries and the heat it contains, compared with coal, etc. He next describes the Grand Banks off the southeast coast of Newfoundland, where the ocean bottom is known to have a depth of only a few hundred feet for many miles off shore. Over this plateau flows the cold Labrador current from the north, which meets and dissipates the Gulf Stream, causing the North Atlantic fogs; and the easing up of the currents of the two streams deposits the slit carried by the Labrador current, which has thus built up the Grand Banks. A part of the Labrador current then flows down our North Atlantic coast and is, according to Mr. Riker, responsible for all manner of bad climate, coast erosion, and other dolorous results.

"We are now prepared to receive our author's grand conception for obviating all these ills. This consists in nothing more than building a jetty from the southeast point of Newfoundland easterly for 200 miles in water only about 300 feet deep. This jetty would obviously deflect the warm Gulf Stream into deep water around the end of the jetty, while the cold Labrador current, also deflected around the jetty, would immediately sink and pass under the Gulf Stream and be lost forever in the depths of the ocean; and the warm waters of the Gulf Stream would then proceed unmolested to strike terror to the ice accumulations to the very pole itself. A jetty only 30 miles long, we are assured, would modify the climate of the coast from Newfoundland to Cape Hatteras, and modify the rigors of the cold winters; late springs, coastal fogs, and the scouring counter-currents would be avoided, and open winter harbors would unquestionably be secured north to the St. Lawrence. What a 200-mile jetty would do we leave to the imagination of the reader."

The construction of such a jetty at first glance would seem an appalling undertaking, but according to the author it is easily accomplished. The essential requirement, he says, is a backbone of riprap, and the silt deposited by the current will do the rest. The time required, he states, is two years for surveys and plans, about three years to construct the plant for handling the stone, and within three seasons thereafter the jetty would be in use. The cost is roughly estimated at $190,000,000. To quote the reviewer again:

"In a footnote the author assures us that he has 'up his sleeve,' so to speak, a much simpler plan, which is under investigation. Although not explained in this book, we will satisfy the curiosity of the reader so far as to give some of Mr. Riker's verbal explanations of this scheme, which is to anchor a huge cable or rope, of about the same specific gravity as sea-water, along the line of the proposed jetty to retard the bottom current and build up a silt jetty entirely without a riprap backbone. The cable would lie along the bottom and be kept in position by kedge anchors, which would allow it to rise from time to time as the silt bank was built up under it. This, the author says, would reduce the cost two-thirds or possibly five-sixths, or make the matter of cost a mere bagatelle of $40,000,000. . . .

"The subject as a whole certainly has interesting features, and as there are many engineers who as practical scientists like to discuss both terrestrial and celestial engineering problems for mental exercise and amusement, we cordially recommend to them a perusal of this little book. It will furnish the theme for many an animated argument in the off hours in camp and office—and be about as profitable as those arguments we are told the philosophers of the dark ages had as to the number of angels who could rest comfortably on the point of a needle."

Notwithstanding the length of residence of an alien in the United States, if he leaves the country and then returns, he is subject to the three-year deportation rule. This is in substance the ruling of the United States Supreme Court in the case of Annie Lapina, a Russian woman. After she had resided in this country seven years she left it for sixty days and then returned. She was arrested in Arizona on a charge of immoral conduct and ordered deported. At the time of the order of deportation she had been in the country less than three years since her return. The immigration officials held that she was deportable and the high court has decided that they had ruled correctly.

Demand the union label upon all purchases!

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V. A. OLANDER, Secretary.

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Milwaukee, Wis.
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Sault St. Marie, Mich.
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Toledo, O.

A FISHING SPIDER.

The following account of a South African spider that deliberately catches fish for food is contributed to nature by E. C. Chubb of the Durban Museum, Natal. His account is in the words of the discoverer of this odd creature, Rev. N. Abraham, who apparently did not communicate his observations to any important scientific body, but merely embodied them in a lecture before a local society, of which an account was published in the papers. This was in November, 1911. The spider has now been identified, Mr. Chubb tells us, as a species known to naturalists as Thalassius spenceri, and specimens of it are to be seen in the museum at Durban. Later observers report that this same spider eats, also, small frogs and toads. Says Mr. Abraham:

"In the year 1905 I was living in Greytown, Natal. One day I was catching small fish and aquatic insects for an aquarium. I was using a small net in a shallow stream. I happened to see on the edge of the water a fine spider, which I captured. On reaching home I placed my specimen in a large aquarium, where I had a number of small fish. The spider measured about three inches when its legs were extended; the body is small, but the legs are long. After being on the rockwork of the aquarium for some time it took up a very interesting position. It rested two legs on a stone, the other six rested on the water, well spread out, the ends of the six legs commanding a definite and well-defined area of water.

"Being busy, I merely took note of this attitude, and left it to its devices. After a few minutes my servant boy came into my study to say that the spider I had put into the aquarium was eating one of my pet fish. I at once went to see what had happened, and soon saw the spider on top of the rockwork, holding in its grip a beautiful little fish about four times the weight of its captor. For a moment I was startled into a strange surprise. How could this spider, which has no power to swim, catch a lively, quick-swimming fish? I looked at it in wonder, as it seemed to clutch the fish as a cat cluches a mouse. It soon began to devour its catch, and after some time had passed nothing was left of the fish but its backbone. The spider had eaten it as surely as an otter eats its trout.

"I was now anxious to find out how the spider caught the fish. That night, about eleven o'clock, when I had finished my day's work, I sat down by the aquarium to watch the spider, with the hope that I might see how the fisherman caught his fish. The spider had taken up a position on a piece of stone, where the water was not deep, and had thrown out its long legs over the water, upon which their extremities rested, making little depressions on the surface, but not breaking the 'water skin.' The tarsi of two posterior legs firmly held on to a piece of rock just above water-level; the whole of the body was well over the water, the head being in about the center of the cordon of legs, and very near to the surface of the water. After watching for some little time, I saw a small fish swim toward the stone and pass under the outstretched legs of the spider. The spider made a swift and sudden plunge. Its long legs, head, and body went entirely under the water, the legs were thrown round the fish with wonderful rapidity, and in a moment the powerful fangs were piercing the body of the fish. The spider at once brought its catch to the rocks, and began without delay to eat it. Slowly, but surely, the fish began to disappear, and after the lapse of some time the repast was over."

LIEF ERICSON'S GOLD.

Inhabitants of three little settlements on the Maine coast, Scarboro, Blue Point and Pine Point, where the chief industries have been the digging of clams, the potting of lobsters and the keeping of summer boarders, have recently become exercised over the possibility that beneath the mud that shrouds the retiring clam lies wealth enough to enrich every citizen of the locality.

There is alleged history for the belief that when the Norseman Leif Ericson discovered this continent about the year 1000, he first landed at Scarboro and that it was the stretch between there and the Kittery Navy Yard which he called Vineland.

There is evidence that the Maine climate was once much warmer than at present, and, therefore, Leif may have seen grapes growing there. Oysters, which will not now propagate in the cold Maine waters, were once abundant, as is shown by the heaps of oyster shells that the first settlers found on the islands of Casco Bay and along the coast. It is possible that the Gulf Stream then flowed much further inshore than now, giving the Maine coast climatic conditions that were semi-tropical.

Leif is said to have anchored between what is now Stratton Island and Prout's Neck, a promontory that juts out from Scarboro beach at the boundary of the mysterious marshes. Wherever he anchored his journal says that he found the Indians wearing golden ornaments which they had hammered out of free gold which they washed out of the sand surrounding certain ponds that were covered at flood tide. The theory is that these ponds were fed by mineral springs which contained sufficient chlorides to attract the gold held in solution in the sea water, and in the course of centuries to accumulate deposits of a very large extent.

Leif Ericson is said to have stayed in Maine from midsummer until fall because of his desire to ascertain just where the redmen got their gold and to negotiate with them for the working of the deposits by the Norsemen. He finally left to avoid the wrecking of his vessels by a hurricane which arose late in the autumn. The physical evidence that there was a tremendous storm some time is abundant.

It is argued that it is the washings of this storm which now cover the Scarboro gold fields beneath their layer of sand, gravel and mud.

Certainly the shore from Prout's Neck all the way along the beach to Kennebunk is composed of sand which was washed in at some time. One can dig down through the sand a little way back from the ocean and at a depth varying from ten to three feet, according to the distance from the present tide line, find a stratum of black earth which is apparently of great depth.

This black earth has been dug out and spread as a dressing on top of the present unfertile sandy soil and proved to be exceedingly rich. It resembles wood loam and is apparently the original soil which existed before the hurricane, the sand having been washed in and blown in on top of it.

The problem that is vexing the people of the immediate locality and distracting their attention from clams, lobsters and summer boarders, is how to get through the thirty feet or so of sandy mud which covers the Scarboro marsh and locate the deposits of free gold which attracted the attention of the Norsemen and out of which the Indians made themselves bracelets, anklets and chains nearly 1000 years ago.

A COMMUNITY CHEATED.

The other day the man who was known as Duke of Sutherland died. Many of the top-notchers of England exhibited symptoms of regret. Queen Alexandra sent expressions of condolence, for you must know his grace the Duke was one of the richest men in Britain. In fact, next to Nicholas Romanoff, Tsar of Russia, his grace was the largest landholder in Europe.

Here is a list of the counties in which the Duke inherited property when he stepped into his predecessor's shoes: Sutherland, 1,176,454 acres; Shropshire, 17,495 acres; Staffordshire, 12,744 acres; Yorkshire, 1853 acres.

In addition to this his grace was possessed of more castles than could be counted on the fingers of one hand.

How did the old Duke of Sutherland come to have so much land and so many houses to pass on to his son? Did he, by his own labor, build these mansions, stone by stone and board by board? Did he, by his own skill, multiply grains of earth into the magnitude of all those acres? No, you say! Then how did he come by them all, and what more moral right has the individual known as Duke of Sutherland to "own" so large a slice of England than that other individual pushing a fruit cart on Hampstead Heath known as Coster Bill?

Was it personal merit or personal ability that enabled the Duke to confiscate to his own individual use those lands that nature had manifestly intended for mankind in the mass?

No personal worth entered into the case, nor did the Duke justify by his own exertions any claim to that land superior to that of the coster's son.

No, but the Duke's ancestors, by subterfuge, by flattery, by force or by the favor of a vicious sovereign, contrived to get the cinch on their smaller neighbors and scoop their properties into the pool.

So it comes about that the strange anomaly is presented of one man being sanctioned by the law in the possession of immense estates for his own little tinpot use, who is not an individually better or worthier citizen than the other man pushing the cart, who has no land at all.

While a community tolerates such a monstrous law of possession whereby one man has acres by the million and millions of his fellows have no land at all, yet want some sorely, that community has no right to label itself sane.—The Worker, Brisbane, Queensland, Australia.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

in Claremont and try to get a living wage for the machinists through the influence of organization under the banner of the American Federation of Labor. The business men have appointed a committee to "protect the fair name and best interests of the town," and the chief of police has detailed men to watch Luthringer, who has secured fifty names to a charter application. Officers of the International Association of Machinists, located in Washington, have notified Luthringer that they are behind him, and have ordered three other organizers to this city to assist him in maintaining his rights and establishing the rights of workers to organize.

Public Ownership Opposed.

The president of the Postal Telegraph and Commercial Cable Company has sweepingly condemned the Postmaster-General's plan for Government ownership of the telephone and telegraph. This has been expected, but the angle of objection is, in effect, that the investment by the Government would be of such tremendously large proportions as to make it exceedingly burdensome. One argument used by the telephone and telegraph magnate is that the taking over of these transmission lines would involve the expenditure of $2,000,000,000, stating that this sum "is about two-thirds of the national debt at the close of the Civil War, when many intelligent men despaired of the solvency of the Republic." The president of this corporation evidently forgets that there would be some difference between the assets of the Government in making this large investment in comparison to the assets of the Government at the close of the Civil War. There will now be much publicity given to the theory that while private ownership will return vast profits, yet it will be impossible for the Government to take over these transmission lines and even make them sustain themselves. The private ownership idea, however, will only serve perhaps to delay, for a time, the absorption of these lines by the Government, but eventually government ownership will prevail.

Preparing for Next Year.

The shorter work day declartion of the A. F. of L. convention, at Seattle, has had a stimulating effect on Pennsylvania trade unionists, who are already preparing for the next session of the State Legislature, which convenes in January of next year. While the time seems rather distant, President Maurer and associate officers of the State Federation of Labor have already agreed upon a vigorous plan of action in favor of only a few bills which they will concentrate all energies to pass. This decision is the result of experience gained at the last Legislature when several meritorious bills were lost because of the efforts made to secure the adoption of nearly half a hundred laws. It has been agreed that fewer bills can be watched to better advantage. One of the most important measures that will be pressed for passage will be a child labor bill, that will provide for an eight-hour day and a prohibition against the labor of children under sixteen years of age. It will also provide for the abolition of night work in the messenger service, the glass industry, and the canneries. Boys under twelve and girls under eighteen will be barred from the street trades, and the children will be protected from becoming idlers by compelling the employer to return promptly to the issuing officer employment certificates of children who leave his establishment.

Reduce Mine Fatalities.

In his forthcoming annual report, Director Holmes of the Bureau of Mines will call attention to the general increase of interest of mine workers, operators, and the public in general in questions relating to safety in this industry. Mr. Holmes will report that "in spite of the fact that there has been a considerable increase in the amount of coal mined and in the number of coal miners employed, there has been a marked decrease in the number of fatalities and bodily injuries in mining operations." While the Bureau of Mines does not claim all the credit for this condition, the bureau's activity in securing information and investigating the question of accident prevention has stimulated both worker and operator, who, together with the various State mine inspectors, have lent their hearty cooperation in developing sentiment that will aid in the reduction of fatalities. This sentiment has resulted in the quite general establishment of mine rescue and first-aid corps or squads by mining companies wherever the Bureau of Mines' cars have done training and demonstration work, which has been making practical illustrations for the past three years, during which time 31,203 miners have been trained in the use of the necessary equipment. During the past year over 46,000 persons (mainly miners) visited the mine rescue safety cars and stations maintained by the bureau, nearly 33,000 miners attended the mine-safety lectures, and more than 5500 miners were given rescue or first-aid training.

Progress in Baltimore.

The Retail Clerks of Baltimore, Md., have started an outdoor organizing campaign that will last for several weeks. Automobiles, decorated with union banners, have been secured, and meetings are held every evening in the vicinity of large department stores. The Clerks are enthusiastic at the interest shown by the unorganized workers, both male and female, in this work, and the membership rolls are increasing daily. A new local of Longshoremen, with 112 members, has been chartered at Locust Point. The Central body has instructed its attorney to draft a bill changing methods of drawing grand jury names. The present plan is to use the tax lists, while the poll lists are used to secure names for petit juries. Under existing law property holders only are eligible to grand jury duty, and the unionists claim this hampers the enforcement of labor laws. Basters' local, No. 241, has secured an eight-hour day from the United States Tailoring Company. The plan to have weekly pay days for employes in the city engineering department is urged. Representatives of the Longshoremen's International are making a special effort to organize the colored workers employed in this industry, and the efforts are reported as successful. During the recent eight weeks' strike these colored men were among the stanchest pleaders for better conditions, and they joined the union in large numbers after the strike was adjusted.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

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FEDERATED SEAMEN'S UNION OF AUSTRALASIA

29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

Unionists of Texas are preparing to make the State law for the protection of females effective, as a "joker" of goodly dimensions has been discovered, in that no punishment is provided or that penalities can be inflicted on an agent of the employer.

Recent figures of E. W. Parker, of the U. S. Geological Survey, show that the West Virginia miners work an average of 266 days each year. Those of only two States work more days; and their output of coal is very small. In Utah they average 285 days in the year. The miners of New Mexico average 274 days, while West Virginians work 266 days.

The recent convention of the International Union of Shingle Weavers, Sawmill Workers, and Woodsmen declared in favor of an eight-hour day in the timber industry with a minimun wage of $2.25 a day. Another resolution calls for the use of ventilating fans in the mills, thereby removing dust that is injurious to the workers' health.

Recommendations for increased wages for employes of the government printing office at Washington, amounting to about $83,000 a year, is contained in the annual report of Cornelius Ford, public printer. He favors advancing the pay of hand compositors from 50 cents to 55 cents an hour, and of operatives on bookbinding machines from the present pay of 55 cents an hour to 60 cents.

By an emphatic vote, the Ohio miners, in convention, rejected a proposal that favored a suspension of work on April 1 if the new scale is not signed at that time. Opponents of the plan showed that there will be a meeting of miners and operators at Philadelphia February 3, and, as the other district associations have decided to await the outcome of this conference, the same procedure should be followed in Ohio.

Are coal miners living in Ohio, but working in a mine whose entering shaft is in the State and actually mining coal in a portion of the mine across the border of another State protected by the Ohio workmen's compensation law? This question has been referred to the attorney general by the State Industrial Commission, because certain mines have their shafts on Ohio soil, but run across the line. One has a tunnel beneath the Ohio River into West Virginia, where the miners work, although they live in Ohio. The miners insist that they are protected by the Ohio law, and it is believed their position will be upheld.

President Van Bittner, of the Pittsburgh District of the United Mine Workers, was sentenced recently to serve sixty days' imprisonment, but was promised his freedom if he would apologize. The charge against Van Bittner was that he had violated an injunction issued by the inexpressible Judge Dayton. The court offered to suspend the sentence, providing Van Bittner would apologize, but on appearing before the court he refused to do so, maintaining that he was only performing his duty in fighting for the best interests of the United Mine Workers. The Judge, although not securing the apology, excused "his ignorance of the law" and let him go.

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Bjorklund, Eric S.	Kutan, Alexander
Christensen, Albert	Kierth, Hans
Englund, Gust. E.	Linea, W.
Flinkenberg, Uno	Line, Hjalmar
Freeling, Chas.	Lundstrom, Samuel
Hansen, C. M.	Nielsen, C. V.
Hansen, Johannes	Petterson, I. M.
Haro, Aaro	Petterson, Chas. -1287
Hetman, Walter	Petrow, A.
Iceberg, Theo.	Plesner, Levi J.
Janson, H.	Ridderstoff, Ernest
Johansson, Chas.	Seblom, John
Jurgensen, Peter A.	Swansson, August
Kallas, Alex.	Thoresen, Axel L.
Kalberg, Wm.	Wessman, John
Kirwan, M. L.	

INFORMATION WANTED.

Axel Peterson, F. Lundberg, J. Gustafson, M. Garcia, crew of the steamer Riverside, at the time she towed in the Oceana Vance, kindly call at the office of the Charles Nelson Co. for money due them.

Victor N. Kvenen, a native of Belgium, age 32, last heard of in Ashtabula, Ohio, April, 1909, inquired for by his brother John Kvenen, Route 2, Raleigh, Tenn.

Valetine (Walter) Zima from Lubiachowo, Kreis Schrimm, Province Posen, Germany; last address Sailors' Union Hall, Seattle. Please communicate with Imperial German Consul, Seattle, Wash.

Anyone who was on the schooner "Americana" on January 29, when Louis Buttner was injured, is respectfully requested to communicate with the injured man. Address Sailors' Union of the Pacific, San Francisco, Cal.

Carl Julius Carlson, born in Sweden in 1877, is inquired for by his mother. There is about $2000 due him from his father's estate. Last heard of in September, 1902, on the Atlantic Coast. Previously sailed on the Clifford between St. Johns and New York. Address Fru Sophia Carlson, Klubbegard, Hallands Lan, Heberg, Sweden.

John Nurm is requested to communicate at once with F. R. Wall, 324 Merchants' Exchange, San Francisco.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Alquist, Oscar	Jacobs, Wm.
Anders, Fred	Kalning, J.
Andersen, A. -1821	Karlson, M. -917
Anderson, Hjalmar	Karsima, N.
Anderson, Gust	Klebnikoff, I. W.
Andersen, Peter F.	King, Frederick
Anderson, K. E. V.	Larsen, Lars
Anderson, Tony	Larsen, John
Anderson, H. -1352	Larsen, L. A.
Anderson, A. -1638	Larsen, Harry
Anderson, Martin	Lillian, Ole
Berg, N. N.	Martinsen, R.
Behrens, Herm.	Minor, James
Bishop, Patrick	Molver, M.
Bartsch, W.	Morse, H. W.
Berger, C.	Moyer, E. S.
Burholtp, F.	Moonan, John
Christiansen, Axel	Muir, F. W.
Christiansen, C. F. -573	Mattson, Taivo
Chevalier, V.	Monsen, S.
Christiansen, Anton	Matson, M.
Carlson, Harold	Martinsen, Chr.
Christensen, H. -1366	Ness, Cearl
Christensen, Trygar	Newman, J. S.
Daniels, C.	Nelsen, Jonas
De Groot, G.	Nelson, Albert
Dornqvist, Otto	Olsen, Leo
Daughty, Pearly	Olsen, B. -597
Edson, F.	Olsen, Sigfried
Edvards, John	Ogilvie, W. A.
Erikson, O. H. -837	Osmundsen, Rangwald
Engebrietsen, E.	Osterhoff, H.
Fellix, Hans	Olsen, Albert
Ferguson, Robt.	Pedersen, Hedley
Fraser, Elias	Petterson, John M.
Ferguson, Robert	Parkhurst, Thos.
Framness, Ivar	Petersen, Vic. -1447
Hass, W.	Reekman, H.
Hansen, Olaf	Rorvick, C. E.
Hernes, K. L.	Samson, Geo.
Heynes, Hans	Schmidt, J. A.
Holm, Fred	Saulter, Mike
Hagen, Carl	Seddon, R.
Helpap, A.	Seibert, Henry
Jade, H.	Smith, John
Jansewitch, J.	Stegeru, P.
Jensen, Johannes	Sullivan, J. M.
Johansen, A. -2186	Swenson, L. G.
Johanson, Emil	Strasdin, A. W.
Johansen, Olaf	Torleckson, C. H. C.
Johnson, J. 983	Taede, A.
Johnson, E. -2294	Thompson, T.
Jorgensen, Fredrick	Voldby, P.
Jensen, Hans	Walley, Paul
Jensen, Jens	Witherspoon, Jas.
	Wald, S.

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CLOTHING, SHOES, HATS, SAILORS' SINGLETS
Everything Union Made
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Eureka, Cal., Letter List.

Ahlstrom, Harry	Ismas, Richard
Breen, Hans	Jorgensen, Olaf
Bjorkman, Chas.	Publicatus, August
Christensen, Fred R. (pkg.)	Robertsen, A.
Eriksen, Anton N.	Thorssen, Fredrick
Hansen, Harold	Wexahl, Krist Han-
Hansen, Harry -1827 (Photo.)	sen

INFORMATION WANTED.

Harry J. Filgate, last heard of working on a dredger on the southern Atlantic Coast, is inquired for in connection with the estate of his father. Address F. J. Kierce, Call Building, San Francisco.

PORTLAND, OR.

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RAYMOND, WASH.

THE OLYMPIC CLUB
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All Daily Papers—Coast Seamen's Journal.
RAYMOND WASHINGTON

Portland, Or., Letter List.

Anderson, Gust -1808	Koap, Nick
Anderson, Rasmus	Kristensen, Otta
Anderson, Mike	Laine, Frank
Backanan, Paul	Larsen, Hans -1677
Baker, Geo.	Larsen, Alfred
Bergman, Karl W.	Larsen, John
Berglund, Ed.	Leidecker, E.
Boyard, C. E.	Lemarchand, Louis
Bohm, Franc	Lundeman, Ruktie
Bultz, Ernest	Lipclasey, John
Carlsen, Charlie	Lallwer, Alexander
Carlson, Jack	Mattson, Maurits
Cagdell, D. J.	Macrae, Alexander
Day, Aca	Mikalsen, Andreas
Dahl, Henry	Miller, H. B.
Drenkholn, M.	Maxnes, Kristian
Edstrom, John	Miller, Chas.
Erikssan, Erik	Neuling, Albert
Erman, A.	Nelson, C. J.
Edberg, Conrad	Nielsen, Kristian
Ekham, Frans	Nilsson, Axel
Forde, S. C.	Norberg, John
Goralia, Piet	O'Brien, Jack
Gynther, John	Olsen, Ansgar
Hansen, Hans M.	Olsen, Andy
Hansen, Bernhard	Palmer, Jas. W.
Hansen, Sigvarth	Pakeman, Paul
Hansen, Oskar	Petterson, Einar -1437
Hafke, Hernes	Peterson, Hans
Hernes, Klemet	Pillman, Frank
Hallgren, Anders	Pohland, Max
Henriks, Waldemar	Rantion, Jacob
Hansen, Max O.	Rhodes, F.
Henke, Ernest	Rincke, Sperman
Henze, A.	Runge, Axel
Hellman, Albin	Schroda, Peter H.
Hogstad, Andreas Mikalsen	Sellin, William
Hock, Garve	Schulz, Alfred
Johanson, John F.	Semens, O. L.
Jansen, Harry	Saukka, August
Johnson, Ole C.	Swanson, John
Johanston, C. R.	Swanson, Carl O.
Johansen, Chris.	Sundguist, Ernest
Karson, K. E.	Thomel, Martin
Karlson, August	Warren, C.
Klaesson, Karl	Welson, J.
Kluge, Frank	Wishart, John
Kirker, Alexander	Wieprecht, Ernest

Aberdeen, Wash., Letter List.

Anderson, Ernest	Finth, Richard
Andersen, F. C.	Forde, S. C.
Armstrong, Harry	Granberg, Eric
Anderson, George	Graf, Otto
Behn, Alfred	Glase, Gustav
Brown, C.	Hohn, Arthur
Bergman, Edwin	Herman, Axel
Bjorkholm, A. M.	Hansen, Ove
Bowen, J. J.	Hopstad, S. -2101
Burmeister, John	Hansen, Torleif
Burkland, John	Jensen, Harry
Bjerkman, C.	Johansen, Hans
Bodahl, Hans	Kristiansen, Nils
Christensen, Albert	Loining, Hermand
Christensen, Hans P.	Lengtssen, Gottfried
	Laine, Herman
Christensen, Harry	Lorsin, G. L.
Dobbs, Paul W.	Larsen, Lars
Eklund, Chas.	Larsen, H. P.
Engfors, Gustaf	Lindroos, A. W.
Eriksen, Olai H. -837	Larsen, Peter
	Martin, James

INFORMATION WANTED.

Mrs. Alice Phillips wishes to hear from her husband, Tom Phillips. Write to 35 Sussex St., Sydney, N. S. W., Australia.

Albert Smith, a native of Cork, Ireland, who left the American ship John C. Meyer, on Feb. 20, 1911, is very anxiously inquired for by his wife. Please notify British Consul General at San Francisco.

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Murphy, Daniel	Rosbeck, Gustaf
Martinell, Walter	Sandstrom, Hugo
Nikolin, E. Miko	Schacht, H.
Nord, Karl	Siven, Wictor
Nielsen, N. C.	Sorensen, T. B. G.
Nerby, Kristian	Sutse, M.
Neddemeyer, John	Schreff, Paul
Olsen, Nils	Sim, Gunder
Oksanen, Juko	Slenman, Richard
Osterholm, J. W.	Wind, Jacob -1357
Olsen, Oswald -1059	Walder, Olsen N.
Peterson, Axel	Williams, J.
Petersen, S. J.	Walenious, Pete
Petersen, Erik -903	Zebe, G. V.
Pettersen, Karl	Packages.
Pettersen, Olaf	Hansen, John
Richendsen, Hilmar	MacGuire, O. F.
Rundblad, Oscar	Zebe, G. V.

INFORMATION WANTED.

W. A. Goodrich, who left the British ship Puritan at San Francisco, February 6, 1911, is inquired for by the British Consul-General at San Francisco.

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INFORMATION WANTED.

James McFerran, native of Eden, Carrick-fergus, Ireland, inquired for by J. Brady, box 1356, Vancouver, B. C.

Carl Alex Eduard Malmberg, born Malmo, Sweden, 50 years old, tall, blond. Mr. Malmberg has been a member of the Sailors' Union of the Pacific in 1908.

W. Kahlberg, No. 688, and C. Monsen, No. 1964, are inquired for at the Standard Oil Company's office, at San Francisco.

The present whereabouts of the following named persons, if living, or if dead the date and place of death and such information as will enable the locating of their next of kin is desired by Lea Bleakmore, 223 Balboa Building, San Francisco. The information is for the purpose of clearing up estates:

Any one knowing the whereabouts of Enoch Joseph Horsfold, 18 years old, native of New Zealand, please communicate with Coast Seamen's Journal.

John Hansen, who was lookoutman on the S. S. "Argyll" some months ago, is wanted by the Union Oil Co. Anyone knowing his whereabouts please notify the manager Marine Department, Mr. Walter G. Tubby.

Anderson, Carl A. This man has been traced up to the year 1897, when we learn he was employed as a seaman on the Str. "Farallone," residence address given as No. 6 Howard street, San Francisco.

When making purchases from our advertisers, always mention the Coast Seamen's Journal.

Home News.

The House passed the postoffice appropriation, carrying the record-breaking total of $305,000,000.

The Bell Telephone Company announced the construction of lines 3400 miles long and connecting New York and San Francisco, to be completed in 1915.

Representative George E. Gorman introduced a bill in Congress providing for the payment of Federal pensions to mothers who are unable to provide for their children.

The Old Dominion Steamship Company brought suit for $1,000,000 against the owners of the "Nantucket," for the loss of the "Monroe," sunk in collision Friday.

The United States Supreme Court decided that the transcontinental railroad companies must permit California orange shippers to cool their fruit before shipping, if they desire to do so.

Rear Admiral Joseph Strauss, U. S. N., chief of the Bureau of Ordnance, testified before the House Naval Affairs Committee that American naval gunners were equal to any in the world, the shooting of the Navy under battle conditions being marvelously quick and accurate.

The net income of the Pennsylvania Railroad for 1913 was $11,000,000 less than that of 1912, for while the gross receipts were the largest on record, the operating expenses were raised by wage increases and flood losses on lines west of Pittsburgh.

A Mexican brass band marched through the streets at Brownsville, Texas, on February 5, leading a parade of eighteen wagons loaded with ammunition, the first regular importation for the Constitutionalists of Northeast Mexico since the lifting of the embargo by President Wilson. There were 600,000 rounds in the wagons.

A round-the-world race by aeroplane and all other types of motor-driven air craft, with $100,000 as first prize and $200,000 or more additional awards to secondary winners, will start from the Panama-Pacific International Exposition grounds at San Francisco early in May, 1915—as the climax to all the aeronautical progress mankind has achieved.

After being closed down for several weeks, the big Coquille (Ore.) lumber mills of the Lyons Johnson Lumber Company and the Seeley-Anderson Logging Company, which operated in conjunction, have resumed operations with a full force. The stringent money market and a poor market for lumber were the causes of the close down, but officials of the companies have been in Portland and arranged the affairs satisfactorily for unlimited operations. More than 300 men are employed by the two concerns.

By a majority of one vote, 32 to 31, Frank P. Glass of Alabama, editor of the Birmingham News, lost his fight for a seat in the United States Senate. The vote sustained the recommendation of the Committee on Privileges and Elections, which held that Glass was not entitled to be seated because his appointment by Governor O'Neal to succeed the late Senator Joseph F. Johnston was made after the Seventeenth Constitutional Amendment directing election of Senators by the people had been proclaimed in full effect.

Domestic and Naval.

There is a scheme on foot to establish a service of steamships every eight or ten days between New York and Buenos Aires capable of transporting fifty thousand quarters of beef monthly.

The oil tank steamer "John D. Archbold," one of two boats building at Newport News for the Standard Oil Co. of New Jersey, was launched January 28. Dimensions: 474.6 feet by 60 feet by 36.2 feet; speed 10½ knots.

The new French regulations concerning the payment of shipping dues and complying with certain formalities when carrying passengers to French ports came into force on January 1, 1914. These new regulations provide for equal treatment of foreign and French vessels.

The White Star Line steamship "Olympic" is in future to have an assistant commander, who will assist the commander in the navigation of the ship and supervise other officers and other matters aboard. Lieutenant G. R. Metcalf, R. N. R., formerly commander of the "Canopic," has been appointed as first holder of the post.

Captain Henry C. Townsend, of the American ship "Manga Reva," whose crew recently mutinied because of brutal treatment received by the master and officers, has been examined on the charge of having beaten an ordinary seaman named John Shea while the vessel was on the high seas May 13, 1913. Captain Townsend entered a denial and gave $500 bail.

During the six months ended December 31, 1913, 644 vessels of 163,849 tons gross were built in the United States, of which 53 were steel steamers, as follows: Atlantic and Gulf, 3 of 72,474 tons; Pacific, 8 of 5,850 tons; Great Lakes, 9 of 14,877 tons; Western Rivers, 3 of 23 tons. For the six months ended December 31, 1912, the output was 791 vessels of 163,584 tons gross, of which 91,815 tons was of steel.

It is nearly six months since the Documentary Committee of the Chamber of Shipping of the U. K. was reported to be about to revise the form of charter in use in the British North American trade. So far, however, no new form has been presented. Already business for next season is being negotiated, and, indeed, some fixtures have been made on the old form, which contains so many pitfalls for owners.

The U. S. Circuit Court of Appeals, in an opinion written by Judge Rogers has affirmed Judge Learned Hand's decision dismissing the Admiralty action instituted by the Government against the Hamburg-American Line for $50,000 damages for loss of registered and ordinary mails on board the "Alleghany." The "Alleghany" was sunk in a collision with the "Pomaron" January 31, 1912.

The Gulf Refining Company, owners of the lost tanker "Oklahoma" which broke in two at sea, have awarded $500 each to Captain W. T. Aspinwall of the Booth liner "Gregory," and his three officers who jumped overboard and saved five sailors from the wreck. The Gulf Refining Company have also requested the Hamburg-American Line to distribute $2000 among the captain and crew of the steamer "Bavaria," who rescued eight survivors from the "Oklahoma."

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San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify Jack Rosen, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Abolin, Chris.
Abrahams, A. M.
Abramsen, Aleck
Adamson, K.
Ahlstrom, Elis
Ahokas, I.
Andresen, Anton
Andersen, -1896
Andersen, Albertinus
Andersen, Christian
Andersen, H. T. -1620
Andersen, K. J. -1890
Andersen, Peter
Andersen, S. P.
Anderson, K.
Backman, Axel
Baker, Geo.
Bang, Mauritz
Bansback, Erwin
Barton, W. F.
Baumert, Heinrich
Beansang, Eugene
Berg, Julius
Beck, Andrew
Behrens, Herman
Bekker, George
Belin, Erik
Bellanger, Karl
Bell, John
Bendfeldt, Chas.
Bengison, Lars P.
Berge, Peter
Bergholm, Edw.
Bergquist, Emil
Berner, Axel H.
Bertelsen, Alf
Birknes, O.
Bjorklund, Erik
Bjornsen, Conrad

Carey, Ed
Carlsen, J.
Carlson, Gustag
Carlson, O. S.
Carlson, Oskar
Carson, C.
Carter, Sidney
Carlow, Loring
Ceelan, John
Cerg, A.
Chaler, Bautista
Dahler, H. N.
Dahlman, J. A.
Davidson, H.
Dempsey, H.
Deswert, William
Dickens, D. W.

Eaton, William
Edlund, Konrad
Edolf, C.
Einardt, John
Eggers, John
Eliasen, C.
Elholm, Peter
Elone, M.
Engblom, John
Engstrom, Carl

Falk, Axel
Fay, F.
Finkson, Chas.
Fisher, Wm.
Floernann, Anbert
Follan, Thomas

Gansen, H.
Garden, George
Gasch, Willy
Gibbes, L. W.
Gilholm, Albin
Gjardahl, Soren
Glen, James
Graiff, Ed.
Gramkow, Gus
Grantley, C. W.

Hakensson, C.
Hallowes, Lewis
Hall, W. I.
Halvorsen, Olaf
Halvorsen, Wm.
Hannus, Ed.
Hansen, Alf
Hansen, Bernhard
Hansen, Charles
Hansen, C. P.
Hansen, Emanuel
Hansen, I. N.
Hansen, Johan
Hansen, Sigvardt
Hansen, Walter
Hansen, W. H. C.
Hanson, Aug. -1134
Hanson, G.
Hartman, Fred
Hatwyk, Ivar.

Irwing, James
Ilsemann, H.

Jackisch, Magnus
Jakobsen, Anders
Jansson, Erick
Jansen, Hans
Janssen, Heinrich
Jauncey, James T.
Jemesen, H.
Jensen, C.
Jensen, Fredrike
Jensen, George
Jensen, Jens
Jensen, Just.

Andresen, Samson
Andersen, S. P.
Anderson, Albin
Anderson, Anders
Anderson, Andrew
Anderson, Abbe
Anderson, Carl
Anderson, E. -1886
Anderson, Fritz
Anderson, C. A.
Anderson, Harry
Andersson, Gust
Andersson, Lars
Andersson, P. A.
Anderson, Wm.
Andersson, -1781
Andreasen, Hans
Antonsen, Marius

Blair, Bernard
Blair, Francis Z
Blucker, John
Blodsing, August
Bock, Jim
Bohm, Frank
Bohnhoff, Heinr
Borgen, John
Boy, George
Bradic, Frank
Brennan, Leo
Brennel, W.
Brennesser, Otto
Brindall, Harry
Brooke, Oswald A.
Broun, Frank
Brown, Dave
Brown, Frank
Bryan, Geo. F.
Brynjulfsen, Halvar
Buchtmann, Fritz
Buhler, Karl T.
Burgess, A.
Bushman, John

Christensen, Erling
Christensen, Harry
Christensen, L.
Christiansen, L P.
Christiansen, Peter
Classen, Henry
Clausen, C.
Conlon, Tom
Conners, Chas.
Cransen, H.

Doering, Erick
Dracar, E.
Draear, Otto
Drexel, Dan
Duglass

Ericksen, Leonard
Erickson, Eric
Erickson, Gustaf
Ericson, Edw.
Eriksen, Fred
Erland, Hans G.
Erwin, Robert
Evans, Dave
Evans, Stanley
Evensen, Ludvig

Ford, Chas.
Frainer, Frank
Frances, George
Fredrickson, Geo.
Furlong, Peter

Grant, Wm.
Grinberg, T.
Groat, Adam
Gumoes, Fred
Gundersen, C. A.
Gundersen, Ingvald
Gundersen, Ole
Gundersen, P.
Gustafson, Gust

Hanson, Harold
Haugen, Harry
Hay, James
Helgesen, Einar
Hellesten, Ingval
Hem, Jens
Henke, Ernst
Henriksen, Alb
Henry, James
Hermansson, C. P.
Hesse, R.
Heyen, Hans
Hiks, Gustaf
Hilke, Charles
Hillig, Albert
Hogan, A.
Holman, Wm.
Holt, Carl C.
Hubert, Emil
Hunt, Gust

Iversen, Carl
Iversen, Thom.

Jensen, M. P.
Jespersen, Martin
Jespersen, M.
Johannesen, Anton
Johannesen, Karl
Johansen, Anton
Joharsen, C.
Johanson, E. A.
Johansen, H. B.
Johansen, 1081
Johanson, -1908
Johanson, -1082

Johansson, -880
Johansson, -1030
Johnsen, Chris.
Johnsen, Edw.
Johnson, Antony
Johnson, Andrew
Johnson, Berdines
Johnson, C. A.
Johnson, Chas.
Johnson, C. J. -1566

Kalnin, E.
Karger, Fritz
Karlgren, August
Karlsen, Hans
Karlson, Axel
Katwik, Ivan
Kayser, Carl
Kelly, Michael
Kenny, James
Kesber, Karl
Kine, Conrad
Ladds, Axel
Lahmeyer, Herman
Lambert, Edward
Lange, Hans
Lapouble, Jean P.
Larka, Edvard
Larsen, Alfred
Larsen, Fred. W.
Larsen, Gus
Larsen, Johannes
Larsen, John
Larsen, H. P.
Larsen, -1768
Larsen, -1271
Larsen, M. -1710
Larson, Lars
Larssen, Finval
Lartowa, I. A.
Latz, Alex
Law, Harry
Lawton, R. C.
Laydon, D.
Lazkowski, Aug.
Leidecker, E.
Leino, G. F.
Maatson, O. -2046
Macaulay, Hugh
MacKinzey, M.
Malm, G.
Marchand, Louis
Mariner, R. W.
Martensen, I. C.
Martens, Hans
Martin, Dan
Martin, Geo. S.
Martin, Jack
Mathias, Albert
Mathesen, Ludvig
Mattson, Chas.
Mayes, J. B.
McCarl, F. A.
McMahon, Jack
Melgaard, R.
Mennicke, F.
Neergaard, Anton C
Neil, John
Nelsen, Hans
Nelson, Henning
Nelson, William
Nerlicht, Arthur
Nerner, P.
Never, Aug.
Nick, Peter
Nielsen, Chas.
Nielsen, Ed.
Ober, John
Ojstedt, S. A.
Olango, Peter
Olesen, Marius
Olman, P.
Olsen, Ole
Olsen, Frank
Olsen, Karl
Olsen, Gus
Olsen, G. U.
Olsen, Harold
Olsen, Harry
Olsen, James
Olsen, Jorgen
Olsen, O.
Olsen, Olaf
Pankhurst, Thos.
Pearson, J. T.
Pedersen, C. E. -1286
Pedersen, Halfdan
Pedersen, Ole
Pedersen, P. -901
Pedersen, Peter A.
Pedersen, Vilhelm
Pedersen, -1560
Pederson, S. R.
Peil, J. A.
Person, Chas.
Person, C. -1508
Persson, Oscar
Petersen, A. -1442
Ramberg, Barney
Randrop, John
Rasmussen, Emil
Redpath, A.
Reinhold, Ernest
Remmert, J.
Ries, Heinrich
Rivera, John
Robertson, John N.
Saari, John
Sahke, John F.
Sahlman, Chas.
Samuelsen, I.
Sandberg, J.
Sandstrom, H.
Sandstrom, O. H.
Santo, Manuel
Santoz, Ben
Saunders, Jim
Saxton
Schellenberg, H.
Scher, G.
Schlabis, Edward
Schneider, H.
Schrej, G. W.
Schultz, E. G.
Schutze, Paul

Johnson, C. R.
Johnson, Oscar
Johnson, Stefan
Johnston, W. J.
Jonassin, John
Jones, Alfred
Jones, D. H.
Jones, H. T.
Jurishuck, O. A.

Kiocha, August
Klocker, Theo.
Klausen, C.
Kluge, Frank
Knoph, Lewis
Knudsen, Daniel
Koch, R.
Kolt, Chris
Krishjan, Karl
Kristiansen, Jacob
Kristiansen, Peder
Lelloren, Ole
Lender, Victor
Lester, J. O.
Lewis, Roy
Lill, Charles
Lindalm, Alfred
Lindeberg, Ernst
Lindeman, Otto
Linder, Victor
Lindgren, Oscar
Lindholm, Axel
Line, Hjolmar
Littlestorm
Lordows, A.
Lorenzen, Henry
Lorin, George
Lovera, Paul
Ludwig, Jack
Lund, Chr.
Lundberg, Chas.
Lundberg, Thorsten
Lundgren, Gus
Lundholm, Frans
Lundmark, H.

Mersman, A.
Metzler, Louis
Meyers, Ernest
Michaelsen, Johannes
Mollyhus, Ingvar
Monk, Chas.
Monsen, Andreas
Monsen, Martin
Moore, C. C.
Morris, F.
Morris, Oscar
Mortensen, J. B.
Muller, Albert R.
Muller, John
Murray, C. P.
Mushaar, Hans
Myers, B.

Nielsen, N. J.
Nikander, Dan
Nilsen, Anton
Nilsen, Axel
Nilsen, Emil
Nilsen, Michael
Nilsen, Oscar F.
Nilsson, Johan
Nole, Sigvald
Norris, Edw.
Nyman, Oscar

Olsen, Olaf D.
Olsen, Olaf T. -1265
Olsen, Otto
Olsen, Sigurd -1229
Olsson, Carl -1101
Olssen, Oscar
Olsson, -1187
Olsson, Gustaf B.
Orman, Verney
Olsen, Olair S.
Olsson, B.
Olsson, Ernest
Ones, Tobias
Opitz, Gustav
Otchem, J.
Owens, Peter
Peters, J.
Petersen, H. A. R.
Peterson, John G.
Petersen, L. -1389
Petersen, Olaf -1595
Petersen, -1560
Petersen, Olaf
Petersen, Peter G.
Petersen, P. G.
Peterson, Paul
Peterson, S. B.
Pettersen, Oscar
Pettersen, Sigurd
Pomer, A.
Poulsen, Jens
Publicatus, Aug.
Rokenes, Gunnar
Rokus, J.
Roscheck, Paul
Rosenquist, A.
Rudebeck, Otto
Rundquist, O.
Rusberg, H.
Rydelius, Rolf

Silverly, E.
Skedsmo, Amandus
Skellerup, A.
Slettingdalen, Einar
Smith, Archie
Smith, G.
Solberg, B.
Sorensen, Chr.
Sorensen, James
Sorger, E.
Sparch, Tom
Spark, A. V.
Stangeland, P. A.
Stewart, James L.
Steel, John
Strandquist, Luis
Stuart, James G.
Sullivan, Axel

Scott, Ed
Seaman, Carlie
Seidal, Peter
Selen, J.
Serge, Alex.
Sewall, Harry
Sick, Herman
Siemers, Bernh.
Taivola, Gust
Tamisar, P.
Tanberg, Einar
Thode, Ernst
Thomasen, Benjamin
Thompson, Ch.
Thomsen, Emil
Thomson, H. J.
Thorsen, Jens
Udekull, Charlie
Valtti, Jalmar
Vanderven, Geo.
Van Bruen, J.
Van Katwyk, J. W.
Wahl, Robert
Wall, Erik
Wank, Romano
Wattgren, I. M.
Wedestrand, T.
Wenneck, Andreas
West, Henry
Westman, A.
Weyer, Paul
Zechel, Walter
Zoe, Francis

Sullivan, John
Sundberg, K. K.
Sundholm, Frans
Svansen, Gust
Swan, Albert
Swenson, B.
Sundquist, W. W.
Svinding, Peter
Thorsen, Otto
Thorsen, Th.
Tiller, E.
Tollefsen, Andreas
Tollefsen, Hans
Tommola, Vaino
Trede, Hans
Tvede, Jens
Tydeck, Carl
Uesair, M.
Vinter, G.
Vold, O. P.
Voss, Bernhard
Wilhelmsen, Hans
Williams, John
Williams, Seth
Willkas
Willman, W.
Wilson, J.
Wirta, John
Wittenborn, Hans
Zoe, Frank
Zoerb, Walter

PACKAGES.

Apply to Secretary of Sailors' Union of the Pacific.

Anderson, A.
Anderson, Victor
Balda, A.
Berg, John
Bjorseth, Knut
Buas, Tomas
Christoffersen. Olaf
Christensen, Robert
Ellefsen, Otto
Ellis, J. H.
Fagerli, Ott.
Gasman, Geo. A.
Guldbrandsen, Jack
Hansen, Chr. M.
Hansen, H.
Hansen, Karl
Hanson, Marins
Haugen, Lars
Heiberger, Morgan
Hendriksen, H. -1333
Hillig, Albert
Ingebrigtzen, Olaf
Iversen, Reidar
James, Kenny
Johnsen, George W.
Johanson, Nils A.
Jorgensen, Oluv
Klette, Ernst F.
Kristiansen, Jacob
Krogsett, Svend
Laydon, D.
Lindroth, Erik
Madson, Olaf
Malm, G.
Mansen, Martin
Markley, Paul
Martensen, J. C.
Nelson, Hasmund
Nilsen, Emil
Olsen, -1244
Olsen, Carl -1101
Olsen, Henrik
Petersen, Henning
Petersen, K. -1598
Petersen, Olav
Raasch, O.
Raasmussen. E
Rathke, Reinhald
Reimer, Peter
Rimmer, Chas.
Roslin, Robert
Smith, E.
Thorsen, Jens
Torkildsen, Jonas
Trondsen, J. M.
Van Fratwijk, Johannes
Wakely, R. E.
Walters, Albert B.
Willander, -876
Willmann, Wilhelm

INFORMATION WANTED.

Johannes Puun, born in Oesel, Arensburg, Russia, supposed to be sailing on the Pacific coast, is asked for by his mother. Anyone knowing his whereabouts please notify A. Lepp, Sailors' Union, San Francisco.

Any one knowing the whereabouts of John Burke No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

William Fayette White, whose mother died recently, is inquired for by his brother. Anyone knowing his whereabouts please address S. A. White, 106 W. Salem Ave., Roanoke, Va.

William McGrail, of Baltimore, Md., who sailed on the Atlantic and Gulf Coasts as cook for a number of years, is inquired for by his brother, George McGrail, 603 Decatur street, New Orleans, La.

Francis Robert Bassett, a native of England, last heard of in San Francisco, Cal., in 1901, was well known around the water front as "Liverpool Frank." Any information regarding this man will be gladly received at the office of the British Consulate, San Francisco, Cal.

George Albert Vaughan, age 47, of Handsworth, Birmingham, England. Was in New York City in 1902; worked as steward on New York and South American boats. Important. Address, Rev. R. C. Cookson, 96 Monroe street, Brooklyn, N. Y.

Arthur Griffith, alias Simmons, a British subject age 28 years; 5 feet 6 inches in height, fair complexion, stout build, blue eyes, top false teeth, clean shaven, who is believed to sail on a coasting vessel between San Francisco and Portland, is inquired for by H. B. M. Consul-General. Anyone knowing his whereabouts please notify the British Consulate-General, San Francisco.

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Carlson, Arthur	Larson, C. L.
Carlson, Eric	Lizs, Otto
Cefalia, Vinzenco	Pinner, Robert
Erikse, Johan	Portanen, Alex
Ericksen, E. John	Petersen, F. V.
Hagen, L. P.	Swanson, John
Johanson, E. O.	Widlund, O. E.
Jeschke, Hans	Walrath, G. O.

Seattle, Wash.

Abolin, Adam	Osterlund, Albert
Borgen, K. Sigurdsen	Olsson, Sigfrid
	Peterson, Andrew K
Dahl, Ben.	Phister, Albert
Fister, Johannes	Polhome, Mr.
Finnigan, I. H.	Ridderstaff, Ernest
Hagen, Gunder	Rye, F. M. J.
Jensen, Gustav	Selback, Chris.
Johansen, Ingvald	Slinning, Rasmus O
Johnson, Axel	Spellman, Tom.
Nelson, Nels Wilhelm	Starks, John
	Stein, George G.
Larsen, Fred	Stixrud, Jack
Magnuson, P. A.	Stromsness Oscar



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Pt. Townsend Letter List.

Andersen, E. T.	Mertz, George E.
Alango, John	Nachtigall, H.
Hermansen, L.	Rosbeck, Gustaf
Johansen, John	Varner, C.
Johnson, Ole	Wilson, Gus
Moore, George	

INFORMATION WANTED.

A. J. Nielson, who was injured on the "Minnie E. Kelton" at the time of her loss, please communicate with H. W. Hutton, 527 Pacific Building, San Francisco, Cal.

Marcus Andersen, a native of Norway, age 24, five feet seven inches tall, dark hair, fair complexion; sailing on the Lakes when last heard from, in 1911. Any noe knowing his whereabouts please notify Geo. Johnson, 5727 Sangamon street, Chicago, Ill.

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INFORMATION WANTED.

Nils Johnson, who was wrecked in the American bark "Oasis," Sept. 2, 1887, is inquired for by W. F. Hohenschild, Berkeley, Cal.

Albert Christensen, native of Byrum Laso, last heard of in San Francisco in 1910, in inquired for by his brother. Address, H. C. Christensen, Scandinavian Sailors' Home, San Francisco.

Carl Janson, age 36, born in Wastervik, Sweden; last heard of in Seattle six years ago. Any one knowing his address please communicate with Erika Askenberg, 2280 86th street, Cleveland, Ohio.

Richard Ryan, who left the British steamship Candida at San Francisco in July last, is inquired for by the British Consul-General.

News from Abroad.

Count Ito, Japanese fleet admiral and hero of the war with China, died in Tokio.

The entire civil government of Alsace-Lorraine resigned as a result of the Zabern incident.

Order was restored in Port au Prince, the Haitien capital, lately the scene of a revolutionary outbreak.

The British and Scandinavian steamship lines decided to act together in the Atlantic passenger rate war.

The ex-Shah Mohammed Ali was reported to have landed on the Caspian coast for another raid on Persia.

Court proceedings were begun in Pretoria against three South African Cabinet Ministers because of the deportation of ten strike leaders.

Fifty thousand dollars in cash was stolen from the mails at Rostov-on-Don, Russia, while being transferred from a train to the postoffice.

Militant suffragettes besieged the Archbishop of Canterbury in Lambeth Palace, London, and forced him to grant an interview to one of their number.

Seventy-five persons, mostly children, were killed during a panic at a moving picture show on a plantation in Swiabaya, Dutch East Indies.

An explosion on the steamship "Mauretania" while she was in dock at Liverpool undergoing repairs killed four and injured many workmen.

The Atlantic shipping war began in earnest, the Cunard, White Star and American lines reducing steerage rates to meet the Hamburg-American cut.

Overtures were made in St. Petersburg for obtaining a charter for a Russo-American bank, intended to promote trade between Russia and the United States.

The captain, first officer and seventeen of the crew of the German bark "Hera" lost their lives when the vessel struck a rock near Falmouth, England.

It was announced that the national subscription for the French aerial war fleet amounted to $1,200,000, and that 210 aeroplanes would be bought for the army.

A fresh development in the Atlantic steamship war occurred when the Anchor line announced its intention of starting a service between Queenstown, Ireland, and Boston.

Confucianism was re-established as the state religion of China, the administrative council of the republic passing a bill prescribing the worship of heaven and of Confucius by the President.

The North German Lloyd line fired the first gun in the Atlantic steamship war by announcing that the Kaiser Wilhelm der Grosse would be used exclusively for third class and steerage trade.

A strike of school teachers, the first of its kind in the British Isles, is in full swing in the county of Hereford. Eighty out of the 120 elementary schools under the jurisdiction of the County Council were closed. The teachers declare they will remain out until they gain their demands, which are for a minimum salary of $500 per annum, an increase of $50.

With the Wits.

Smith—Have you any abandoned farms for sale?

Real Estate Agent—I will have one in about two weeks that I just sold to Jones!

Rev. Caller—Well, Mrs. Mangles, and is the good man any better?

Mrs. Mangles—Oh, yes, sir. 'E's nearly all right agen, sir. 'E don't say 'is prayers no more of a night now, sir.—Sydney Bulletin.

"I know of one married couple who never quarrel."

"Who are the wonderful pair?"

"The Smiths. She handles all the money that comes in, and he's afraid to open his mouth."

"After all," said Kwoter, "it's a true saying that 'he laughs best who laughs last.'"

"Not at all," replied Wise. "The really true saying is: 'He laughs best whose laugh lasts.'"—Catholic Standard and Times.

(Vouched for as an essay by a New York school boy precisely as given here.)

This picture was painted by Malay. It contains a man and a church steeple. The man and woman are very poor, and they have been digging potatoes, because they need them to live on. The potatoes look very small. Just at sunset they hear a bell ring, it is the Angellus, it means they must pray. So they bow their heads and pray for bigger potatoes.—Lippincott's.

A large, slouchy colored man went shuffling down the road whistling like a lark. His clothes were ragged and his shoes were out at toes and heels, and he appeared to be in the depths of poverty for all his mirth.

As he passed a prosperous-looking house a man stepped out from the doorway and hailed him. "Hey, Jim! I got a job for you. Do you want to make a quarter?"

"No, sah," said the ragged one. "I done got a quarter."—Everybody's Magazine.

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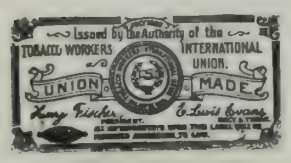
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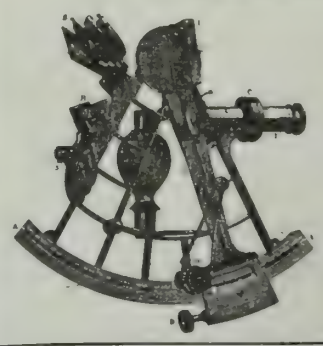
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Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

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THE LIABILITY OF SHIPOWNERS.

Some very interesting data upon the question of shipowners' liability for injury or death on the high seas was submitted to Congress recently in a speech by Representative J. W. Bryan of Washington.

The subject matter before the House was the consideration of H. R. 6143 relating to the maintenance of action for death on the high seas and other navigable waters. Mr. Bryan spoke as follows:

Mr. Speaker, the reason or excuse for the enactment of the pending bill is that there is no Federal statute authorizing recovery for death due to negligence on the high seas. I think, however, the real purpose of this bill and the real effect of the bill would not be to supply a remedy to the dependents for loss of life at all, but would merely create a new and exclusive jurisdiction wherein such cases would be tried.

So at the outset let us consider the general scope and effect of the bill to determine, first, what additional remedy it will supply, if any, to those who are damaged by the loss of dependents at sea; second, what innovations will it introduce as to procedure.

As to the first matter, the proponents of this bill say we have no Federal statute for loss by death at sea and that this bill will provide such a statute. They say England had no such law till the Lord Campbell act. That is true. The following is a copy of Lord Campbell's act enacted August 26, 1846:

An act for compensating the families of persons killed by accidents (26th August, 1846).

Whereas no action at law is now maintainable against a person who, by his wrongful act, neglect, or default, may have caused the death of another person, and it is oftentimes right and expedient that the wrongdoer in such case should be answerable in damages for the injury so caused by him: Be it therefore

Enacted by the Queen's Most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal and Commons, in this present Parliament assembled, and by the authority of the same, that whensoever the death of a person shall be caused by wrongful act, neglect, or default, and the act, neglect, or default is such as would (if death had not ensued) have entitled the party injured to maintain an action and recover damages in respect thereof, then and in every such case the person who would have been liable, if death had not ensued, shall be liable to an action for damages notwithstanding the death of the person injured, and although the death shall have been caused under such circumstances as amount in law to felony.

II. And be it enacted that every such action shall be for the benefit of the wife, husband, parent, and child of the person whose death shall have been so caused, and shall be brought by and in the name of the executor or administrator of the person so deceased; and in every such action the jury may give such damages as they may think proportioned to the injury resulting from such death to the parties respectively for whom and for whose benefit such action shall be brought; and the amount so recovered, after deducting the costs not recovered from the defendant, shall be divided amongst the beforementioned parties in such shares as the jury by their verdict shall find and direct.

III. Provided always, and be it enacted, that not more than one action shall lie for and in respect of the same subject matter of complaint; and that every such action shall be commenced within 12 calendar months after the death of such deceased person.

IV. And be it enacted that in every such action the plaintiff on the record shall be required, together with the declaration, to deliver to the defendant or his attorney a full particular of the person or persons for whom and on whose behalf such action shall be brought, and of the nature of the claim in respect of which damages shall be sought to be recovered.

V. And be it enacted that the following words and expressions are intended to have the meanings hereby assigned to them, respectively, so far as such meanings are not excluded by the context or by the nature of the subject matter; that is to say, words denoting the singular number are to be understood to apply also to a plurality of persons or things; and words denoting the masculine gender are to be understood to apply also to persons of the feminine gender; and the word "person" shall apply to bodies politic and corporate; and the word "parent" shall include father and mother, and grandfather and grandmother, and stepfather and stepmother; and the word "child" shall include son and daughter, and grandson and granddaughter, and stepson and stepdaughter.

VI. And be it enacted that this act shall come into operation from and immediately after the passing thereof, and that nothing therein contained shall apply to that part of the United Kingdom called Scotland.

VII. And be it enacted that this act may be amended or repealed by any act to be passed in this session of Parliament.

Since enactment this act has been amended so as to make it accord with modern civilized thought. For instance, it was amended so that insurance carried and received by the dependents of a deceased person could not be deducted from the amount of damages, and other amendments have made this law accord with modern thought.

Note the title of Lord Campbell's act, "An act for compensating the families of persons killed by accident." There is not a word in this act about loss of life at sea. Yet it has effect on English vessels, and only on English vessels, at home or at sea, because a vessel floating the English flag at sea is construed by the law of nations to be in the situation of a floating island under British authority. The laws of England follow the flag when at sea, and may be applied, in so far as they confer rights upon individuals, by the courts of any nation when that court has acquired jurisdiction of the parties in an action in personam, or of the rem if the action be one in rem.

We Can Legislatate Only for American Ships and American Waters.

It will be seen that this Congress can not pass any law for English ships while not in American waters. The title of this act would better read: "An act relating to the maintenance of actions for death on American vessels on the high seas and on all vessels on American navigable waters."

That this Congress can not go further than that is in part at issue in the "Titanic" case, now before the United States Supreme Court. But the question has often been passed on in State and Federal courts.

Chief Justice Marshall, in United States vs. Palmer (3 Wheat., 643), interpreting a general statute against piracy on the high seas, said:

"The crime of robbery committed by a person on the high seas on board of any ship or vessel belonging exclusively to subjects of a foreign State is no piracy within the true intent and meaning of the act entitled 'An act for the punishment of certain crimes against the United States,' and is not punishable in the courts of the United States."

It might be suggested that any layman would know that this Congress can not pass laws governing the conduct of seamen or others on foreign ships sailing in the Mediterranean Sea or elsewhere out of the jurisdiction of our flag.

I will cite a civil suit involving property rights and liability at sea. In Lindstrom vs. International Navigation Co. (123 Fed., 475) Judge Wallace, speaking for the circuit court, says:

"The territorial sovereignty of a State extends to a vessel of the State when it is upon the high seas, the vessel being deemed a part of the territory of the State to which it belongs; and it follows that a State statute which creates a liability or authorizes a recovery for the consequences of a tortious act operates as efficiently upon the vessel of a State when it is beyond its boundaries as it does when it is physically within the State."

Other authorities are the Hamilton (207 U. S., 398), La Bourgogne (210 U. S., 95, 138), the E. B. Ward (17 Fed., 456), the Jane Gray (95 Fed., 693).

For text-book authorities I cite Wharton on Conflict of Laws (third edition), 356:

"A ship in the open sea is regarded by the law of nations as part of the territory whose flag such ship carries. . . . In respect to principle, ships at sea and the property in them must be viewed as a part of the country to which they belong."

Minor, an accurate and eminent text writer in Conflict of Laws, section 195, says:

"In cases of tort committed on the high seas, the tort must be regarded as committed in the territory of the State or country to which the vessel belongs. The law of the flag is the lex loci delicti."

Of course, it follows that we can not pass laws for German or French or Italian or Japanese vessels on the high seas. European nations have the death-liability law, anyway, and the English law is a much better one than that which is here proposed. This is a weak, puerile statute that should not be considered for a moment.

We have seen that we can legislate only for American ships on the high seas. But every

American ship is necessarily registered at some American port, and every American port is part of some American State, and every American State has already enacted a law much better than the Lord Campbell act. No State has any such limping, feeble statute as that proposed in the pending bill. Of course, a Federal statute would promote uniformity of law as between the States by wiping out the State statutes and would establish one Federal law for the sea and State laws for the land; but what is the necessity for uniformity at sea any more than on land among the States? There is none, or at least very little.

Would Abridge the Right of Jury Trial.

Now, let us take up the second question stated. What innovation would this bill introduce as to procedure? It would provide for trial of these damage cases by an admiralty judge instead of by jury. A suit for death on an English ship would not come up exclusively before an admiralty judge—there a jury would pass on these matters.

In the Times Law Reports, Friday, July 11, 1913, reporting an English case of O'Brien against The Oceanic Steam Navigation Co. (Ltd.), being one of four actions brought to recover damages for the death of persons drowned while passengers on the "Titanic," the jury found there had been no negligence in the navigation of the ship, so far as the keeping of the lookout was concerned, but that there had been negligence as regards the speed at which the vessel was traveling at the time of the disaster.

This case will be found reported in volume 29, page 629, Times Law Reports. While I have not had opportunity to go to any great length at investigation of English cases, it will be seen from this case that the question of negligence by the shipowner was a fact which was determined by a jury.

I will have more to say as to the abolishing of jury trial later in discussing the limiting-liability statute of the United States and the way it works in the case of the loss of the "Titanic."

This bill if enacted into law would not only destroy the right of trial by jury, but would, when used in conjunction with the limiting-liability statutes, compel litigants to try their cases in the forum selected by the shipowner and would entail great expense and long journeys in many cases.

It would deprive the State courts and judges elected by the people of jurisdiction and transfer that jurisdiction to Federal judges, who sit, by appointment, for life.

Claimants could not employ lawyers whom they knew, in many instances, but would have to refer their case to lawyers in some distant city where the admiralty court selected by the shipowner was domiciled.

This bill if enacted into law would not be complete in itself and would have to be considered together with other general maritime law, because of the ancient wording of the last portion of the first section. Section 1 reads as follows:

"That whenever the death of a person shall be caused by wrongful act, neglect, or default occurring on the high seas, the Great Lakes, or any navigable waters of the United States the personal representative of the decedent may maintain a suit for damages in the district courts of the United States in admiralty for the exclusive benefit of the decedent's wife, husband, parent, child, or dependent relatives against the vessel, person, or corporation which would have been liable to a suit for damages by or in behalf of the decedent by reason of such act if death had not ensued."

Suppose, for instance, after this act has become law, a man is badly burned at sea on a vessel registered at San Francisco by the bursting of a steam pipe due to the negligence of the shipowner. If he lives, he has a right to sue for the injury in the State court before a California judge, who, by the way, is subject to recall. Suppose he dies; then his case goes to the Federal court, unless he has been induced to accept a settlement which has been entered of record in court before he died. In such case the heirs or dependents are robbed by the proviso at the end of the last section of the bill:

"Provided, That there shall be but one recovery by the person injured or by or in behalf of any of the persons mentioned in Section 1."

The bill has nothing to do with injuries less than death, except here where it provides for a settlement before death to rob the widow and children after death. These settlements or agreements are specially outlawed in the American employers' liability act.

But let us suppose that he died without a "recovery before death" and his widow sues. His widow must set up and prove that if he had not died he would have had a cause of action. Surely it is plain to my colleagues that we do not want to enact such a provision as that into law. If we are going to give the right to recover damages in case of death, let us say so in plain words, such as are used in the employers' liability act.

Complications Under Washington State Statute.

This if-death-had-not-ensued contingency might bring on all sorts of complications if the death occurred anywhere in the world on a vessel registered at any port in the State of Washington or if the death or accident causing death occurred on any American or foreign vessel while in the State of Washington. I will not discuss the application to a foreign vessel while in the State of Washington now, but in the case of Washington boats, whether in the State or on the high seas, the employes have no cause of action for any injury less than death, nor do the dependents have any cause of action where death ensues. My State of Washington is the only State, I understand, that has an industrial insurance act that includes steamboats under its provisions. Of course a Washington boat is subject to Washington law on the high seas as well as in State waters, unless Federal law conflicts. If we enact this bill into law, it will provide an exclusive remedy for death on the high seas. Washington law will then lose jurisdiction on Washington boats on this particular subject matter the minute a boat clears Dungeness Spit in the Straits of Juan de Fuca.

After clearing this point on a Washington boat a man is badly burned, from the effects of which he later dies. The accident having occurred on the "high seas," he must turn to a Federal judge. It would be Judge Cornelius H. Hanford if the people out there had not raised such objections to him that Congress sent the gentleman from New Jersey [Mr. McCoy] who has charge of this bill out there with two other members of the Judiciary Committee to investigate him, and when the investigation got hot he resigned. The first thing the attorney—no; he would have to be a proctor—would have to allege for the widow of this man in his complaint would be that the plaintiff would have had a right to sue if he had not died from the injury, as is provided in the first section of this act.

The proctor in admiralty employed by the steamboat owner would deny that the deceased would have had a right to sue if he had lived and would present to substantiate his allegation Section 1 of Chapter 74 of the session laws of 1911, as follows:

Declaration of Police Power.

"Section 1. The common-law system governing the remedy of workmen against employers for injuries received in hazardous work is inconsistent with modern industrial conditions. In practice it proves to be economically unwise and unfair. Its administration has produced the result that little of the cost of the employer has reached the workman and that little only at large expense to the public. The remedy of the workman has been uncertain, slow, and inadequate. Injuries in such works, formerly occasional, have become frequent and inevitable. The welfare of the State depends upon its industries, and even more upon the welfare of its wageworkers. The State of Washington, therefore, exercising herein its police and sovereign power, declares that all phases of the premises are withdrawn from probate controversy, and sure and certain relief for workmen injured in extra-hazardous work and their families and dependents is hereby provided regardless of questions of fault and to the exclusion of every other remedy, proceeding, or compensation, except as otherwise provided in this act; and to that end all civil actions and civil causes of action for such personal injuries and all jurisdiction of the courts of the State over such causes are hereby abolished, except as in this act provided."

He would then refer to Section 2 and show that steamboats are included as involving hazardous employment, and that men working on Washington steamboats have no right to sue for any kind of personal injuries. With this act prohibiting this widow from going to any other court than admiralty, and the steamboat owner having the right, and in fact being compelled under the Federal act, to abide by the admiralty court, could the widow get any relief?

An Ancient and Musty Statute.

The truth about this bill is that it is about fifty years behind a statute—Lord Campbell's—which was enacted 68 years ago. Why hang on to ideas and forms used before any of us were born? I ask the gentleman why this act was not patterned after the employers' liability act? That is modern, that is up to date. It covers the land and provides for loss by death through neglect of common carriers by railroad. There is no reason why the same modern and humane principles should not be applied to the sea.

Before leaving Section 1 of this bill I desire to direct the attention of Congress to two more features designed to help out the shipowner and make it harder to recover. One of these is the use of the word "exclusive." This word is not in Lord Campbell's act and not in the employers' liability act. Some admiralty lawyer—proctor in admiralty, I should say—put it there thinking it might help a little. He knew it could not possibly help the claimant, so he put in the word.

The use of this word and several others confirm what is said of the bill by Mr. Fitz-Henry Smith, Jr., in the committee report:

"This bill was drafted by a committee of the Maritime Law Association of the United States, an association which is composed of judges of the Federal courts and many of the leading maritime lawyers of the country. It was submitted to all the members of the association for criticism, and was adopted at the last annual meeting only after the most thorough consideration. Its passage is earnestly advocated by both the Maritime Law Association and the American Bar Association."

The other feature of Section 1 of the bill designed to make recovery before the admiralty judge a little harder, if possible, is the provision defining or naming those who have the right of recovery in case of death.

Lord Campbell's act—see Sections 2 and 5—give the right of recovery to wife, husband, parents, child, grandfather, grandmother, stepfather, stepmother, son, daughter, grandson, granddaughter, stepson, and stepdaughter.

The employers' liability act gives the right of recovery to the surviving widow or husband and children of such employe; and if none, then of such employe's parents; and if none, then of the next of kin dependent upon such employe.

The workman's compensation act of the State of Washington provides that in case of death the award shall go to the widow, widower, or child under the age of 16 years, invalid child over the age of 16 years, daughter under 18 years of age, father, mother, grandfather, grandmother, stepfather, stepmother, grandson, granddaughter, stepson, stepdaughter, brother, sister, half sister, half brother, niece, nephew, who at the time of the accident are dependent, in whole or in part, for their support on the earnings of the workman, except where otherwise provided by treaty; aliens, other than father and mother, not residing within the United States at the time of the accident are not excluded.

Now, let us see the provision of the pending bill "drafted by eminent judges and the leading maritime lawyers of the country"—also indorsed by the American Bar Association with no less distinguished a president than William H. Taft, former President of the United States, and also approved by the unanimous report of the Judiciary Committee of the Congress of the United States of America.

Under the pending bill, listen to the legal phraseology and the profound words of wisdom:

"That whenever the death of a person shall be caused by wrongful act, neglect, or default occurring on the high seas, the Great Lakes, or any navigable waters of the United States, the personal representative of the decedent may maintain a suit for damages in the district court of the United States in admiralty for the exclusive benefit of the decedent's wife, husband, parent, child, or dependent relatives against the vessel, person, or corporation which would have been liable to a suit for damages by or in behalf of the decedent by reason of such act if death had not ensued."

What does it mean? Hire a proctor in admiralty, he will tell you, after he has gone through his library of admiralty law, considered it in connection with the State law, and weighed it all out thoroughly.

Young Kuehne "Monroe"-"Nantucket" Hero.

Let us apply the remarkable composition to the parents of young Ferdinand J. Kuehne, the hero of the "Monroe"-"Nantucket" disaster off the Virginia Capes last Saturday morning, "He died as a hero should."

Those are the words of the gray-haired parents, as they sit yonder in their little cottage in the Bronx, with aching hearts, bereaved and saddened by the loss of their boy and their support in the trying scenes of old age that are coming upon them. "We wouldn't have him otherwise," they said Saturday. "We wouldn't have had him fail in the test. He was brave, our boy. It is just like him. But it is hard to lose him like this."

For years, ever since he grew old enough to earn money of his own, young Kuehne was the principal support of his parents. He was the only son, and they had become more and more dependent on him.

He is the hero of the wreck, because he stayed at his post while the captain was hopping into the first lifeboat that was launched. He knew he could not swim and that the boat would go to the bottom in a few minutes, but he unbuckled his life preserver and adjusted it about the waist of a young woman whom he had never seen before. He could see light and glory in the path of duty, even though it did lead to death.

But what about his aged parents recovering under this bill?

Considering for the present this first section only, these parents having consulted a proctor in admiralty, the proctor would reason about like this: "These parents of young Kuehne have a right of action against some rem or some personam if Kuehne would have had a right of action if he had not died as a result of the act of the owner of the vessel which he is to sue. In order to determine if young Kuehne would have had a right of action if he had not died, I must give due consideration to State law, where all questions of damages from acts which do not result in death may be subject to legislation. I must consider the doctrine of assumption of risk; if he assumed the risk, if he was fully warned by the facts of the danger of his position, he can not recover. Then, did he do what he did through the fault of a fellow servant, and was he negligent; did he use due diligence to save himself; and, then,

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WEEKLY NEWS LETTER

Contributed by American Federation of Labor

To Abolish Guard System.

In his first annual report Secretary of Labor Wilson asks Congress to pass legislation that will prevent the interstate transportation of armed guards in times of strike. Reference is made to the use of these individuals, who, the Secretary reports, "are said to have been imported into Colorado and other States through a business concern engaged commercially across the State lines in supplying corporations with an armed and trained soldiery or police in numbers running into hundreds and even thousands. In connection with the Pere Marquette strike in Michigan, armed guards, furnished by agencies in other States supplying men to take the place of local strikers, accompanied those men to Grand Rapids. They were then turned back by the United States Marshal under instructions from the District Judge. In the Calumet copper mining region armed guards under contract with the employers were forwarded to the locality by agencies in other States." Mr. Wilson urges Congress to take action within its constitutional limitations to regulate this business in the interest of peace and order. It is shown that this suggestion is neither novel nor new, and the report of the Congressional committee that investigated the Homestead strike twenty-one years ago is quoted at length as a precedent. This report favored regulation and declared these guards might "properly be characterized as a sort of private military or police force." Mr. Wilson submits that the rights of Congress in this matter are unquestioned because of its laws relating to the "white slave" traffic and the opinion of Congress and the public generally that interstate commerce no longer applies to traffic in commodities only.

Girls Win Stubborn Fight.

After a seven weeks' strike of 2000 hosiery workers at the Taubel mills in Philadelphia the management has receded from its "no-arbitration" position and accepted the solution offered by the strikers and officers of the United Textile Workers, affiliated to the A. F. of L. The strike was called after a reduction of wages and a refusal to even discuss the matter with the interested workers. The strike completely tied up several mills, because of the enthusiasm shown by the girls and the aid given them by local trade unionists and officials of the Textile Workers. This activity, together with the efforts of ex-President Cronin of the central body, who, as a representative of the State labor department, induced the management to change its views and an agreement was entered into whereby the girls will return to the mills under the old rates and conditions, which shall remain in force until the entire matter is decided by a board of arbitration. The strikers accepted this plan, as it was the postion they maintained during the walkout. Another section of the agreement provides that "The Taubel Hosiery Mills shall not take any drastic action towards any of its employes which might be construed as a penalty for going on strike, and no discrimination shall be made on the part of the Taubel Hosiery Mills toward any employe because of their being out on strike." The girls are enthusiastic over their efforts to stand together, and have named Secretary-Treasurer Hibbert of the United Textile Workers of America to represent them on the board of arbitration.

Pleader for Privilege Swatted.

With banter, satire and logic President Gompers of the A. F. of L. makes answer complete in the February issue of the American Federationist to Col. Harvey of the North American Review, who charges that the exemption of labor unions and farmers' organizations in the sundry civil appropriations law, "guarantees immunity to both from either civil or criminal liability from every federal law upon the statute books." The law referred to provides that no moneys in that appropriation shall be used to prosecute these organizations for entering into any combination or agreement, "having in view the increasing of wages, the shortening of hours or bettering the conditions of labor, or for any act done in furtherance thereof, not in itself unlawful." This law was passed last year, and in answer to Col. Harvey's latter-day protests President Gompers says in part:

"Col. Harvey has fallen upon evil days. Like Jeremiah of old he would rouse the erring people by his lament. That lament may be purchased in the January issue of the North American Review. His chivalric soul is sore troubled by imminent perils to the 'interests.' Col. Harvey has long been recognized as the champion of those who wish to exploit the working people and to coin their necessity into profits. Now the redoubtable Colonel sees a cloud upon the horizon of the 'interests.' * * * The cloud that is distracting Col. Harvey is the demand of human workers that the government shall free them from all 'class' restrictions and relieve them from prosecution for acts in pursuance of organizations, not in themselves unlawful.

"Suppose that laws are enacted prohibiting speculation or monopoly, say in the staple foodstuffs of the people, will it be held that such laws apply to the cooks or bakers in their capacity as such workers? Only when cooks and bakers enter the field of controlling and monopolizing products, foodstuffs, can their actions be classified with those actions inhibited by the law. Laws enacted should apply to all the people, but only those who do the things inhibited should be held to be guilty as violators of law.

"In other words, the organized workers demand that when they are trying to secure fairer wages, working conditions and hours that will conserve human life, the government shall keep its hands off unless the workers do that for which any other

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MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeland Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging. St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts Maritimes de France, 33 rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S, Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federacion Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

A decree has been issued by the Prussian Railway Minister, according to which a new wage scheme for railwaymen will come into force on the 1st of April, 1914.

The Swiss Transport Workers' Union is holding its general meeting on the 12th and 13th of April, in Lucerne. The meeting will be held in the beautiful new "Volkshaus" there.

A joint conference of the German, Austrian and Swiss transport workers takes place on January 5 at Constance, to deal with the question of propaganda work in the Lake Constance district.

On January 1 a strike fund was established by the Union of Seamen in France. Each member contributes 5 cents per month. This action on the part of our French comrades must be joyfully welcomed.

New and favorable regulations for the adjustment of the pension and payment of contributions of the locomotive and train employees have come into force on the Sudbahn (Southern Railway), in Austria.

The Minister of Public Works in France, having regard to the shocking consequences of the railway disaster in Melum, is demanding the introduction of electric lighting apparatus on express trains instead of the present gas lighting.

Negotiations are taking place between the central executive of the union of engineers, stokers and deckhands in Holland and the owners of the steam tugs in reference to the introduction of a new tariff agreement for the Rhine shipping service.

The members of the Sailors' and Firemen's Union who have been involved in the dockers' strike in Dublin have been requested by their union to resume work immediately. The members ignored the request. There are 350 sailors and stokers employed in the Dublin shipping service.

The coal trimmers in the Grimsby Royal and Alexander docks are on strike. The whole of the coal export trade is at a standstill. The strike has been caused by the blackmailing of a gang of trimmers, who, after working four hours overtime, refused to complete the work of making a ship ready for sea.

The General Federation of Trades Unions of Great Britain is now publishing a monthly paper called the "Federationist." Thus an acute need in the English trade-union movement has been met. This innovation will contribute very largely to the strengthening and concentration of the trade-union movement.

During the calendar year 1913 the total immigration to Canada was 418,870, made up of 156,984 British, 115,751 American, and 146,135 from all other countries. During the calendar year 1912, the total number was 395,804, composed of 127,875 British, 113,793 American, and 92,410 from all other countries. The increase is six per cent.

The National Union of Ships' Stewards, Cooks, Butchers and Bakers (headquarters, Liverpool), is considering the establishment of cookery schools in all the larger ports of Great Britain. Union funds will be used for this purpose. British shipping companies and the municipal authorities will be invited to take part in the scheme.

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INFORMATION WANTED.

Andrew Wilne, native of Dundee, Scotland; about 28 years of age, dark complexion, last heard of about nine years ago, sailing as steward, also as fireman, is inquired for by his relatives. Address A. S. Milne, 1122 Rose street, Grandview, Vancouver, B. C.

Nils Edmund Johansen, a native of Tansberg, Norway, aged about 50, last heard of at Melbourne, Australia, is inquired for by his brother. Address, Martin Johansen, 839 Centennial avenue, Alameda, Cal.

Charles Harold Allen, who has served as an apprentice in a British ship, age about 21 years, medium height, brown hair, last heard of in San Francisco November 9, 1911, is anxiously inquired for by his father. Please notify British Consul-General at San Francisco.

INFORMATION WANTED.

Adolf Theining, a native of Vannersborg, Sweden, is inquired for by his mother. Address, Coast Seamen's Journal.

Walter Jorgesen Clang, born in Aaland Yetta, Ostro Yetta, is inquired for by his uncle, John Clang. Address Coast Seamen's Journal.

George Alfred Hall, last heard of on the Sch. "Sehome" in June, 1913, will please communicate with his brother, Walter Hall. Address 790 18th street, Oakland, Cal.

Rudolph Kurella, born January 5th, 1868, at Grabowo, Germany, is inquired for by the German Consul-General at San Francisco, Cal.

Oscar Osolin, John Lind, M. Elone, John Anderson, Thomas Pukki, Alex. Tuominen, Chas. Grouberg, who were on board the steamer "Fifild" April 7, 1913, please communicate with the Coast Seamen's Journal.

Anyone knowing the whereabouts of John Owens, age about 24, last heard of in Sydney on the barque Misbeck, November, 1912, please communicate with Coast Seamen's Journal.

Lasker Munter, of Spokane, Washington, born 1884, left home in 1903, is inquired for by his father, Adolph Munter, Spokane, Washington.

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Swenson, Axel
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Langan, Robt.
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Nordling, C.
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Olsen, O.
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Olander, Carl
Paty, G. W.
Peron, E
Schneider, H.
Sandersen, O. F.
Ivars, Carl
Stenraas, A. W.
Slattery, Wm.

INFORMATION WANTED.

Fred (Albin) Swanson, a native of Malmo, Sweden, aged about 25, is inquired for. Address, Coast Seamen's Journal.

Johannes Larsen, age 22, born in Fitje, Norway, is inquired for by his brother, Ingolf Vestrick. Anybody knowing his whereabouts please notify his brother at 9 Mission street, San Francisco.

Fred W. Larsen is inquired for by his brother John. Anybody knowing his whereabouts please notify Chas. Hammarin, care Fishermen's Union.

Fritjof Ellingsen, age 32, a native of Drammen, Norway, he was short, heavy set, dark hair, parted in the center, and good looking. Anybody knowing his whereabouts please notify Ed Knach, 171 Clipper street, city.

Andrew John Anderson, who left Aberdeen, Wash., on lumber barge Washtura for San Francisco, is inquired for. Any one knowing his present whereabouts please notify Mrs. Anna Anderson, Aberdeen.

John Rebbetad, who was in the steamer A. F. Lucas in November, 1911, is inquired for by his brother. Address, Coast Seamen's Journal.

Pacific Coast Marine.

The port of Bandon, Ore., has resolved to ask Congress for an appropriation of $250,000, an amount equal to the bond issue authorized by the port for harbor improvement, which, in the event it is obtained, will give this port $500,000 to expend in widening and deepening the harbor. It is likewise the intention of the commission to extend the harbor further inland.

As a result of an investigation by United States Inspectors at San Francisco the license of Captain John Johnson was suspended for sixty days as a result of the loss of the motorboat "Pathfinder" at Point Diablo, and Captain Arthur Ravens, master of the tug "Richmond," had his license suspended for fifteen days for running into the motorboat "McKinley" on San Francisco Bay.

After an investigation by the United States Inspectors at San Francisco, Thomas Riley and Nicholas Nelson, masters, respectively, of the steamer "Umatilla" and the ferryboat "Berkeley," which collided in a fog last December, have been entirely exonorated of blame in the accident. Captain O. A. Lilleland of the steam schooner "Pomo," was also exonerated.

A favorable report on the survey of Willapa River and harbor has been made by Major Cavanaugh to the Chief of Engineers, U. S. A., as a result of the campaign for the further dredging of the river and harbor to a minimum depth of 24 feet at extreme low tide. Should Congress make an appropriation for this purpose, and there is every likelihood that it will, the work will in all probability be begun before the end of the present year.

For repeatedly pawning his mate's license and each time securing a new one free under the pretext that he had lost the old document, Ferdinand L. Raymond had his license permanently revoked by United States Inspectors of Steamboats James Guthrie and J. P. Dolan. The inspectors learned that the last license issued to Raymond was pledged for $10 to a man who conducts a boarding house at the corner of Sixth and Howard streets.

An agreement has been reached between the Collector of Customs and the Superintendent of Mails whereby mail arriving at San Francisco on ocean steamers will be taken off in the bay by the customs launch carrying the boarding officer, and immediately rushed to the Ferry building. Heretofore the mail has not been taken off the steamers until they have come alongside the dock. It is claimed that under the new arrangement it will be in the postoffice several hours earlier than usual.

Martin Lund is having considerable success in his operations in reclaiming the coal cargo of the sunker schooner "H. J. Lunsman," which lies at the bottom of San Francisco Bay off Meiggs wharf. By dynamiting portions of the craft it has been possible to get at the coal, and already several barge loads have been brought to the surface. After getting all of the coal out of the vessel, Lund, according to the requirements of the Government contract, will have to clear the wreckage away so that a depth of thirty feet will prevail.

Fearful of litigation if she again ventured into American waters, the steamer "Mackinaw" of the Robert Dollar Company, which has successfully evaded the United States immigration officials, is having her cargo of lumber scowed from Bellingham to Esquimalt, where she is at anchor and safe from the arm of the law. She is loading for the Orient. The "Mackinaw's" plight, said to be unprecedented in the annals of American shipping, is attracting widespread attention because, it is alleged, other companies practice the device resorted to by the "Mackinaw" to get a Chinese crew.

With an entire new crew the British ship "Philadelphia," which put into San Francisco on January 19 under unusual circumstances, continued her voyage for Queenstown on February 9. By quietly dismissing the former crew and replacing Captain Lawrence with Captain George, the agents of the owners and the British Consul quickly settled a situation which at first bade fair to be complicated. The men had locked Captain Lawrence in his cabin, charging that he was intoxicated when the vessel left the Columbia River, and that he was not competent to handle the ship in a seamanlike way. It was at first believed that the men would be held on charges of mutiny, but when both sides of the case were heard before the British Consul the easiest way out of the difficulty appeared to be the dismissal of all hands. The "Philadelphia's" dilemma will stand the charterers some expense, as well as the owners, it is said, and instead of now being well near Cape Horn the "Philadelphia" will reach the Cape during the rigors of winter.

It is reported that an erroneous impression prevails regarding the availability of land on the Pacific Coast to be used as the site for a torpedo repair and test station. Some time ago an allotment of funds was made for the acquisition of territory of suitable location and requisite area for this purpose, and, as usual under such circumstances, the Navy Department encountered difficulty in obtaining possession of the tract without being charged what was regarded by the naval authorities as an excessive price. During one of the hearings before the House Naval Committee recently it was announced that the department had found it impossible to acquire the land selected by Secretary Daniels on the Keyport peninsula, Port Orchard Bay, when he was in that part of the country last July, because "land sharks" anticipated the governmental purchase and increased the price to a prohibitive degree. This is far from being the actual situation, as the committee will be informed when Secretary Daniels appears before it. Condemnation proceedings have been concluded and papers forwarded by the United States District Attorney to the Navy Department. It is expected that the property will be delivered to the Navy Department during the next week or two. The property condemned consists of about 85 acres of land and about four miles of tide lands on the west shore of Port Orchard Bay, between Keyport and Brownsville.

Coming on the heels of its contract with the Standard Oil Company to build for it a 14,000-ton steel tanker, and the day before the launching of the Associated Oil Company's tank steamer "Frank H. Buck," the Union Iron Works on February 10 entered into a contract with the Union Oil Company to build for it a similar 14,000-ton tank vessel. This last tanker, the third large steamer to be undertaken by the Union Iron Works within a year, is to be an exact duplicate of the "Frank H. Buck," launched at the Potrero works recently. She will have a carrying capacity of 67,000 barrels of oil, divided among sixteen separate tanks in the hold. The contract price is to be in the neighborhood of $750,000. Delivery is to be made in twelve months. Negotiations for the building of this tanker for the Union Oil Company have been pending for some time, the main question under consideration being whether the oil concern would order a much larger vessel or limit itself to the size of the Associated and Standard tankers. The contract was signed by President John A. McGregor of the iron works company and E. W. Clark, manager of transportation of the Union Oil people. According to the Union Oil people the iron works secured the contract in competition with other shipbuilding concerns, a fact which, taken in connection with a similar statement from the Standard Oil Company in regard to the contract for its new vessel, is regarded as significant for the immediate future of shipbuilding on the Coast.

In several respects the launching of the steel tanker "Frank H. Buck" at San Francisco, on February 12, is of more than usual significance. Her building may be said to mark a new beginning for the Union Iron Works, once so prominent as a constructor of battleships, cruisers and merchant steamers. Once more, after a long period of comparative idleness, the Potrero plant has 3000 men employed. Work has already been started on a large tanker for the Standard Oil Company, and the Union Oil Company has contracted for a sister ship to the "Frank H. Buck." The "Buck" is the first vessel built in San Francisco in direct competition since the fire, and is the largest tanker ever built under the American flag. In the time occupied in her construction a new record was set in this country for this type of vessel. The first keel plate was laid on September 6, 1913, five months and five days before she was launched. As a tanker is divided minutely into compartments with special riveting to retain oil, this record is considered remarkable. The "Buck" is the first vessel to be built on the Pacific Coast on the Isherwood, or longitudinal system of framing. To this, and to the interest and pride every workman in the yards took in the vessel, President McGregor and General Manager Tynan attribute the speed of construction. A new system was used for releasing the ship from the ways and starting her on her initial journey to the water. After the supporting blocks had all been knocked away only two shore dogs, one on either side, braced between the cradle and the ways, held the huge steel structure from moving. At the signal a wire was cut, which dropped a weight against each of the blocks that held the dogs in position. The dogs snapped out, and without an instant's hesitation the ship moved smoothly and steadily to the water. Two huge chains brought her to a stop, and a tug took her to the wharf, where she was tied up. The "Buck" is 426 feet 9 inches long, 55 feet 4 inches wide, and 31 feet 8 inches in molded depth. She has 16 tanks capable of carrying 67,000 barrels of oil. Her displacement is 14,000 tons. The contract price was $760,000.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone, Kearny 394; (Advt.)

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(Continued on Page 11.)

Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO

BY THE

SAILORS' UNION OF THE PACIFIC

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JACK ROSEN.....Manager

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Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, FEBRUARY 18, 1914.

UNEMPLOYMENT vs. IMMIGRATION.

As a result of this winter's nation-wide suffering due to unemployment, it has been decided to call a national conference to be held in New York on February 27 and 28 under the joint auspices of the American Section of the International Association on Unemployment and the American Association for Labor Legislation. Mayor John Purroy Mitchel of New York will open the conference in the City Hall on the morning of February 27, and mayors of the principal industrial cities, as well as governors of States, have appointed delegates.

The reports upon recent employment conditions will form a part of the opening session, but the principal emphasis of the conference, according to the program, will be on constructive proposals for prevention of unemployment. The program includes a public meeting in Cooper Union in joint session with the People's Institute. A special feature will be the discussion of plans for immediate action in the various cities and States, and a meeting for the delegates at the City Club, at which there will be several short addresses and reports of committees.

Charles R. Crane, chairman of the Chicago Commission on the Unemployed, is president of the American Section, and among the other officers are Charles P. Neill, ex-commissioner of the Federal Bureau of Labor; John Mitchell of the United Mine Workers, and Prof. Charles R. Henderson, secretary of the Chicago Unemployment Commission. The president of the International Association on Unemployment is Leon Bourgeois, formerly president of the French Council of Ministers. The vice-president is Richard Freund, head of the German Association of Employment Bureaus, and the secretaries are Louis Varlez, inventor of the "Ghent System," and Dr. Max Lazard of Paris. W. H. Beveridge of the British Board of Trade, the leading English authority, is also prominent in the movement abroad.

The Association, organized in 1912, publishes a quarterly journal, and its purpose as stated in the by-laws is:

To co-ordinate the efforts made to combat unemployment and its consequences, to organize studies, to give information to the public, and to take the initiative in shaping improved legislation and administration, and practical action in times of urgent need.

The secretary, Dr. John B. Andrews, with headquarters at 131 East Twenty-third street, New York, announces that nineteen American States and eight cities have already established free public employment bureaus, while several official commissions are at work on the problem. Illinois has a State commission in addition to the municipal commission in Chicago, and in California the subject is receiving earnest consideration by the Commission of Immigration and Housing.

The new Federal Commission of Industrial Relations has gone a step further by declaring that it regards the unemployment problem as a permanent one and proposes to gather material for the preparation of legislation by Congress.

Altogether the subject of unemployment is receiving more attention just now than ever before. But while people generally show a disposition to alleviate the suffering due to unemployment, the tide of immigration is rising higher and higher. During the month of December, when, it is asserted that 350,000 men and women were unemployed in New York City, nearly 100,000 were added to this country's population by new immigration. Approximately one-half of this number were classed as unskilled laborers and servants who would in the very nature of things be thrown into immediate competition with the armies of unemployed already in our cities.

Still there are a great number of Representatives in Congress who most strenuously oppose any kind of immigration restriction. There are "statesmen" who can work themselves into a frenzy over the sufferings of the poor illiterate immigrant when it is proposed to keep him out of the country by the literacy test. Yet, last year some 300,000 aliens who came to the country would have been excluded if a reading test had been in force.

Organized labor of this country has repeatedly gone on record in no uncertain voice for the restriction of immigration by the literacy test. The organized farmers of America seem to have similar views, at least one is justified in such belief by the following editorial comment in their official publication, "The National Field":

Education is no test of individual character—granted; but it is a mighty good test of the enlightenment prevailing in the country from which an immigrant comes. Neither the aged nor the young are bound by it. If any country is allowing its poor to live their mature years in ignorance of their own written tongue, it is shifting the burden of education to our shoulders, or giving us an element which is helpless for several years in the hands of—well, mostly the cunning, educated, foreign-born, contract laborite, the fleecer, the sweat shop and factory exploiter. Time was when the generality of people could not read or write in any language, and in that time no shame attached to them or any one else, except the despotisms which needed ignorance in their business. The same despotic spirit is behind all this piffle about "the honest, the industrious, the moral" type. Much they care for the real welfare of this type. What they want is plenty of cheap laborers. After trustifying the industries through special-privilege legislation on one hand and pauperized labor on the other hand, they are now turning to the blessed vision of "trustifying" agriculture. Corner any of these big business rascals on the immigration problem and he always talks of "putting them on the land"—land they can not buy; land from whose homesteading and desert-claim privileges they are excluded as unnaturalized citizens for a period of five years; land which they could not rent, even. "Back to the land," then, how? The process is very simple. Let capitalists buy up whatever tracts they haven't now scooped, and herd these immigrants on the land like serfs in fee simple. And then? The farmer who owns his land, the farmer who is trying to own his, can no more compete with the agricultural trust than the proverbial village blacksmith could compete with the Steel Trust. Against the cold-blooded "interests" and a few misinformed, misguided sentimentalists the immigration bill must fight. For the sake of all humanity, in your land and other lands, won't you work for the passage of this bill as long as your voice can speak or your hand be lifted in its defense?

The measure referred to is the Burnett Immigration bill, known as H. R. 6060. This bill, which has passed the House and is now pending in the Senate, is similar to the measure which was vetoed by ex-President Taft. It provides that no alien who cannot read in his own language or dialect shall not be admitted to the United States. It stipulates unrestricted admission of persons who immigrate for the purpose of escaping religious persecution; admission of aliens, irrespective of the literacy test, if they have resided in this country continuously for five years and have declared their intention to become citizens; importation of aliens for immoral purposes to be punishable by a fine of not more than $5,000 or not more than ten years' imprisonment. The bill also aims to make it unlawful for steamship companies to solicit immigrants to come to this country directly or through agents; imposes penalties upon the companies which bring in aliens of certain excluded classes; and imposes criminal penalties upon any citizen of the United States who aids in the immigration of persons who teach the unlawful destruction of property. The bill as passed would go into effect July 1, provided prompt action is taken by the Senate.

Surely, it is quite obvious that the subject of unemployment in this country is closely related to the immigration problem, and while it is wholly unnecessary and certainly not at all desirable to bar those immigrants who seek to escape religious or political persecution, we should have due regard for the men, women and children who are already here and who find it more and more difficult to eke out an existence, leave alone the maintenance of a decent standard of living.

A writer in the "Tri-City Labor Review," of Oakland, Cal., has just concluded a serial article purporting to be an "unbiased review" of the recent Legislature's work. On the question of abolishing property qualifications for jurors, the "unprejudiced writer" proceeds to lambast the Governor of the State because he alleges that "this bill, though passed by both houses, was pocketed by Governor Johnson." The records show that the measure failed of passage in the Senate and never reached the Governor's office. On the question of Minimum Wage legislation, the "unbiased scribe" pays certain left-handed compliments to "so-called labor leaders" who opposed the bill. Of course, it has never occurred to the "fair-minded" Oaklander that these "labor leaders," both men and women, were merely formally and officially voicing the expressed wishes of their constituents. If the Oakland writer had his way in the matter, "labor leaders" would doubtless have to take their orders from his political party instead of the union which pays their wages. Fortunately, it is not likely that his dreams in this respect will ever materialize!

Demand the union label upon all purchases!

ALOHA HAWAII.

The most striking picture which presents itself to a visitor at Honolulu is said to be the kaleidoscopic assembling of races and customs about the harbor. When the Stars and Stripes replaced the Hawaiian flag in 1898 the belief was general that Americans would shape the political, financial, religious and educational ideals of the people, and the Paradise of the Pacific would in time become in a true sense a part of the United States. The fallacy of that idea is shown by subsequent events which have led to the Japanese colonization of the islands.

At present there are about 195,000 inhabitants in the Hawaiian territory, of which nearly two-thirds are Mongolian, there being about 22,000 Chinese and 100,000 Japanese. This enormous Mongolian immigration has resulted in the practical elimination of Caucasians, the suppression of American ideals, and has been disastrous to labor conditions. It is now regarded as impossible to Americanize the islands and the Japanese is generally held to be mainly responsible for that state of affairs. Every vessel arriving at Honolulu brings a number of prospective Japanese brides, who are married on arrival and a few days later take their place at the side of their husbands working on the sugar plantations. They are willing and able to work for less remuneration than any other class of labor—not excepting Chinese—and have succeeded in displacing the native Hawaiians owing to the inability of the latter to conform to the Japanese standard of life.

The Hawaiian Islands are becoming more and more a Japanese colony, and their usefulness to the United States as a territorial possession has long since ceased. Even looking at the Hawaiian conditions from a strategic point of view, the effectiveness of our military and naval power in the Pacific is to a certain extent abridged by the overwhelming Mongolian populations of the islands.

DEMOCRATS REPUDIATE PLEDGES.

The working people of California, particularly those who have voted the Democratic ticket, should take notice that official representatives of the Democratic party—in at least one county of this State—have declared that Democratic platform pledges must not be regarded as serious.

The Democratic Central Committee of Contra Costa county has officially repudiated the platform pledges upon which the Democratic party of California elected its candidate to the last Legislature. This action was taken at Martinez, on February 7th, when the committee officially commended and indorsed the record of a Democratic State Senator who had violated the most important of the party's platform pledges.

The fact that the same individual (one James C. Owens) also violated the written promises which he made to labor prior to his election is merely confirming the utter depravity of that gentleman. But while the Democratic party of California cannot be held responsible for a statesman's (?) personal pledges the party of "Jefferson and Jackson" is unquestionably absolutely responsible for the platform pledges adopted by the party in regular convention.

If the majority of members on a single Democratic County Committee are so devoid of manhood and so subservient to corporation influence as to repudiate their own party's platform in order to be able to apply a coat of whitewash on a notorious double-dealer who is confronted with the disgrace of the recall, then it is up to the Democratic State Central Committee to repudiate the unprincipled county committee.

If the Democratic State Central Committee, and the leaders in the Democratic party of California fail to take immediate and emphatic action by repudiating Senator Owens' "gang" in Contra Costa County then, indeed, will the working people of California be justified in believing that the platform pledges of the Democratic party in California are mere meaningless phrases written for the sole purpose of catching votes.

Senator Owens violated the most important pledges in the Democratic platform upon which he was elected. The Recall, which is now fortunately embodied in the State's Constitution, was therefore invoked and the date of the election has been set for March 31st. Now comes the Contra Costa County Democratic Central Committee and commends and indorses the record of the double-dealer!

Who is going to pay the slightest attention hereafter to Democratic State platform pledges?

How is the State Democratic party going to fare at the ensuing election unless the working people are assured that the repudiation of Democratic platform pledges by the official committee in Contra Costa County is merely a last desperate effort to save a double-crosser?

The latest "yellow peril" to invade the Pacific Coast has come in the shape of Chinese eggs. As a result the poultry producers of California have started a State-wide campaign of publicity. They rightfully declare that "if the people of this State wish to exterminate the poultry industry all they have to do is to buy all the imported Chinese eggs." Of course, the people are not going to do anything of the kind; for if there is one issue upon which the people of the Pacific Coast States will show a solid front, it is their opposition to Asiatics. Boycott Chinese eggs!

Is it not strange and paradoxical that there is no objection by the Japanese against the action of Canada and Australia in regard to exclusion? In both of these countries the laws are much more drastic. But in this country the Japanese are making capital out of the foolish sentiment of the Eastern people and the Eastern press and their power in Congress. In the meantime the Pacific Slope has to bear the burden imposed upon it by a prejudiced press.

That the days of the sailing ship have not gone by—at least not altogether—would appear by the recent announcement that the firm of F. Laeisz, of Hamburg, has given Messrs. Blohm and Voss an order for the construction of three sailing ships of the type of the four-masted barks "Peking" and "Passat" built by the same yard in 1911. The sailing qualities of these vessels is said to be highly satisfactory.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Feb. 16, 1914.
Regular weekly meeting called to order at 7 p. m., E. A. Erickson presiding. Secretary reported shipping dull. Fifty dollars was donated for the defense of Ford and Suhr, convicted in connection with the Wheatland riots.
JOHN H. TENNISON, Secretary pro tem.
84 Embarcadero. Phone Kearny 2228.

Victoria, B. C., Feb. 9, 1914.
No report.
ARCHIE KING, Agent.
Old Court Rooms, Bastion Square.

Vancouver, B. C., Feb. 9, 1914.
No meeting. Shipping and prospects poor.
W. S. BURNS, Agent.
N. E. corner of Hastings and Main streets. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Feb. 9, 1914.
No meeting. Shipping dull; prospects uncertain.
H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, Feb. 9, 191b.
Shipping and prospects poor.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Feb. 9, 1914.
Shipping and prospects uncertain.
J. PEARSON, Agent.
P. O. Box 6. Tel. Main 557.

Portland Agency, Feb. 9, 1914.
Shipping dull; prospects uncertain.
G. A. SVENSON, Agent.
P. O. Box 2100. 51 Union Ave. Tel. East 4912.

Eureka Agency, Feb. 9, 1914.
No meeting. Shipping and prospects poor.
JOHN ANDERSEN, Agent.
227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, Feb. 9, 1914.
Shipping dull; prospects uncertain.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Feb. 2, 1914.
Shipping dull; prospects uncertain.
JACK EDWARDSEN, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Feb. 13, 1914.
Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping improving.
EUGENE STEIDLE, Secretary.
Kearny 5955.

Seattle Agency, Feb. 9, 1914.
Shipping dull; plenty of members ashore.
LEONARD NORKGAUER, Agent.
Grank Trunk Dock, Rooms 203-205. P. O. Box No. 214. Phone Main 2233.

San Pedro Agency, Feb. 5, 1914.
No meeting. Shipping good; prospects uncertain. Plenty of members ashore.
HARRY POTHOFF, Agent.
P. O. Box No. 54.

Portland Agency, Feb. 9, 1914.
No meeting. Shipping fair; very few members ashore.
THOS. BAKER, Agent.
27½ 2nd St., Bickle Bldg., Room 10. Phone Main 9731.

DIED.

E. S. Johnson, No. 605, a native of Finland, age 53, died at San Francisco, February 14, 1914.
Harry Nicholas, No. 948, a native of Greece, age 43, died at Richmond, Cal., February 9, 1914.

THE LIABILITY OF SHIPOWNERS.

(Continued from Page 2.)

did the boat captain use due diligence; was the accident due to the wrongful act, neglect, or default of the boat owner or the boat's officers?"

What would you give for the chances of these parents to receive any part of that which society has appropriated, absorbed, and taken away from them?

I have not gone into any of the other sections of this bill that these big steamship lawyers want us to rush through this Congress quickly without debate. Every remaining section is as full of jokers and jokerettes as the American Bar Association is full of lawyers. The whole statute is a voice from the tomb of the ages past. It does not partake of the ideas of this day. There is no sympathy in it. It contains none of the milk of human kindness. It is written to save dollars, not to do justice.

Look here at Section 2. There are two features to the section, and each of them is abominable:

"Sec. 2. That the recovery in such suit shall be a fair and just compensation for the pecuniary loss sustained to the persons for whose benefit the suit is brought and shall be apportioned among them by the court in proportion to the damage they may severally have suffered by reason of the death of the person by whose representative the suit is brought."

"Pecuniary loss" to be determined by a stranger, a Federal judge on the bench for life—no jury—and the amount of the recovery shall be apportioned by this Federal judge. He may be a good and honorable man—and I know that most Federal judges are both good and honorable—but who wants to give away the constitutional right of trial by jury at the behest of the American Maritime Association and the American Bar Association, even if this Judiciary Committee of the House does report the bill for passage? I doubt if a member of the committee studied the bill, and none of them gave the matter adequate consideration.

The third section of the bill as proposed by these eminent lawyers and judges fixed one year for the commencement of the suit and provided that action would be barred by the statute of limitations if not begun in that time. The law would allow the company three years in which to sue one of its employes for a dollar he owed the owner on account of board, but one year only for the employe's dependents to sue for death. The committee has recommended that this time be increased from one to two years. Of course, this is a substantial improvement.

Section 5 keeps alive the doctrine of comparative negligence. It charges up to the widow and the orphan the least act of negligence on the part of the deceased which led to the accident. I say the entire loss should be charged up to society, to the particular industry, and the widow and the orphan and other dependent should be paid in full.

Section 6 Preserves a Disgraceful Statute.

While Congress has failed to pass laws to remunerate the widow and orphan except as to accidents by common carriers by railroad, it has not failed to pass laws of general maritime jurisdiction limiting the liability of shipowners. These were passed to "save our rapidly disappearing merchant marine." The act of 1851 was the original liability statute. In 1884 it was amended, and in 1886 its benefits were extended to the shipowners on the Great Lakes and to every river, bayou, or lake in the country. Of course, this extension, whatever consideration may be indulged in as to the original act, was not to preserve the flag on the ocean or the lakes, since there was no chance to compete with foreign nations on the lakes or rivers, but to prevent seamen, passengers, and shippers from getting adequate damages for losses and injuries, and survivors from obtaining adequate damages for lives lost on vessels, which were amply provided for in the State courts. So far as lake and inland traffic was concerned, this statute by Congress was a Federal invention intended solely to save dollars to shipowners at the expense of shippers, employes, and passengers.

In 1851, when Senator Hamlin, of Maine, put the bill through the Senate of the United States, he stated in the debates that it was predicated on the English law, and that "it places our commercial marine on the same basis as that of England."

But this statute which still stands on our books and by this inexplicable act of marine benevolence has been extended to the Great Lakes and inland waters is to-day far more liberal to shipowners than is the British statute for limiting liability. And State courts when attempting to collect damages for death and other injuries from shipowners have to meet that statute and stand for its limitations.

It is an unconscionable statute, and the fact that it is on our statute books ought to strike shame into the hearts of these men who now appear before the Senate Judiciary Committee and propose this bill, which is of very little use, if any, without suggesting the repeal of this liability statute at least in so far as personal injuries, whether resulting in death or not, are concerned. It is worthy of note that Senator Hamlin put this original liability bill through on March 3, 1851, making it one of those last-moment acts rushed through without adequate consideration. The important features of the act as passed and as it stands to-day without amendment, although extended to the Great Lakes and inland waters, are known as Sections 4283, 4284, and 4285 of the Revised Statutes, and reads as follows:

"Sec. 4283. The liability of the owner of any vessel for any embezzlement, loss, or destruction by any person of any property, goods, or merchandise shipped or put on board such vessel, or for any loss, damage, or injury by collision, or for any act, matter, or thing lost, damaged, or forfeiture, done, occasioned, or incurred without the privity or knowledge of such owner or owners shall in no case exceed the amount or value of the interest of such owner in such vessel and her freight then pending.

"Sec. 4284. Whenever any such embezzlement, loss, or destruction is suffered by several freighters or owners of goods, wares, merchandise, or any property whatever on the same voyage, and the whole value of the vessel and her freight for the voyage is not sufficient to make compensation to each of them they shall receive compensation from the owner of the vessel in proportion to their respective losses, and for that purpose the freighters and owners of the property and the owner of the vessel, or any of them, may take the appropriate proceedings in any court for the purpose of apportioning the sum for which the owner of the vessel may be liable among the parties entitled thereto.

"Sec. 4285. It shall be deemed a sufficient compliance on the part of such owner, with the requirements of this title relating to his liability for any embezzlement, loss, or destruction of any property, goods, or merchandise, if he shall transfer his interest in such vessel and freight, for the benefit of such claimants, to a trustee, to be appointed by any court of competent jurisdiction, to act as such trustee for the person who may prove to be legally entitled thereto, from and after which transfer all claims and proceedings against the owner shall cease."

Rules 54 and 56 in admiralty, prescribed by an honorable Federal judge for life, do about as much enacting as does the original statute, for these rules provide that when a shipowner shall file suit to limit liability under this act in admiralty court the judge of such court may issue a restraining order enjoining suit being commenced in any other court than that particular one by any other claimant. This, of course, enables the shipowner to pick his judge and then compel all claimants to bring their claims to the forum thus selected and abide by the decrees or await the delays of this particular judge, including all delays of appeal to higher courts touching the question of limiting liability. By this injunction process this Federal judge in admiralty is enabled to supersede State courts and other judicial forums wherein claimants may have preferred to file their claims. And the liability decree of the admiralty court is binding on all parties. Here is the way the court rules, supplements, and augments and adds to the congressional statute matter which no doubt Congress would have refused to enact, notwithstanding the rush of a last-day seance of emergency and unanimous-consent legislation:

"When any ship or vessel shall be libeled or the owner or owners thereof shall be sued ———, and he or they shall desire to claim the benefit of limitations of liability provided for in Sections 3 and 4 of the act of March 3, 1851, ———, the said owner or owners shall and may file a libel or petition in the proper district court of the United States ——— praying proper relief in that behalf; and thereupon said court, having caused due appraisement to be had of the amount or value of the interest of said owner or owners, respectively, in such ship or vessel and her freight for the voyage, shall make an order for the payment of the same into court, or for the giving of a stipulation, with sureties, for payment thereof, into court whenever the same shall be ordered; or, if the said owner or owners shall so elect, the said court shall, without such appraisement, make an order for the transfer by him or them of his or their interest in such vessel and freight to a trustee to be appointed by the court under the fourth section of said act; and, upon compliance with such order, the said court shall issue a monition against all persons claiming damages for any such embezzlement, loss, destruction, damage, or injury, citing them to appear before the said court and make due proof of their respective claims at or before a certain time to be named in said writ, not less than three months from the issuing of the same; and public notice of such monition shall be given as in other cases, and such further notice served through the postoffice, or otherwise, as the court in its discretion may direct; and the said court shall also, on the application of the said owner or owners, make an order to restrain the further prosecution of all and any suit or suits against said owner or owners in respect of any such claim or claims."

This court rule affords an illustration of the legislative power of a Federal judge. The extraordinary writ of injunction is here conferred by court order to supersede all other State or Federal jurisdiction. Congress would have spurned a statute providing for such an injunction, but an admiralty judge could pass the necessary legislation in his study.

The "Titanic" Avoids English Justice.

The pending cases against the Oceanic Steam Navigation Co. (Ltd.), the White Star Line, for loss of life and property on the "Titanic" illustrates the injustice both of this limitation of liability statute and the injunction against other suits provided by enactment of the Federal judge.

The incidents connected with the "Titanic" disaster are fresh in the minds of my colleagues on this floor. The "Titanic," a ship of British register, was built in Belfast and launched in 1911 under the ownership and control of the Oceanic Steam Navigation Co. (Ltd.), also known as the White Star Line. On April 10, 1912, the "Titanic" with passengers and cargo on board, left Southampton on her maiden voyage, bound for New York. On April 14, at about 11:40 p. m., in midocean, latitude 41 degrees 46 minutes north and longitude 50 degrees 14 minutes west, the ship came into collision with an iceberg, and at 2:20 a. m., on April 15, 1912, she sank, a complete loss, except 14 lifeboats which were saved. Seven hundred and eleven persons of her crew and passenger list were saved and a large number perished, as well as her entire cargo, including freight, baggage, and mails.

In due course a large number of suits and claims were filed against the owners of this vessel in American State courts. These suits are not filed, however, under American laws, except as to procedure, for the British vessel was subject to English law, which also had advanced far ahead of American jurisprudence and passed a law (Lord Campbell's act) creating such liability.

An English Company Does Love United States Laws.

There is an English liability law governing shipowners, but here, again, even the reputed selfishness of John Bull had not permitted any such liability limitation as Uncle Sam had provided in this rush-me-through-quick-by-unanimous-consent act of Senator Hamlin, of Maine, in 1851. The British act provides a limitation of £15 per ton of ship and cargo. In the case of the "Titanic" English liability law would render the owners of the vessel liable for an amount aggregating $3,000,000. The American statute would limit the liability to $96,000 plus the value of the "Titanic" as it now lies at the bottom of the ocean.

The Oceanic Steam & Navigation Co. (Ltd.) had offices in several cities of this country, and relying on the English statute, for the "Titanic" was an English ship flying the English flag, proceedings had been brought against the owners for damages sustained by reason of the "Titanic" disaster, as follows:

In the United States District Court for the Southern District of New York: By Louise Robins, as administratrix, and so forth, of George Robins, deceased, for damages for loss of the life of George Robins.

In the Supreme Court, New York County, N. Y.: By Frederick W. Shellard, as administrator, and so forth, of Frederick B. Shellard, deceased, for damages for loss of the life of Frederick B. Shellard.

In the Superior Court, Cook County, Ill.: By John Devine, as administrator, and so forth, of A. Willard, deceased, for damages for the loss of the life of A. Willard.

In the District Court, Ramsey County, Minn.: By Carl Johnson for damages for alleged personal injuries sustained and for loss of baggage. By Oscar Hedman, for damages for alleged personal injuries sustained and for loss of baggage.

Defendants Wanted to Choose Court and Name Judge.

Of course, the wise English shipowners did not want these American passengers and employes and their dependents to sue them in these several American courts.

In the first place, they naturally wanted all such cases tried in some court of their own selection, before some judge of their own selection, and, of course, without a jury.

Then, in the second place, they wanted American liability law applied, if possible, so as to let them off on $96,000 liability, rather than English law, with $3,000,000 liability.

Now, I do not suppose there is any member of Congress here who will blame these English shipowners for wanting these things. But, thanks to this representative Government of ours, this land of the free, this home of the brave, no Congress would ever pass a law that would permit their first want; and as to their second want, court precedents can be relied upon by interpretation of an honorable and learned judiciary to decide that legal matter right; so the litigants can rest in peace. Congress, which alone has the right to legislate, has not lost sight of their rights. Finding no restriction in the laws of Congress as to where he shall sue, one claimant, an administrator, sues for loss of life in the State court of Minnesota, having obtained jurisdiction of the foreign shipowning corporation under the laws of that State; another in New York and another in Illinois. Here they were within the law, with

a forum at home and before a court and under procedure with which they were familiar.

All of a sudden, like a bolt of lightning out of a clear sky, these litigants and all other claimants that can be found, and, of course, the shipowning company has the whole list, are searched out by a United States marshal, and an order of Federal Judge Holt, of the Southern District of New York, is served upon them, each and every one, and they are commanded to quit suing these English shipowners in any court but that of the said judge. And all who have not yet commenced suit are ordered to "come ye hither unto me and sue before me or otherwise pester ye not that English syndicate."

Amazed they consult their lawyers in Minnesota, in New York, and in Illinois. "Why, you are getting me into trouble," each of them says, "You told me I had a right to bring this case here under the law."

The Attorney Forgot to Consult the Rules.

The attorney very correctly insists that he is right and within the law of nations, of the United States, and of the State, but these attorneys failed to take cognizance of the law-making power of Federal judges, and upon reference it is found that these litigants must go to the Federal court, many miles away, and await the movements of the procedure which there prevails and put up with the expense and inconvenience because a Federal judge, or perhaps several judges, have prepared a rule which confers this unusual right.

I must pause here to impress upon the attention of Congress the tendency of the Federal judges thus to encroach upon the power of Congress and the legislative branch of this Government. These litigants could stay in the State courts and contest the constitutionality of the statute if Congress had ordered them to go to New York to try the cases, but it is different with this order of Judge Holt, based not on a statute, but on a judge-enacted rule of court.

With the Impudence of an Oliver Twist.

An attorney in New York named A. Leonard Broughman, believing that a right to sue in any court of competent jurisdiction and to have a jury trial was a substantial and a vested right of his client which the law and the Constitution protected as it does other rights, disregarded the order not to sue before any judge except this admiralty judge and filed a suit for the representative of a person who had lost her life on the "Titanic" through the sinking of the ship. Remember, there is no Federal law as to loss of life, and if there were any law it could not affect this English ship. The law of England must be applied in the American court.

The attorney was at once haled into court before the legislative department sitting at the time in "admiralty" and fined $200 for thus starting a suit for his client in the court of his and his client's choice, where he could have a jury trial and stand some chance of having his case tried in a reasonable time.

Mr. Broughman insisted that the injunction was issued without right, and he demanded of the court by what statute or right had it summoned him to answer for contempt. "My rules, man; have you not read my rules?" "Ah, Mr. Broughman," says the judge, "you did not look into my rules. It is there provided by my own enactment that I have the right to issue an injunction prohibiting all claimants from suing any shipowner in any court but my own when the shipowner selects me and petitions me to be his tribunal and to limit his liability. True enough, I got my power to limit liability from an act of Congress, which has no application whatever to this English ship, but my power to put all State courts out of business and to supplant juries and be the sole forum whether there be a thousand claims, as in this case, or more, even though not one of them wants me to try his case, is a right I gave myself by my own rules—see rules Nos. 54 and 56. Now, you, sir, have violated my rules. You have not violated the law of the Congress of the United States. No statute forbids the State court in the State of New York to hear your case. There is nothing in the Constitution against it; in fact, your right is protected in your State constitution and in your State law, but my rules, my rules, man, you have violated them, and I fine you $200. I let you off light because it is your first offense."

Mr. Broughman is a fighter, and he appealed the case to the circuit court. He showed to the circuit court that by the decision of Judge Holt himself, which is now on appeal in the United States Supreme Court, Judge Holt had no right at all to proceed under the American liability statute or any American law whatever, yet the circuit court affirmed the contempt order.

Injunction Good, But Nothing Else Will Hold.

I have no doubt the court will hold that the English liability statute prevails in the case of the "Titanic," which was at the time of the disaster to all intents and purposes a floating island under English jurisdiction, and that the $3,000,000 liability will be applied. Judge Holt so decided, and the case is now before the United States Supreme Court on appeal. Yet this Federal court by injunction process has acquired jurisdiction over all these cases to the exclusion of State judges and juries.

I am opposed to the bill now under consideration because it refers to and perpetuates this outrageous American limitation of liability statute. It should only be referred to to be repealed and abolished. The times do not longer require such a statute, surely not in so far as claims for personal injuries are concerned. For a very reasonable premium liability insurance will carry all such liability.

It is preposterous for a civilized Government to tell the claimants to take the "Titanic" out there at the bottom of the ocean as the revenues of the voyage. Or, to refer again to the case of the collision between the "Monroe" and the "Nantucket" off the Virginia Capes the other day, if it appears "that the 'Monroe' is to blame," to tell these victims to go dive for the hull of the "Monroe" if they want to find their loss.

It would be a parallel case to tell the dependent of a man who was killed by a rifle to go and take the rifle, or by an automobile to go and take the automobile, or in the case of a wrecked train to tell the dependents of the victims to go and take the train.

I will introduce a bill to abolish this absurd liability limitation, and I hope the Judiciary Committee will be prompt and earnest to get that bill on the floor here so it can be passed.

The "Monroe" and "Nantucket" Disaster.

Suppose we return to the hero of the "Monroe"-"Nantucket" diaster. Under the right of American ships to limit their total liability to the value of the ship and the revenues of the voyage—under those provisions what will the parents of young Kuehne receive? Of course, in this case there is a chance to charge the liability up to the "Nantucket" if it be held to blame for the wreck, but if the "Monroe" is to blame, under the benevolence of the American law these aged parents may go to the poor-house. It would not be so under English law.

The provisions of the statute regulating jurisdiction are without doubt conflicting. Sections 1, 7, and 8 establish a joint admiralty jurisdiction with the State over all the navigable waters of the United States not the high seas, and an exclusive admiralty jurisdiction over the high seas. Then it says the present jurisdiction of the State shall not be abridged. But it is impossible to give exclusive admiralty jurisdiction to the Federal court over the high seas without abridging in part the jurisdiction of every coast State. All of the Atlantic and Pacific Oceans are included in the high seas, but the State jurisdiction extends out three miles.

In the State of Washington the high seas extend inside the Straits of Juan de Fuca to New Dungeness lighthouse. All that portion of the straits bordering on Clallam County is a part of the high seas, yet it is within State jurisdiction. The boundary of the State of Washington follows the boundary line between the United States and British Columbia, thence south parallel to the shore but 3 miles out to the line of the Columbia River extended.

Our workmen's compensation act applies to all the steamboats of the State and I am certainly unwilling to help the government take away from the State any part of its jurisdiction in favor of an admiralty judge. I do not believe the bill would help matters, but that it would do a great injury. I favor repealing the limitation of the liability act. I favor a modern humane employer's liability act for the high seas, but I am opposed to this bill.

I have introduced the following bill, which I hope will be promptly reported and passed:

A bill relating to the maintenance of actions for death or injuries on the high seas.

Be it enacted, etc., That every person, firm or corporation engaged in transporting of passengers or freight by water, or who shall own or operate any vessel or sailing craft on the high seas, Great Lakes, or any navigable water of the United States within the admiralty jurisdiction of the United States and out of the jurisdiction of any particular State, shall be liable in damages to any person suffering injury while such person is employed on any such vessel, or is a passenger thereon, or is on or upon any such vessel under any other conditions, or in case of death of any such employe, passenger or person, to his or her personal representative, for the legal benefit of the surviving widow or husband or children of such person; and if none, then of such employe's parents; and if none, then of the next of kin dependent upon such employe, for such injury or death resulting in whole or in part from the negligence of any of the officers, agents or employes of such person, firm or corporation, or by reason of any defect or insufficiency, due to its negligence, in its engines, appliances, machinery, works, boats, wharves or equipment.

Sec. 2. That in all actions hereafter brought against any such person, firm or corporation under or by virtue of any of the provisions of this act to recover damages for personal injuries to an employe, or where such injuries have resulted in his death, the fact that the employe may have been guilty of contributory negligence shall not be considered.

Sec. 3. That in any action brought against any such person, firm or corporation under or by virtue of any of the provisions of this act

(Continued on Page 11.)

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,

V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION

570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y.....55 Main Street
Telephone Seneca 936 R.

CLEVELAND, O.....1401 W. Ninth Street
Telephone Bell Main 1842.

MILWAUKEE, WIS.....133 Clinton Street
Telephone South 240.

ASHTABULA, O.....21 High Street
Telephone 552.

NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

DETROIT, MICH.....7 Woodbridge Street, East
Telephone 3724.

SUPERIOR, WIS.....1721 N. Third Street
Telephone, New, Broad 385.

BAY CITY, MICH.....108 Fifth Avenue
OGDENSBURG, N. Y.....70 Isabella Street
CONNEAUT, O.....922 Day Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue
PORT HURON, MICH.....517 Water Street
ERIE, PA.....107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

HEADQUARTERS.

71 Main Street, Buffalo, N. Y.
Telephone Seneca 48.

BRANCHES:

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CHICAGO, ILL.....445 LaSalle Avenue
MILWAUKEE, WIS.....151 Reed Street
DETROIT, MICH.....27 Jefferson Ave., East
SUPERIOR, WIS.....1814 Fourth Street
OGDENSBURG, N. Y.....70 Isabella Street
BAY CITY, MICH.....108 Fifth Avenue

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PORT HURON, MICH.....517 Water Street
CONNEAUT, O.....922 Day Street
OGDENSBURG, N. Y.....70 Isabella Street
NORTH TONAWANDA, N. Y.....152 Main Street
SUPERIOR, WIS.....1721 N. Third Street
BAY CITY, MICH.....108 Fifth Avenue
ERIE, PA.....107 E. Third Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue

UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS.

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS.

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Ashtabula Harbor, O.
Buffalo, N. Y.
Duluth, Minn.
Escanaba, Mich.
Grand Haven, Mich.
Green Bay, Mich.
Houghton, Mich.
Ludington, Mich.
Manistee, Mich.
Erie, Pa.
Menominee, Mich.
Ogdensburg, N. Y.
Oswego, N. Y.
Port Huron, Mich.
Manitowoc, Wis.
Marquette, Mich.
Milwaukee, Wis.
Saginaw, Mich.
Sandusky, O.
Sault St. Marie, Mich.
Sheboygan, Wis.
Superior, Wis.
Toledo, O.

LABOR IN WASHINGTON.

As your delegate to the 13th annual convention of the Washington State Federation of Labor, I beg to submit the following report:

The convention was called to order January 19th, 1914, at 10 a. m., at Raymond, Wash., by President Burns of the Willapa Harbor Labor Council, who welcomed the delegates on behalf of organized Labor in Raymond, and after the usual speeches of welcome by city and State officials, the convention was formally opened for business by President Marsh of the Federation. The committee on credentials reported 162 delegates present, which were later increased to over two hundred. About one hundred resolutions were introduced and acted upon. Not to make this report too tedious, I shall not attempt to deal with each resolution individually, or upon its merits, but confine myself to the most important ones. Resolution number one, asking for compulsory arbitration in Labor disputes; this resolution was opposed by your delegate, and was submitted to the convention by the resolutions committee without recommendation, and after debate, non-concurred in by the convention.

Universal Eight-Hour Law.

Resolution No. 20, indorsing Representative Kingery's universal eight-hour bill was endorsed by the convention, and the work of securing signatures to the petitions will be participated in by the unions generally.

Marine Hospital at Seattle.

Resolution No. 27 was introduced by your delegate, and adopted by the convention. It reads as follows:

Whereas, The United States marine hospital is at present located at Port Townsend, Wash., far removed from the most prominent shipping ports in the Northwest district; and

Whereas, This is causing great suffering and delay to seamen needing medical treatment, because they have to be shipped and reshipped on boats and trains before assistance can be received; therefore, be it

Resolved, By the Washington State Federation of Labor in convention assembled at Raymond, Wash., January 19-23, 1914, That we urge upon congress to have the United States Public Health and Marine Hospital Service erect a hospital at Seattle, Wash.; and be it further

Resolved, That Congress be urged to appropriate the necessary funds for this undertaking.

Seamen's Bill Endorsed.

Resolution No. 20, introduced by your delegate, urging immediate passage of the Seamen's bill now pending in the House of Representatives attracted considerable attention. The following telegram was received by President Marsh of the Federation:

Mr. E. P. Marsh, President Washington State Federation of Labor, Raymond, Wash.

The owners of the small Puget Sound Steamboats' Association, request that they be given a hearing at the meeting of the State Federation of Labor relative to the proposed Seamen's bill. Should this bill pass as it now reads, we could not run our steamers a single day. We earnestly ask that a resolution be adopted by the State Federation asking Congress not to include small inland steamers when the law is passed. To include them could not possibly help anybody. We ask a chance to show this. Signed, Puget Sound Steamboat Owners' Association. By F. H. Marvin, Secretary.

On motion by your delegate the convention unanimously decided to grant the hearing as requested by the Association, with the understanding that your delegate would be given equal opportunity, and at the same time, to present arguments for the bill.

Mr. Marvin submitted a clever and well planned argument against the bill, aimed particularly at the sections dealing with steamers plying the inland waters, and urged upon the convention not to pass any resolution that favored the bill as it now reads, but to adopt a resolution opposing the sections of the bill dealing with the inland waters. But after arguments submitted by your delegate, the convention failed to see any merits in the argument submitted by Mr. Marvin, and the following resolution was unanimously adopted by a standing vote:

Whereas, The American Federation of Labor, during many years past, has urged the passage by Congress of legislation to modernize and improve the condition of seamen; and

Whereas, Such legislation is demanded upon the grounds of justice to the seamen and of public interest in respect to national defense and safety to life at sea; and

Whereas, Numerous accidents at sea, involving great loss of life, have recently emphasized the need of such legislation, particularly in the matter of the manning system, so as to insure the proper handling of lifeboats, and other life-saving equipment; and

Whereas, The many losses of vessels accompanied by great loss of life, such as recently on the inland waters of the Great Lakes, and on this coast and on the Pacific Ocean; and

Whereas, The still greater number of shipwrecks in the European waters on the Atlantic Ocean and on the Atlantic Coast in the last few years, and recently the "Titanic" and the "Volturno" great loss of life were caused by undermanning, both as to number of men employed and insufficient skill in those so employed; and

Whereas, We hold that life-saving appliances without skilled men to handle them and lifeboats without skilled men to use them, are neither of any value in saving of life, which the "Titanic" and the "Volturno" disasters proved; and

Whereas, There is a constant increase in Chinese crews coming to our ports in vessels not of Chinese register, thus further lowering the efficiency and safety; and

Whereas, The seamen's bill, containing the provisions herein referred to, has been passed by the United States Senate and now awaits action in the House of Representatives; therefore, be it

Resolved, By the Washington State Federation of Labor, in convention assembled at Raymond, Washington, January 19-24, 1914, that we urge upon our members in Congress to work for the immediate passage of the Seamen's bill (S. 136) without any of the numerous amendments suggested by Big Business; and further, be it

Resolved, That copies of this resolution be at once forwarded to our members in the House of Representatives, and to the Chairman of the Committee on Merchant Marine and Fisheries.

The delegates to the convention as a whole after several eloquent speeches made by the delegates upon the bill, pledged themselves to go home to their unions and to work for the Seamen's bill, until it has passed, and to stand by the Seamen's cause.

Conclusion.

The convention after being in session five days and transacting a great volume of business, adjourned Friday, January 23, to meet in Olympia next year. The citizens of Raymond proved themselves to be ideal hosts, and their hospitality will be long remembered by the delegates. These annual gatherings of the host of Labor are distinctly worth while. If they served no other purpose than to bring the men and women of Labor together for mental interchange of ideas they would be worth all their monetary cost. No man lives who liveth unto himself alone, nor has a monopoly of all the wisdom in the world. The wisest of us can learn from association with our fellows. It is true that the problems which confront us are much the same, but methods and tactics used to meet labor conditions are as varied as the weather. Out of the wealth of each delegate's experience we acquire some new vision and catch new ideas which bear fruit in the solution of our own particular problems. A new viewpoint is engendered at each of these conventions, which we take home with us and unconsciously instill into our local movement, which carries us forward in the work of settlement of vexatious labor problems.

Fraternally yours,

JACK ROSEN.

THE BERSERK SPIRIT.

The Berserks were the champions of the primitive world. Their galleys plied the seas of the then known world and sailed into the dark mists on voyages of discovery. They landed on the western continent centuries before Columbus made his memorable voyage. They were men without fear, and they knew that when death came, they would be carried away to Valhalla, there to enjoy the society of other champions, men fit to dwell with.

Captain A. T. Stream, a direct descendent of the Leif Ericsson that discovered America, is a resident of this coast. He is the possessor of the Victoria Cross, given him by the Queen of England, and the possessor of the Cross of the Legion of Honor, presented him by the republic of France; both of these for acts of bravery in saving the lives of crews of those two countries from death at sea. This heroic old seaman is now bowed down with grief, as his only son, Captain T. W. Stream, went to his death in the discharge of his duty, off Mendocino, some weeks ago.

Accompanied by his 11-year-old grandson, a blue-eyed, golden-haired lad, Captain Stream said to the Post this week: "It was a beautiful death. Tom went down with his boots on, while in the discharge of his duty. It was way out, hundreds of miles from the shore where everything is fresh and clean, a fitting grave for a sailor."

Heroic words from an heroic man. Ages of ancestry shone from the steady, clear, blue eye of the veteran seaman as he spoke. To him it was a beautiful death, though it brought him sorrow. "Tom" had gone as he would have him go.

Out in the immensity of the vast ocean, with the billows combing over the vessel, pitting his brain and grain against the force of the mighty deep; swept from the deck and as he went accompanied by the great Dane that had been his constant companion; no better subject for the Valkyries to descend and gather to the hall of Valhalla.

Only the circling seabirds know where he went down. But his winding sheet was clean and the billows and birds will sing his dirge eternally. Truly a beautiful death.—Grays Harbor Post.

Motor cars are so numerous in the central western part of Kansas, once termed "the Great American Desert," that in some counties there are almost one-fourth as many cars as there are families, and in many counties there is a car for every fifth or sixth family. There is an average of one car for every forty-eight persons in the State. Edwards County is the prize county. It has one car for every twenty-one persons.

Society is always in greater danger from its own weakness than from the Government's tyranny.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

citizen would be punished, and thus give the workers the same rights and impose the same obligations that are given to and placed upon all other citizens. Labor organizations demand the right to existence, which logically includes the right to necessary, lawful activities. * * * We submit to any fair-minded person of ordinary intelligence as to whether there is anything in that provision that could be sanely construed as substantiating Col. Harvey's interpretation.

"Words cannot more clearly or forcefully state that the purpose of the proviso is to remove the organized workers from prosecution simply and purely because they are organized workers and to secure them equality before the law, and to provide that they shall be punished only for acts in themselves unlawful.

"Is it not clear to any one who is willing to accept the plain, unmistakable meaning of words in common usage that the purpose of the proviso is not special favors and class legislation, but equal rights and equal opportunities for all?

"Organizations of laborers exist because of human needs; they seek human welfare and betterment; they control only human labor power, one and inseparable from their very life.

"Commercial and industrial associations are organized for profits; they seek industrial control, supremacy over competitors; they deal in material things—the products of labor.

"Labor power is a part of human beings; it is throbbing, pulsating life.

"Material things are for the service of human beings; they are external and appropriable.

"To classify organizations of human laborers, who possess only the power to labor, with organizations which deal in the products of that labor and to place both kinds of organizations under the same regulation, establishes conditions that can result only in injustice.

"It is against the injustice of interpreting the Sherman anti-trust act to apply to organizations of workingmen organized not for profit that the workers have made their protest.

"If workingmen should organize a company to engage in business, productive or distributive—for example, open a co-operative establishment, and should deal in products—in such operations they would undoubtedly come under the same classification as other employers, business men engaged in industry or commerce. But when workingmen are organized simply for the purpose of controlling their own physical power, their power to labor, such associations cannot be classified as combinations in illegal restraint of trade whose regulation was contemplated by the Sherman anti-trust law. * * * Cannot Col. Harvey see that there are real differences between organizations for profit and unions of workingmen? Col. Harvey laments the course of President Wilson in signing the sundry civil appropriations act containing the proviso quoted above. Indeed, that course is not in harmony with the 'interests' which Col Harvey represents, the special pleas which he voices, or the purpose for which he indulges in sophistries and patent representations. * * * In signing the sundry civil appropriations act containing the proviso asked for by the workers he was in accord with that which had 'had the organic consideration of those for whom' he is spokesman. The proviso does represent national will and intent, as Representative Henry has rightly observed. It was a part of the Democratic party platform declarations. The candidate of that party received 6,293,403 votes in the 1912 election. It was also a part of the declarations of the Progressive party. The candidate of that party received 4,119,574 votes. For the other big party, which did not indorse this principle, 3,484,974 votes were cast. Ought not even Col. Harvey to understand that whether he likes it or not, the principle represents the will of the people? In addition to these facts indicating the will of the people, the purposes of the organized workers as expressed in this amendment have for years been a current issue discussed before platform committees, before party conventions, in campaign speeches, before Congressional committees, before both houses of Congress, by the daily press and the magazines of the country, when the issue has been a subject for special consideration in connection with proposed legislation and with the Hatters and Contempt cases which are well known to all the public men of the past few years. Despite all the opportunities of information, Col. Harvey published his editorial grossly misrepresenting the purposes of organized labor."

THE LIABILITY OF SHIPOWNERS.

(Continued from Page 9.)

to recover damages for injuries to or the death of any of its employes, such employe shall not be held to have assumed the risks of his employment to prevent or limit recovery.

Sec. 4. That any contract, rule, regulation or device whatsoever, the purpose or intent of which shall be to enable any such person, firm or corporation to exempt itself from any liability created by this act, shall to that extent be void: Provided, That in any action brought against any such person, firm or corporation under or by virtue of any of the provisions of this act, such person, firm or corporation may set off therein any sum it has contributed or paid to any insurance, relief benefit, or indemnity that may have been paid to the injured employe or person entitled thereto on account of the injury or death for which said action was brought.

Sec. 5. That no action shall be maintained under this act unless commenced within two years from the day the cause of action accrued or within two years from the death of the decedent, unless during that period there has not been reasonable opportunity for securing jurisdiction of the vessel, person, firm or corporation sought to be charged: Provided, however, That after the expiration of a period of two years from the decedent's death the right of action hereby given shall not be deemed to have lapsed until 90 days after a reasonable opportunity to secure jurisdiction has offered.

Sec. 6. That any receiver or receivers of any person, firm or corporation liable under this act may be sued under the provisions of this act without first obtaining consent of any court under whose jurisdiction such receivers may have been appointed.

Sec. 7. That nothing in this act shall be construed to abridge the rights of suitors in the courts of any State or Territory to a remedy given by the laws of any State or Territory in case of injury or death from injury received on the high seas or elsewhere.

Sec. 7. That the personal liability of any shipowner or person sued under this act shall not be subject to any form of limitation on account of the provisions of Congress or general admiralty laws as to limiting liability of shipowners.

The agitator can afford to soar as far as Pegasus will carry him; but the leader must stay within reasoning distance of his fellows.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

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GRAYS HARBOR FISHERMEN'S UNION.
ABERDEEN, Wash., P. O. Box 84.

DUWAMISH FISHERMEN'S UNION.
GEORGETOWN, Wash.

SKAGIT RIVER FISHERMEN'S UNION.
FIR, Wash., P. O. Box 6.

COQUILLE RIVER FISHERMEN'S UNION.
PROSPER, Ore.

ALASKA FISHERMEN'S UNION (Local No. 2), KETCHIKAN.
LORING, Alaska.

ALASKA FISHERMEN'S UNION (Local No. 3).
PETERSBURG, Alaska.

ALASKA FISHERMEN'S UNION.

Headquarters:
SAN FRANCISCO, Cal., 93 Steuart St.

Agencies:
SEATTLE, Wash., 84 Seneca St., P. O. Box 42.
ASTORIA, Ore., P. O. Box 138.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA

29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

Common Pleas Judge Lawrence of Cleveland has issued an injunction against striking waiters at the Statler Hotel from picketing with more than four men. The order provides that not more than two strikers can picket on each side of the two street entrances to the hotel; that they can distribute no cards referring to the hotel service, and they cannot accost guests other than to inform them quietly that a strike is in progress.

The special committee appointed by the San Francisco Labor Council to formulate a plan for the organization of unskilled, migratory workers, has submitted a plan to the council suggesting measures for such organization. Camps and headquarters for the migratory workers are to be established in San Francisco and other centers, at which such labor may register, and where employers can secure wage workers at the prevailing rate paid to organized labor in the same locality, so as not to lower the established rates.

In the United States District Court at New York, Judge Ward has issued a permanent injunction against the Brotherhood of Carpenters from interfering with Irving & Casson, manufacturers of woodwork, who allege that the union interfered with them in fulfilling two large contracts. In granting the restraining order, the court held: "It is true that workmen have a right not to work for any reason they choose, good or bad, but it does not follow that they have a right to combine 200,000 strong over the country, because such a combination results indirectly in restraining competition between manufacturers."

In his report to the Executive Council, Secretary Frank Morrison shows that for the three months of October, November, and December, 1913, the national and international unions affiliated to the American Federation of Labor made an average gain in membership of 174,139 over the corresponding three months of 1912, and an average gain in membership December, 1913, over December, 1912, of 184,460. In December of last year the per capita tax receipts were on a membership of 2,114,291. In December, 1912, per capita tax membership was paid on a membership of 1,930,231. During the last three months of the year just ended forty-eight charters were issued, as follows: City central bodies, 8; local trade unions, 32, and federal labor unions, 8.

Urging the adoption of bills that will limit trainmen to sixteen continuous hours a day and telegraph and telephone operators to eight hours a day, President Perham, of the Order of Railway Telegraphers told the House Committee on Commerce that forty per cent. of the railroads are permitting trainmen to take orders by telephone when they should not do so. He said that he knew of stretches of railroad 200 miles long where trainmen had displaced operators for transmission of orders and that on some interurban railroads trainmen copied orders from train dispatchers on their cuffs. Perham said his organization was not opposing the telephone, but insisted on restrictions and safeguards in its use. The other railroad brotherhoods are represented at these hearings.

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Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Alquist, Oscar	Jacobs, Wm.
Anders, Fred	Kalning, J.
Andersen, A. -1821	Karlson, M. -917
Anderson, Hjalmar	Karsima, N.
Anderson, Gust	Klebnikoff, I. W.
Andersen, Peter F.	King, Frederick
Anderson, K. E. V.	Larsen, Lars
Anderson, Tony	Larsen, John
Anderson, H. -1352	Larsen, L. A.
Anderson, A. -1638	Larsen, Harry
Anderson, Martin	Lillian, Ole
Berg, N. N.	Martinsen, R.
Behrens, Herm.	Minor, James
Bishop, Patrick	Molver, M.
Bartsch, W.	Morse, H. W.
Berger, C.	Moyer, E. S.
Burholtp, F.	Moonan, John
Christiansen, Axel	Muir, F. W.
Christiansen, C. F. -573	Mattson, Taivo
	Monsen, S.
Chevalier, V.	Matson, M.
Christiansen, Anton	Martinsen, Chr.
Carlson, Harold	Ness, Cearl
Christensen, H. -1366	Newman, J. S.
	Nelsen, Jonas
Christensen, Trygar	Nelson, Albert
Daniels, C.	Olsen, Leo
De Groot, G.	Olsen, B. -597
Dornqvist, Otto	Olsen, Sigfried
Daughty, Pearly	Ogilvie, W. A.
Edson, F.	Osmundsen, Rangwald
Edvards, John	
Erikson, O. H. -837	Osterhoff, H.
Engebrietsen, E.	Olsen, Albert
Fellix, Hans	Pedersen, Hedley
Ferguson, Robt.	Petterson, John M.
Fraser, Elias	Parkhurst, Thos.
Ferguson, Robert	Petersen, Vic. -1447
Framness, Ivar	Reekman, H.
Hass, W.	Rorvick, C. E.
Hansen, Olaf	Samson, Geo.
Hernes, K. L.	Schmidt, J. A.
Heynes, Hans	Saulter, Mike
Holm, Fred	Seddon, R.
Hagen, Carl	Seibert, Henry
Helpap, A.	Smith, John
Jade, H.	Stegeru, P.
Jansewitch, J.	Sullivan, J. M.
Jensen, Johannes	Swenson, L. G.
Johansen, A. -2186	Strasdin, A. W.
Johanson, Emil	Torleckson, C. H. C.
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Johnson, J. 983	Thompson, T.
Johnson, E. -2294	Voldby, P.
Jorgensen, Fredrick	Walley, Paul
Jensen, Hans	Witherspoon, Jas.
Jensen, Jens	Wald, S.

Tacoma Letter List.

Berglind, Ed.	Knappe, Adolph
Bjorklund, Eric S.	Kutan, Alexander
Christensen, Albert	Kierth, Hans
Englund, Gust. E.	Linea, W.
Flinkenberg, Uno	Line, Hjalmar
Freeling, Chas.	Lundstrom, Samuel
Hansen, C. M.	Nielsen, C. V.
Hansen, Johannes	Petterson, I. M.
Haro, Aaro	Petterson, Chas. -1287
Hetman, Walter	
Iceberg, Theo.	Petrow, A.
Janson, H.	Plesner, Levi J.
Johansson, Chas.	Ridderstoff, Ernest
Jurgensen, Peter A.	Seblom, John
Kallas, Alex.	Swansson, August
Kalberg, Wm.	Thoresen, Axel L.
Kirwan, M. L.	Wessman, John

INFORMATION WANTED.

Axel Peterson, F. Lundberg, J. Gustafson, M. Garcia, crew of the steamer Riverside, at the time she towed in the Oceana Vance, kindly call at the office of the Charles Nelson Co. for money due them.

Victor N. Kvenen, a native of Belgium, age 32, last heard of in Ashtabula, Ohio, April, 1909, inquired for by his brother John Kvenen, Route 2, Raleigh, Tenn.

Valetine (Walter) Zima from Lubiachowo, Kreis Schrimm, Province Posen, Germany; last address Sailors' Union Hall, Seattle. Please communicate with Imperial German Consul, Seattle, Wash.

Anyone who was on the schooner "Americana" on January 29, when Louis Buttner was injured, is respectfully requested to communicate with the injured man. Address Sailors' Union of the Pacific, San Francisco, Cal.

Carl Julius Carlson, born in Sweden in 1877, is inquired for by his mother. There is about $2000 due him from his father's estate. Last heard of in September, 1902, on the Atlantic Coast. Previously sailed on the Clifford between St. Johns and New York. Address Fru Sophia Carlson, Klubbegard, Hallands Lan, Heberg, Sweden.

John Nurm is requested to communicate at once with F. R. Wall, 324 Merchants' Exchange, San Francisco.

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Eureka, Cal., Letter List.

Ahlstrom, Harry	Ismas, Richard
Breen, Hans	Jorgensen, Olaf
Bjorkman, Chas.	Publicatus. August
Christensen, Fred R. (pkg.)	Robertsen, A.
	Thorssen, Fredrick N.
Eriksen, Anton	
Hansen, Harold	Wexahl, Krist Han-
Hansen, Harry -1827	sen
(Photo.)	

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RAYMOND WASHINGTON

Portland, Or., Letter List.

Anderson, Gust -1808	Klemgland, Borge
Anderson, Rasmus	Kaas, Otto
Anderson, Mike	Koap, Nick
Baker, Geo.	Kristensen, Otta
Bergman, Karl W.	Laine, Frank
Berglund, Ed.	Larsen, John
Boyard, C. E.	Lemarchand, Louis
Bohm, Franc	Lundeman, Ruktie
Bultz, Ernest	Lipclasey, John
Bakkensen, Peter J.	Lallwer, Alexander
Brown, J.	Macrae, Alexander
Backman, P. W.	Mikalsen, Andreas
Carlmark, Barthols	Miller, H. B.
Christensen, H. P.	Miller, Chas.
Corty, Carl	Meckerman, Ernest
Carlsen, Charlie	Mathiassen, Sigurd
Carlson, Jack	Mynchmyer, Henry
Cagdell, D. J.	McLellan, John
Day, Aca	Neuling, Albert
Dahl, Henry	Nelson, C. J.
Drenkholn, M.	Nielsen, Kristian
Edstrom, John	Nilsson, Axel
Erikssan, Erik	Norberg, John
Erman, A.	O'Brien, Jack
Ekham, Frans	Olsen, Ansgar
Forde, S. C.	Olsen, John A.
Goralia, Piet	Petrow, A.
Gynther, John	Petersen, John
Hansen, Hans M.	Palmer, Jas. W.
Hansen, Bernhard -1437	Petterson, Einar
Helin, Waldemar	Peterson, Hans
Hanola, Eino	Pillman, Frank
Hansen, Oskar	Pohland, Max
Hafke, Hernes	Rantion, Jacob
Henriks, Waldemar	Rhodes, F.
Hansen, Max O.	Rincke, Sperman
Henke, Ernest	Runge, Axel
Hellman, Albin	Schroda, Peter H.
Hogstad, Andreas Mikalsen	Sellin, William
Hock, Garve	Schulz, Alfred
Johanson, John F.	Semens, O. L.
Jansen, Harry	Swanson, John
Johnson, Ole C.	Svenson, Martin
Johansen, Chris.	Swanson, Carl O.
Karson, K. E.	Thomel, Martin
Karlson, August	Warren, C.
Kluge, Frank	Welson, J.
Kirker, Alexander	Wishart, John
Kaiser, Fred	Wieprecht, Ernest
	Wilson, James

Aberdeen, Wash., Letter List.

Anderson, Ernest	Finth, Richard
Andersen, F. C.	Forde, S. C.
Armstrong, Harry	Granberg, Eric
Anderson, George	Graf, Otto
Behn, Alfred	Glase, Gustav
Brown, C.	Hohn, Arthur
Bergman, Edwin	Herman, Axel
Bjorkholm, A. M.	Hansen, Ove
Bowen, J. J.	Hopstad, S. -2101
Burmeister, John	Hansen, Torleif
Burkland, John	Jensen, Harry
Bjerkman, C.	Johansen, Hans
Bodahl, Hans	Kristiansen, Nils
Christensen, Albert	Loining, Hermand
Christensen, Hans P.	Lengtssen, Gottfried
	Laine, Herman
Christensen, Harry	Lorsin, G. L.
Dobbs, Paul W.	Larsen, Lars
Eklund, Chas.	Larsen, H. P.
Engfors, Gustaf	Lindroos, A. W.
Eriksen, Olai H. -837	Larsen, Peter
	Martin, James

INFORMATION WANTED.

Mrs. Alice Phillips wishes to hear from her husband, Tom Phillips. Write to 35 Sussex St., Sydney, N. S. W., Australia.

Albert Smith, a native of Cork, Ireland, who left the American ship John C. Meyer, on Feb. 20, 1911, is very anxiously inquired for by his wife. Please notify British Consul General at San Francisco.

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Murphy, Daniel	Rosbeck, Gustaf
Martinell, Walter	Sandstrom, Hugo
Nikolin, E. Miko	Schacht, H.
Nord, Karl	Siven, Wictor
Nielsen, N. C.	Sorensen, T. B. G.
Nerby, Kristian	Sutse, M.
Neddemeyer, John	Schreff, Paul
Olsen, Nils	Sim, Gunder
Oksanen, Juko	Slenman, Richard
Osterholm, J. W.	Wind, Jacob -1357
Olsen, Oswald -1059	Walder, Olsen N.
Peterson, Axel	Williams, J.
Petersen, S. J.	Walenious, Pete
Petersen, Erik -903	Zebe, G. V.
Pettersen, Karl	Packages.
Pettersen, Olaf	Hansen, John
Richendsen, Hilmar	MacGuire, O. F.
Rundblad, Oscar	Zebe, G. V.

INFORMATION WANTED.

W. A. Goodrich, who left the British ship Puritan at San Francisco, February 6, 1911, is inquired for by the British Consul-General at San Francisco.

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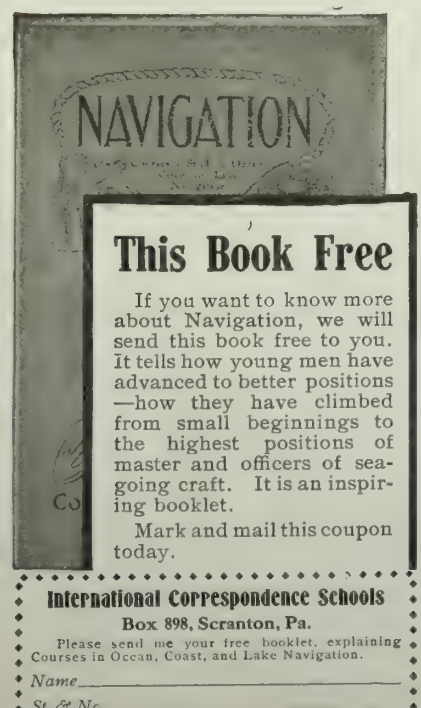
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INFORMATION WANTED.

James McFerran, native of Eden, Carrick-fergus, Ireland, inquired for by J. Brady, box 1356, Vancouver, B. C.

Carl Alex Eduard Malmberg, born Malmo, Sweden, 50 years old, tall, blond. Mr. Malmberg has been a member of the Sailors' Union of the Pacific in 1908.

W. Kahlberg, No. 688, and C. Monsen, No. 1964, are inquired for at the Standard Oil Company's office, at San Francisco.



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Home News.

On January 22 a Woman Suffrage amendment to the Mississippi Constitution was defeated by the lower house of the Legislature.

Representative Palmer introduced a bill designed to prevent interstate commerce in the products of child labor.

Chairman Moon, of the House Postoffice Committee, estimated the loss on one cent letter postage at $37,000,000 annually.

The value of farm animals in the United States, as indicated in a report of the Department of Agriculture, was $5,891,229,000, an increase of $389,446,000, or 7.1 per cent. over the figures of a year ago.

The New Jersey Democrats defeated the California plan of holding two sessions of the Legislature. The Republicans charged cowardice, declaring the majority feared public inspection of many bills to be introduced.

Harvard University's commission engaged in experimenting with radium in the cure of cancer reported conservatively on its value, finding that in "certain limited cases" it was curative, and that in others it exerted a beneficial influence locally. The report was purely preliminary, as experiments will continue indefinitely.

According to a decision by the Attorney-General of Washington, the industrial welfare commission has unlimited power to fix the rules under which licenses may be issued to apprentices or physically defective females to work for less than the minimum wage for women workers. The decision gives the commission sweeping powers to determine what shall constitute an occupation, trade or industry.

A full pardon with pay for time lost was granted by President Wilson on January 29 to Private Clarence L. George, who has served four months of a year's sentence at the Leavenworth penitentiary. George's offense had been writing a letter to the President's private secretary, Mr. Tumulty, complaining of having been denied a furlough. The letter never reached Mr. Tumulty, but George was courtmartialed for complaining over the head of his superior.

The trial of six deputy sheriffs at Houghton, Michigan, charged with murder on August 14 of two copper mine strikers at Painesdale, was set for February 2. When the cases were called only five responded. All six had been under $10,000 bail each, and one-half the bond of the missing prisoner, Thomas Raleigh, was declared forfeited. There are two charges of murder against each of the prisoners which is the reason why only one-half of the bond was forfeited. The other prisoners announced themselves ready for trial.

The wreck of the Old Dominion liner "Monroe" was found by the revenue-cutter "Onondaga" twenty-four miles south of Winter Quarter Lightship, almost in the spot where the collision occurred. A choppy sea defeated immediate efforts to recover the bodies of the thirty-nine persons as yet unaccounted for, so the wrecking tug "I. J. Merritt" put into Norfolk, where divers and paraphernalia were added to begin the rescue work. The "Monroe" is lying in 150 feet of water. The mast was discovered first and a buoy was attached to mark the spot.

Domestic and Naval.

The construction of a new harbor at Helsingborg, at the entrance to the Sound, Sweden, has been decided upon, and international competition has been invited.

To compete with the Mobile Towing & Wrecking Company, of Mobile, a party of Mobile shipping men are said to have dispatched an agent to the north to acquire three tugboats.

A barrel of oil cost the mate of the German steamship "Vogesen," just $436. The oil got him into trouble when a customs officer saw him land it from the steamer at Mobile, the oil not appearing on the inward manifest. He pleaded guilty in court and was fined $400 and $36 costs.

A special calculation of the assets of the Canadian Pacific Railway, just completed, places the total value at $846,000,000. This includes lands, mileage, stations, rolling stock, steamships, and all other property. The railway itself is valued at $452,320,780 and the 70 vessels of the fleet at $23,049,283.

Claims for $64,000,000 have been filed to date against the State of New York for damages resulting from the construction of the barge canal. Attorney-General Carmody, in whose annual report the figures are summarized, believes that the claims eventually will be settled at from $10,000,000 to $12,000,000, basing this expectation on the percentage of claims already agreed to.

Captain P. Fournier, who was associated with Bernier in many Arctic voyages, died at his home in Montreal, January 20. He was seventy years old. Captain Fournier was best known as an explorer of the Labrador coast. He commanded the schooner "Mary" for Revillon Freres, trading to Sandwich Bay for furs, and also maintained a trading post on the Northwest River.

There is little, if any, hope of salving the steamer "Cobequid," stranded on the Trinity Ledges off the Nova Scotia coast. It is expected that the owners will declare her to be a constructive total loss without delay. The steamer "Briardene," formerly on the Pickford & Black Halifax-Demerara service, has been put on the route again to fill in the "Cobequid's" schedule.

The Hungarian Government will shortly lay before Parliament a bill relating to subsidy contracts with various Hungarian steamship companies. The companies chiefly concerned are the Adria, to which it is proposed to grant a subsidy of 7,500,000 kr. per annum; the Hungarian Levant Line, 1,400,000 kr.; the Ungaro-Croato, 2,700,000 kr.; and the See und Fluss-schiffahrts Gesellschaft, 1,600,000 kr.

The Court of Inquiry into the loss of the steamship "Volturno" gave its judgment at London, January 16. The Court found that the abandonment of the vessel was due to a fire in the cargo and stated that no blame is attached to the master or officers for the fire, loss of life or abandonment of the vessel. The cumulative effect of the evidence was that the fire originated not in the steerage, but among the chemicals carried as cargo. It could not, however, be attributed to spontaneous combustion. The Court paid tribute to the officers and crew and concluded the eulogy of them with the remark: "Of Captain Inch it is sufficient to say he did his duty."

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San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify Jack Rosen, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Abolin, Chris.
Abrahams, A. M.
Abramsen, Aleck
Adamson, K.
Ahlstrom, Ellis
Ahl, Theodor
Allen, James
Andersen, -1896
Andersen, Albertinus
Andersen, K. J. -1890
Andersen, S. P.
Andresen, Samson
Andersen, S. P.
Anderson -992
Anderson -1194
Anderson -1781
Anderson -1323
Anderson, Albin
Anderson, Anders
Backman, Axel
Backman, Axel A.
Baker, Geo.
Ban, Martin
Barton, W. F.
Baumert, Heinrich
Berg, Julius
Beck, Andrew
Belin, Erik
Bellanger, Karl
Bell, John
Bendfeldt, Chas.
Bengison, Lars P.
Bentsen, Julius
Berge, Peter
Bergholm, Edw.
Bergslin, Kristian
Bergquist, Emil
Berlin, W.
Berner, Axel H.
Bertelsen, Alf
Birknes, O.
Campbell, John
Carey, Ed
Carlsen, J.
Carlson, Gustag
Carlson, O. S.
Carlson, Oskar
Carson, C.
Carter, Sidney
Ceelan, John
Cerg, A.
Chaler, Bautista
Christensen, Erling
Christensen, Harry
Christensen, L.
Dahler, H. N.
Dahlstrom, Arthur
Dahlman, J. A.
Davidson, H.
Deising, C.
Dempsey, H.
Derengowski, Julius
Deswert, William
Eaton, William
Edolf, C.
Einardt, John
Eggers, John
Eliasen, C.
Elholm, Peter
Ellingsen, Fritjof
Elone, M.
Engblom, John
Falk, Axel
Fay, F.
Finkson, Chas.
Fisher, Wm.
Fjellman, Jonas
Floernann, Anbert
Gansen, H.
Ganserud, O. K.
Garden, George
Gasch, Willy
Gibbes, L. W.
Gjardahl, Soren
Glen, James
Graiff, Ed.
Gramkow, Gus
Grant, Wm.
Grinberg, T.
Hakensson, C.
Halberg, John
Halland, E.
Hallowes, Lewis
Hall, W. I.
Halvorsen -1677
Halvorsen, Olaf
Halvorsen, Wm.
Hannus, Ed.
Hansen, A.
Hansen, Alf
Hansen, Bernhard
Hansen, Chas.
Hansen, C. P.
Hansen -2115
Heasson, C. G.
Hansen, C. P.
Hansen, C. T.
Hansen, I. N.
Hansen, Johan
Hansen, Walter
Hansen, W. H. C.
Hansen, Wm.
Hanson, Aug. -1134
Hanson, G.
Ilsemann, H.
Iversen, Carl
Anderson, Andrew
Anderson, Abbe
Anderson, C. A.
Anderson, Carl
Anderson, E. -1886
Anderson, Erick
Anders, Fred
Anderson, Fritz
Anderson, H.
Anderson, Harry
Anderson, Henry
Andersson, Gust
Anderson, John
Anderson, Victor
Andersson, Lars
Andersson, P. A.
Anderson, Wm.
Andersson, -1781
Andreasen, Hans
Antonsen, Marius
Antresen, Gustav
Bjorklund, Erik
Blodsing, August
Bock, Jim
Bode, Wm.
Bohm, Frank
Bohnhoff, Heinr
Borgen, John
Boy, George
Bradic, Frank
Brennan, Leo
Brennel, W.
Brindall, Harry
Brooke, Oswald A.
Broun, Frank
Brown, Dave
Brown, Frank
Bryan, Geo. F.
Brynjulfsen, Halvar
Buchtmann, Fritz
Burgess, A.
Bushman, John
Christiansen, Lauritz
Christiansen, L. P.
Christiansen, Peter
Classen, Henry
Clausen, C.
Clausen, Chr.
Clausen, Fred
Clover, Wm.
Conlon, Tom
Conners, Chas.
Coss, D. C.
Cransen, H.
Cudan, John
Dickens, D. W.
Dixon, John
Doering, Erick
Dracar, E.
Dracar, Otto
Drexel, Dan
Duglass
Engstrom, Carl
Entomsen, Herman
Erickson, Eric
Erickson, Gustaf
Erickson, Konrad
Ericson, Edw.
Eriksen, Fred
Erland, Hans G.
Evensen, Marten
Follan, Thomas
Ford, Chas.
Frainer, Frank
Frances, George
Fredrickson, Geo.
Furlong, Peter
Guarmdel, O.
Gulbrandsen, Bjorn
Gullixon, Hans
Gundersen, A.
Gundersen, C.
Gundersen, C. A.
Gundersen, Ingvald
Gundersen, Ole
Gundersen, P.
Gustafson, Gust
Hanson, Hans
Hanson, L. P.
Hartman, Fred
Hatwyk, Ivar.
Hanson, Harold
Haugen, Harry
Hay, James
Helgesen, Einar
Hellesten, Ingval
Helmer, Fred
Helnernius, Oscar
Hem, Jens
Henke, Ernst
Henry, James
Hermansson, C. P.
Hernes, Clement
Hesse, R
Hewitt, Peter
Hiks, Gustaf
Hilke, Charles
Hillig, Albert
Hogan, A
Hubert, Emil
Hughes, L. W.
Hunt, Gust
Iversen, Ivar
Iversen, Thom.
Jackisch, Magnus
Jakobsen, Anders
Jackson, John
Jansson, Erick
Jansen, Hans
Jensen, John
Janssen, Heinrich
Jansson, T.
Jauncey, James T.
Jemesen, H.
Jensen, C.
Jensen, Fredrike
Jensen, George
Jensen, Just.
Jensen, M. P.
Jensen, Peter
Jersch, Wm.
Jeshke, Hans
Johansen, Anton
Joharsen, C.
Kaasin, August
Kalmann, A.
Kalnin, E.
Kalnin, Edw.
Kargus, F.
Karger, Fritz
Karlgren, August
Karlsen, Hans
Kaspersen, Henrich
Katwik, Ivan
Kearns, N.
Kenny, James
Kercha, August
Kesber, Karl
Ladds, Axel
Lahmeyer, Herman
Lajs, Johanes
Lane, T.
Lange, Hans
Lapouble, Jean P.
Larka, Edvard
Larsen, Gus
Larsen, Johannes
Larsen, John
Larsen, H.
Larsen, H. P.
Larsen, Herman
Larsen, -1271
Larsen, K. L.
Larsen, M. -1710
Larson, F. W.
Larssen, Finval
Lartowa, I. A.
Latz, Alex
Law, Harry
Laydon, D.
Maatson, O. -2046
Macaulay, Hugh
MacCourt, Joe
MacDonough, Thos.
MacKinzey, M.
Marchand, Louis
Markmann, H.
Martens, Hans
Martin, Dan
Martin, Geo. S.
Martin, Jack
Mathias, Albert
Mathesen, Ludvig
Mattson, Chas.
Mattson, M.
Mayes, J. B.
McCarl, F. A.
McMahon, Jack
Melgaard, R.
Mennicke, Fritz
Mersman, A.
Neil, John
Nelsen, Hans
Nelson, Henning
Nelson, William
Nelson -1141
Nerlicht, Arthur
Nerner, P.
Newman, Fred
Ober, John
Olango, Pedro
Olesen, Marius
Olsen, Ole
Olsen, Ferdinand
Olsen, Frank
Olsen, Karl
Olsen, James
Olsen, Jorgen
Olsen, O.
Olsen, Olaf
Olsen, Olaf D.
Paludan, Chas.
Pankhurst, Thos.
Parly, Frans.
Paulsen, James
Pearson, J. T.
Pedersen, C. E. -1286
Pedersen, Halfdan
Pedersen, Ole
Pedersen, P. -901
Pedersen, Peter A.
Pedersen, Vilhelm
Pederson, S. R.
Peil, J. A.
Person, C. -1508
Petersen, A. -1442
Peters, J.
Rade, Alfred
Rader, A.
Randrop, John
Rasmussen, Emil
Rasmussen, M.
Rednath, A.
Reinink,
Reinhold, Ernest
Remmert, J.
Ries, Heinrich
Saarde, Alex.
Saar, John
Saav, John
Salmela, Julius
Sahke, John F.
Sahlman, Chas.
Sandberg, J.
Sandstrom, H.
Sandstrom, O. H.
Johansen, H. B.
Johansen, This. W.
Johnsen, Chris.
Johnsen, Edw.
Johnson, Antony
Johnson, Andrew
Johnson, Berdines
Johnson, C. A.
Johnson, Chas.
Johnson, C. J. -1566
Johnson, C. R.
Johnson, Stefan
Jonassin, John
Jones, Alfred
Jones, D. H.
Jones, Henig
Jones, Reas
Jones, H. T.
Jurishuck, O. A.
Kisow, Paul
Klocker, Theo.
Klausen, C.
Kleuschmann
Knoph, Lewis
Knudsen, Daniel
Kolbe, Albin
Koch, R.
Kolt, Chris
Kramer, Fred
Krishjan, Karl
Kristiansen, Jacob
Krulich
Lazkowski, Aug.
Lehan, Ernest
Leino, G. F.
Lelloren, Ole
Lender, Victor
Lijedahl, Lewis
Lindalm, Alfred
Lindeberg, Ernst
Lindgren, Oscar
Lindholm, Axel
Littlestorm
Lordows, A.
Lovera, Paul
Ludwig, Jack
Lund, Chr.
Lundberg, Chas.
Lundberg, Thorsten
Lundgren, Gus
Lundholm, Frans
Lundmark, Helge
Lund, Wm.
Mersman, O.
Metzler, Louis
Meyers, Ernest
Michaelsen, Johannes
Miles, P.
Moen, Robert
Mollyhus, Ingvar
Monk, Chas.
Monsen, Andr.
Monsen, Martin
Moore, C. C.
Morris, F.
Morris, Oscar
Mortens -1892
Mortensen, J. B.
Muller, Albert R.
Murray, C. P.
Mushaar, Hans
Myers, B.
Nielsen, Chas.
Nielsen, Ed
Nilsen, Anton
Nilsen, Axel
Nilsen, Michael
Nilsson, Johan
Nole, Sigvald
Norris, Edw.
Olsen, Olaf T. -1265
Olsen, Sigurd -1229
Olsson, -1187
Olsson -1101
Olsson, Gustaf B.
Olsen, Olair S.
Olsson, Ernest
Opitz, Gustav
Osterhoff, H.
Ones, Tobias
Owens, Peter
Petersen, L. -1389
Petersen, -1560
Petersen, Peter G.
Petersen, P. G.
Peterson, Paul
Peterson, S. R.
Petterson, C. W.
Petterson, J.
Petterson, John G.
Petterson, Oscar
Petterson, Otto
Petterson, Roberts
Pettersen, Sigurd
Pomer, A.
Poulsen, Jens
Preusse, Fred
Publicatus, Aug.
Rivera, John
Roberts, Jack
Robertson, John N.
Rokenes, Gunnar
Rokus, J.
Rosenquist, A.
Rundquist, O.
Rus, A.
Rusberg, H.
Rytko, Otto
Santo, Manuel
Santoz, Ben
Saunder, Jas. B.
Saunders, Jim
Saxton
Schellenberg, H
Schlabis, Edward
Schneider, H.
Schroder -2601
Schultz, E. G.
Schutze, Paul
Seagren, John
Seaman, Carlie
Seibert, Henry
Seibert, H. J.
Seldal, Peter
Selen, J.
Singern, George
Skodsmo, Amandus
Slettingdalen, Einar
Smith, Archie
Smith, G.
Smith, Johan
Smith, Max
Sorensen, Chr.
Sorensen, James
Sorensen, Soren
Sorensen, Viggo
Tanberg, Einar
Thomasen, Benjamin
Thompson, Ch.
Thomsen, Emil
Thomson, H. J.
Thorsen, C.
Thorsen, Jens
Thorsen, Otto
Thorsen, Th.
Udekull, Charlie
Vahvr, Morris
Vaitti, Jalmar
Van Katwyk, J. W.
Velwre, Hilge
Vesgaard, Jens.
Wahl, Robert
Wall, Erik
Wallen, Louis
Walluer, T.
Wank, B.
Wank, Romano
Welver, F.
West, Henry
Westman, A.
Zandell, Chas.
Zechel, Walter
Zoe, Francis
Sorger, E.
Sounders, J.
Sparch, Tom
Speckman, Max
Staaf, Louis
Stanberg, John
Stangeland, P. A.
Steel, John
Strandquist, Luis
Strasdin, Hans
Straups, W.
Strauss, W.
Stuart, James G.
Sullivan, Axel
Sundholm, Frans
Svansen -1395
Swan, Albert
Sundquist, W. W.
Tiller, E.
Tobey, John
Tollefsen, Andreas
Tollefsen, Hans
Tommola, Vaino
Torkelsen, Jonas
Trede, Hans
Tvede, Jens
Tydeck, Carl
Uesair, M.
Veyser, Carl
Vinter, G.
Vold, O. P.
Voss, Bernhard
Weyer, Paul
Wilhelmsen, Hans
Willmainn, Wm.
Williams, Seth
Willkas
Wilson, J.
Wirta, John
Wittenborn, Hans
Zoe, Frank
Zoerb, Walter

PACKAGES.

Apply to Secretary of Sailors' Union of the Pacific.

Anderson, A.
Anderson, Victor
Balda, A
Berg, John
Bjorseth, Knut
Christoffersen, Olaf
Ellefsen, Otto
Guldbrandsen, Jack
Hansen, Chr. M.
Hansen, H.
Hansen, Karl
Hanson, Marins
Haugen, Lars
Heiberger, Morgan
Hendriksen, H. -1333
Hernas, Knut.
Hillig, Albert
Iversen, Reidar
Jacobsen, Joakin
Johnsen, George W.
Johansen, J. -2021
Johanson, Nils A
Jorgensen, Oluv
Kenny, J.
Klette, Ernst F.
Kristiansen, Jacob
Krogsett, Svend
Laydon, D.
Lindroth, Erik
Madson, Olaf
Mansen, Martin
Markley, Paul
Martensen, J. C.
Nelson, Hasmund
Nilsen, Emil
Olsen, -1244
Olsen, Carl -1101
Olsen, Henrik
Petersen, K. -1598
Petersen, Olav
Raasch, O.
Rarly, Frans.
Rasmussen, E.
Rathke, Reinhald
Reimer, Peter
Rimmer, Chas.
Roslin, Robert
Summers, J. J.
Thorsen, Jens
Torkildsen, Jonas
Van Pratwijk, Johannes
Wakely, R. E.
Walters, Albert B.
Willander, -976
Willmann, Wilhelm

INFORMATION WANTED.

Johannes Puun, born in Oesel, Arensburg, Russia, supposed to be sailing on the Pacific coast, is asked for by his mother. Anyone knowing his whereabouts please notify A. Lepp, Sailors' Union, San Francisco.

George Albert Vaughan, age 47, of Handsworth, Birmingham, England. Was in New York City in 1902; worked as steward on New York and South American boats. Important. Address, Rev. R. C. Cookson, 96 Monroe street, Brooklyn, N. Y.

William Fayette White, whose mother died recently, is inquired for by his brother. Anyone knowing his whereabouts please address S. A. White, 106 W. Salem Ave., Roanoke, Va.

William McGrail, of Baltimore, Md., who sailed on the Atlantic and Gulf Coasts as cook for a number of years, is inquired for by his brother, George McGrail, 603 Decatur street, New Orleans, La.

Francis Robert Bassett, a native of England, last heard of in San Francisco, Cal., in 1901, was well known around the water front as "Liverpool Frank." Any information regarding this man will be gladly received at the office of the British Consulate, San Francisco, Cal.

Arthur Griffith, alias Simmons, a British subject age 28 years; 5 feet 6 inches in height, fair complexion, stout build, blue eyes, top false teeth, clean shaven, who is believed to sail on a coasting vessel between San Francisco and Portland, is inquired for by H. B. M. Consul-General. Anyone knowing his whereabouts please notify the British Consulate-General, San Francisco.

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Anderson, Wm.	Johanson, Herman
Burman, Andrew	Larsen, Julius
Carlson, Arthur	Larson, C. L.
Carlson, Eric	Lizs, Otto
Cefalia, Vinzenco	Pinner, Robert
Erikse, Johan	Portanen, Alex
Ericksen, E. John	Petersen, F. V.
Hagen, L. P.	Swanson, John
Johanson, E. O.	Widlund, O. E.
Jeschke, Hans	Walrath, G. O.

Seattle, Wash.

Abolin, Adam	Osterlund, Albert
Borgen, K. Sigurdsun	Olsson, Sigfrid
	Peterson, Andrew K
Dahl, Ben.	Phister, Albert
Fister, Johannes	Polhome, Mr.
Finnigan, I. H.	Ridderstaff, Ernest
Hagen, Gunder	Rye, F. M. J
Jensen, Gustav	Selback, Chris.
Johansen, Ingvald	Slinning, Rasmus O
Johnson, Axel	Spellman, Tom.
Nelson, Nels Wilhelm	Starks, John
	Stein, George G.
Larsen, Fred	Stixrud, Jack
Magnuson, P. A.	Stromsness Oscar



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San Francisco, Cal.

Pt. Townsend Letter List.

Andersen, E. T.	Mertz, George E.
Alango, John	Nachtigall, H.
Hermansen, L.	Rosbeck, Gustaf
Johansen, John	Varner, C.
Johnson, Ole	Wilson, Gus
Moore, George	

INFORMATION WANTED.

A. J. Nielson, who was injured on the "Minnie E. Kelton" at the time of her loss, please communicate with H. W. Hutton, 527 Pacific Building, San Francisco, Cal.

Ten dollars reward will be paid by Johnson & Higgins, 244 California street, for information locating John Anderson and George T. Nelson who were members of the crew of the steamship "Asuncion" in October, 1908.

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INFORMATION WANTED.

Nils Johnson, who was wrecked in the American bark "Oasis," Sept. 2, 1887, is inquired for by W. F. Hohenschild, Berkeley, Cal.

Albert Christensen, native of Byrum Laso, last heard of in San Francisco in 1910, in inquired for by his brother. Address, H. C. Christensen, Scandinavian Sailors' Home, San Francisco.

Carl Janson, age 36, born in Wastervik, Sweden; last heard of in Seattle six years ago. Any one knowing his address please communicate with Erika Askenberg, 2280 86th street, Cleveland, Ohio.

Richard Ryan, who left the British steamship Candida at San Francisco in July last, is inquired for by the British Consul-General.

News from Abroad.

The municipality of Paris decided to restore the great Roman arena on the outskirts of the city.

Hundreds of Moorish tribesmen were killed or wounded in a battle in which they were defeated by Spanish.

Mexican Constitutionalists captured Mazatlan, an important Pacific coast town in the State of Sinaloa, this being the first seaport to fall into the hands of the rebels.

The Peruvian Congress met in extraordinary session and chose a junta of six men, headed by Colonel Benavides, who led the troops in the revolution, to govern the country until general elections could be held.

Peace was assured in the Balkans by a declaration of the Rumanian King that his government would prevent a war between Greece and Turkey and by the announcement that the Balkan alliance was likely soon to be renewed.

Dr. Joseph Fischer, of Nauheim, Germany, reports in a Munich medical weekly the discovery of a cure for seasickness. An injection of atropin, he claims, cures the worst cases of seasickness, and leaves no ill effects from the use of the drug.

Maximo Castillo, a Mexican bandit leader, after twenty-two of his men had been executed by Constitutionalists, set fire to the woodwork of the Drake tunnel of the Mexican Northwestern Railroad, destroyed a bridge and wrecked two locomotives, eventually escaping.

Work has recommenced in earnest in the Curacao phosphate mines, after a suspension of nearly twenty years. One cargo has been shipped, and two more vessels are loading. The phosphate is of excellent grade, and was formerly shipped in large quantities.

A concession for the construction of an electric car line from Jerusalem to Bethlehem was granted on January 27 by the Turkish government to the French bank that recently supplied Turkey with money to purchase the Brazilian dreadnought "Rio Janeiro."

During the year 1912-13 there was an increase in the value of coal imported into Malta amounting to £159,696. There was also an increase in the number of steamers, which, owing to a variety of causes, filled their bunkers at Malta in preference to other ports in the Mediterranean.

The Court of Appeals recently sustained the decision of the King's Bench Court, which, in a test case brought last June by an Irish farmer claiming damages for the loss of his son in the "Titanic" disaster, declared illegal the condition printed on the steamship tickets exempting the company from liability from loss by a passenger even through negligence of the company's servants.

A company is about to be formed to run a sardine canning factory on the shore of the Sea of Galilee. It is said that there are great shoals of sardines in the section and that a remunerative industry can be established if a concession can be obtained. The natives, who are extremely poor, would benefit greatly by such an industry, as the output is likely to be patronized extensively by Jews and Christians alike, not only because the Galilee sardines are of a superior flavor, but also because of the Biblical associations of the Sea of Galilee.

With the Wits.

No Let-up.—Knicker—Life is hard.

Bocker—Yes; by the time your mother stops forbidding you to eat jam, the doctor begins.—New York Sun.

Well Posted.—"You seem to be very intimate with the Digbys. I didn't know you had met them."

"I haven't met them. I patronize their dressmaker."—Judge.

Clergyman—Do you remember me, my dear?

"I don't remember your name, but you're the gen'leman mother makes me stay awake an' listen to in church."—Life.

Regularly—"You 'air's getting thin, sir. Let me sell you—"

"That's all right. I put something on it every morning."

"May I ask what you put on it, sir?"

"My hat!" (Operation finished in silence.)—London Opinion.

Diplomatic Move.—"What makes you so anxious to send Three-finger Sam to the Legislature? He isn't so very popular."

"No. We citizens of Crimson Gulch figured that it would be a great savin' to the general community to get a poker-player like Sam located somewhere else."—Washington Star.

"You are pushing me too hard," said Wu Ting Fang to a reporter in San Francisco who was interviewing him. "You are taking advantage of me. You are like the Peking poor relation. One day he met the head of his family in the street.

"'Come and dine with us to-night,' the mandarin said, graciously.

"'Thank you,' said the poor relation. 'But wouldn't to-morrow night do just as well?'

"'Yes, certainly. But where are you dining to-night?' asked the mandarin, curiously.

"'At your house. You see, your estimable wife was good enough to give me to-night's invitation.'"

An Invitation

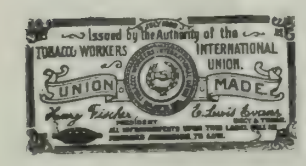
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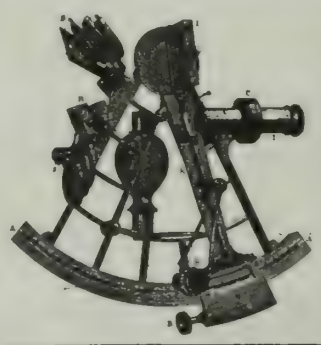
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COAST SEAMEN'S JOURNAL



FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XXVII, No. 24. SAN FRANCISCO, WEDNESDAY, FEBRUARY 25, 1914. Whole No. 2266.

FACTS ABOUT THE SEAMEN'S BILL.

In a recent issue of the JOURNAL appeared the first four of a series of letters, giving the plain facts about the Seamen's bill, as prepared by the Legislative Committee of the International Seamen's Union of America, and sent to each Congressman. The remaining two letters, as well as a further explanation of "Special Privileges for Foreign Ships," the subject matter dealt with in the first letter, are published herewith, as follows:

The Question of Efficiency.

Inefficiency in the engine department, aside from its dangers, lessens speed, increases repair expense and consumption of fuel, and is therefore a constant appeal for self-interest.

Service in kitchen and saloon determines comfort; inefficiency there, being continuously apparent, results in loss of patronage and is guarded against accordingly.

The steadily growing inefficiency in the deck crew results in the increasing loss of life and property. Here the shipowner is secured by insurance and limitation of liability. Lloyd's underwriters faced $35,000,000 liability in the year just ended. Safety depends at all times upon the human element, at sea more than elsewhere.

The deck duty is so varied and crowded with emergencies that down through the times four years' experience on deck was required as training for the rating of able seaman. British and Norwegian commissions dealing with existing conditions recommended that a standard of three years' experience on deck be set by law. This now is the law in Great Britain, Germany, Australia, New Zealand, and is the standard set by Senate Bill 136. Safety of the vessel, which is the primary need, requires a sufficient number of these men to attend to their duties without overwork.

When a ship must be abandoned the only safety is in lifeboats, the average crew of which is seven or more. At least two of the men in each lifeboat must have the highest skill and calmest judgment attained by seamen for the purpose of lowering the boat, getting away from the ship's side, attending to the sea anchor, using the steering oar and guiding the work of the others. Such knowledge and training cannot be obtained in the saloon or fireroom, or from any occasional "drill." Nor can men from the hot fireroom or sheltered saloon, scantily clothed, long endure the exposure in the bow or stern of a lifeboat.

The sailors' daily work in all kinds of vessels and weather, at the wheel, on the lookout, and on deck teaches them to know the sea and how to work with it. Their work with tackles, lines and cables in hoisting and lowering trains their judgment of strains and distances. Up to their number they are now distributed amongst the lifeboats when all the boats are needed, and they are always the crew of the emergency boat for rescue work at sea.

Why Men Leave the Sea.

The claim that able seamen to qualify under Senate Bill 136 are not available is not based on fact. The fact is that the average shipowner now refuses to employ a sufficient number of able seamen for reasonable safety at sea. But he eagerly accepts them into harbor gangs where, with the skill gained at sea, they prevent much damage in the shipping, hoisting and lowering of expensive and heavy merchandise. Marine insurance covers freight only when it is in the vessel.

After the "Titanic" disaster, under pressure of public opinion and for purposes of advertisement, the number and capacity of lifeboats was increased in the North Atlantic trade in advance of legal requirements. In other trades no change came until the promulgation of new rules. But in no trade was the number of men increased, and the skill is lower than it was five years ago.

In every large city will be found many men who have left the sea in rebellion at the conditions imposed, and who have found that on shore the skill required at sea enables them to earn wages that permit of family life.

The real opposition to Senate Bill 136 is not because of the increase in size of deck crew. In more than 90 per cent of the vessels no increase in the number will be required. But inexperienced men will be replaced by able seamen who, having greater skill, will require higher wages.

At present the controlling thought in navigation is cheapness. To get cheap men and to hold them the shipowners insist upon paying wages before it is earned, upon denying part payment in ports after it is earned, upon involuntary labor and imprisonment for desertion. Thus they retard the natural development of skilled seamen, and steadily force self-respecting men from the sea.

This must be reversed or shortly there will be no Caucasian seamen. "The prompt alleviation of the very unsafe, unjust and burdensome conditions which now surround the employment of sailors and render it extremely difficult to obtain the services of spirited and competent men, such as every ship needs if it is to be safely handled and brought to port," must be attained through law. Such law must be made applicable to all vessels sailing in and out of the ports of our country in order to equalize the wage cost of operation, or we shall never have a national merchant marine or seamen available for our navy.

"Special Privileges" for Foreign Ships.

Upon receipt of several requests for a further explanation of part of the first letter, published in the "Journal" of February 11, under the caption, "The Compensation Bugaboo," wherein reference was made to "certain special privileges" granted by our Government to foreign shipowners, and which have resulted disastrously to the foreign-going merchant marine of our own country, the following additional argument has been prepared:

The "special privileges" are the means by which,, while in our ports, foreign ships are enabled to forcibly hold the crews secured at the lower wage rates of foreign ports. Under treaties and statutes our Government uses its police powers, at the request of foreign shipowners, to capture and return seamen who attempt to quit the service of their ships. Thus the wage rate of foreign ships is forcibly kept lower than that prevailing at American ports.

This marks the one advantage which foreign ships now hold over American ships in the foreign trade, and which prevents the proper growth of our merchant marine. Other conditions have been equalized.

The building cost was equalized by a clause in the Panama Canal Act permitting American register to foreign built ships for purposes of the foreign trade.

The cost of supplies is equal to all. An American ship trading between New York and Antwerp, for instance, purchases her supplies in Antwerp if the cost there is lower than in New York.

The remaining item, and the most important, is that of labor cost on the vessel itself, i. e., the wages of the crew. If conditions can be brought about whereby the wage cost of operation will be equalized, the development of our merchant marine and our sea power will be unhampered.

This is within the power of our Government. The present situation is entirely artificial. The remedy is to set free the economic laws governing wages, economic laws which, in their application to seamen, are now obstructed by treaties and statute law.

There has been a very common misapprehension that wages of seamen depend upon the flag under which they work. Their wages depend upon the port in which they are hired and sign shipping articles, regardless of the nationality of the vessel, and the wages in that port depend upon the standards of living in the country where the port is located. In other words, the economic law governing wages of seamen is exactly the same as that governing wages of any other class of workers.

Imagine two ships, one flying the American flag, the other a foreign flag, moored at the same dock in New York. The crew of the American vessel has been hired in New York at American wages. That of the foreign ship at some low wage port in the Mediterranean. The two crews come into contact, each discovering the wages and conditions of the other.

What is the natural result? Unless prevented by force the crew of the foreign vessel would either get the same wages as paid on the American vessel or they would quit. The foreigner would then have to hire a new crew at the wages of the port. Not as the result of any organized action by the men, but as the result of individual desire inherent in human nature.

The foreign owner would have gained no advantage by his refusal to pay the higher wages to the crew he brought here. Under such conditions ordinary business sense would quickly induce him to pay his crew in accordance with American standards, in advance of arrival in an American port, as the only way to retain their services and thus avoid the cost involved in delaying his vessel for a new crew.

In 1884 Congress enacted a law intended to enable American shipowners to hire their crews in foreign ports where wages were lowest and to hold these crews in American ports where wages were higher. It was an attempt to force wages down to the foreign standard, but it failed

to accomplish its purpose. The whole pressure of American life was against it.

The way to successfully equalize the wage cost of operation is to permit the men on all vessels in our ports to release themselves, instead of assisting shipowners to forcibly hold them. Equalization will then follow a natural course upward to the higher level in response to economic conditions. Equalization downward by artificial means is impossible, and results only in men quitting the sea.

Let Congress reassert and maintain domestic jurisdiction over all vessels in our ports, enact standards of safety and skill based upon American conceptions, equally applicable to all and kept under control of our own Government, thus depriving foreign vessels of any special privileges. The wage cost of operation will be equalized and so remain, and there will be no need of subsidies to rebuild the American merchant marine.

Respectfully submitted,

ANDREW FURUSETH,
President, International Seamen's Union.

WHY SHIPS BREAK IN TWO.

The breaking in two of the tank steamer "Oklahoma," a practically new ship, built by one of our largest and best shipbuilding companies, has excited much comment on the method of construction which permits such accidents to occur. The "Oklahoma" was considered in shipping circles as a fine example of her class of vessel, and why such a thing should happen is a matter of much speculation and conjecture. It is really a pity that the captain of the Spanish liner "Manuel Calvo" failed in his attempt to tow the forward half of the tanker to port, for no doubt an examination would clearly explain this accident, and prevent its occurring on other vessels.

However, the "Oklahoma" is not the first or only vessel to break in two, for this accident has occurred several times, and sometimes in a perfectly calm sea, as compared with the raging storm which sank the "Oklahoma."

Following is a partial list of vessels that have broken in two during the past couple of years:

"Cobra" (Br.) Torpedo Boat Catcher, broke in two at sea; all hands lost.

"Santa Rosa" (Am.)—broke in two; bulkhead amidships.

"Western Reserve" (Am.) broke in two at sea; all hands lost.

"Miami" (Am.) broke in two; bulkhead amidships.

"Hardy" (Br.) broke in two in a typhoon.

"Orion" (Ger.) broke in two January 2, 1913.

"Dacre Castle" (Br.) broke in two, August, 1912.

"Ulstermore" (Br.) broke in two in River Mersey, January 22, 1913.

"Manchu Maru" (Jap.) broke in two July 1, 1913.

The result of examinations, where possible, in every one of the above cases shows that the vessels broke in two along the line of rivets joining the bulkhead to the hull.

In attaching the bulkhead to the hull the customary method is to fit a double angle frame, and with the rivets spaced four diameters apart for watertight work, center and center, create a line of rivets in the frame 1⅞ inches apart from hole to hole through the average diameter of the countersink.

The quarryman's experience in cutting granite is to drill a few holes at some distance apart, and, naturally the granite breaks in two through the line of holes.

A sheet of postage stamps is perforated with direct lines of holes, and the stamps are severed by tearing through the lines of holes.

If we wish to sever almost anything, we may do so by puncturing it with holes placed in a direct line. When a ship breaks in two, the break follows a direct line of rivet holes around the ship.

The present practice of fitting a bulkhead in a ship is to make the structure rigid in that locality, and by making it rigid, undue stress is drawn to that part of the structure, just as we crease a piece of paper to tear it. This weakness is acknowledged by adding the weight of bulkhead liners and knees to the bulkheads to try to offset or ameliorate the trouble by spreading the stress somewhat.

The rivet holes are usually of ¾" diameter, 3 inches apart, center and center.

This rivet hole of ¾" diameter is enlarged by countersink, averaging 3-16" all around it, or ¾"+⅜"=1⅛" total average diameter of rivet hole, which subtracted from 3" distance apart, center and center of rivets, is 2¼" from hole to hole. This leaves only 1⅞" material between holes.

The result is that the structure is weakened almost sixty per cent. by holing it when the holing is done in a direct line entirely around the section of vessel, and stress is drawn to the weakness by the attraction of rigidity to that particular locality.

When this method of construction is adopted in tank steamers where the riveting for oil-tight work requires the spacing of rivets to be three diameters apart, instead of four for watertight work, this makes a further reduction of material of twenty-five per cent., and the number of bulkheads is vastly increased in tankers as compared with general cargo steamers.—The Master, Mate and Pilot.

FISHERIES CONGRESS.

At the second Northern Fish Dealers and Deep-sea Fisheries Congress at Malmo, Sweden, in connection with the Baltic Exposition, June 15-20, 1914, various discussions of fisheries problems will include: The natural history of the eel; fisheries and export conditions of Norway; trawling for herring; import duties on fresh fish; bringing ashore of undersized fish; commercial methods in marketing and handling fish; and international rules with regard to protection of fishing nets on high seas. The congress will continue consideration of credit conditions in international fish trade and international arbitration of fish trade disputes.

Swedish fishermen and dealers are planning to take advantage of the congress to bring the products of the fisheries more to the attention of the world at large, especially the products of Swedish fisheries. It is pointed out that the export of "stromming," or small herring, from the Baltic Sea could be greatly increased, and that there are other fish to be had on Swedish coasts which with proper exploitation should offer decided commercial possibilities. It is said by the association that in 1912 the commerce in fish and fish products in this country aggregated nearly $8,000,000 in value, of which the export represented $3,200,000. The export value of fish and fish products from Sweden has steadily increased in recent years. It consists principally of fresh herring and certain canned fish. Germany takes the principal part of the fresh herring.

Demand the union label upon all purchases!

ANARCHY IN COLORADO.

Every charge made by the Colorado coal miners that the operators had imported hundreds of Baldwin Feltz thugs and eight machine guns and that the State militia was aiding these gunmen in robbing and otherwise persecuting the miners has been substantiated before the Congressional investigating committee.

Evidence of a system of peonage, of interference with the United States mail and of repeated attempts of the hired assassins of the operators to murder inhabitants of the strikers' tent colonies fully acquainted the Congressional investigators with the reign of terror and anarchy in the strike zone since long before the strike began.

Probably the most sensational testimony of the first week was that of A. C. Feltz, Colorado manager of the notorious Baldwin-Feltz thugs.

He calmly admitted on the stand that he had imported eight machine guns which were paid for by the operators: that scores of gunmen with questionable reputations, one of whom had been held for murder in West Virginia, had been employed by the operators; that he personally had ordered the "Death Special," an armored automobile equipped with a machine gun, which the Baldwin guards drove madly through the strike district shooting and terrorizing the strikers.

James Dalrymple, State Coal Mine Inpector, shocked the audience when he told how the operators' refusal to obey the law had murdered many miners and only recently had killed 37 men in the Vulcan Mine at New Castle.

John R. Lawson, International Board Member of the United Mine Workers of America, gave what was probably the most shocking testimony. He told how the miners had been robbed, tyrannized, the victims of a notorious blacklist system for years. The State militia have not only refused to disarm the murderous mine guards but have aided them in their tyrannizing, plundering outrages, he said.

Czar Chase showed evident discomfort when it was shown that Lieutenant E. K. Linderfelt was in charge of the death dealing devices of the operators before the militia went into the field and that many other members of the militia were hired gunmen of the operators.

John C. Osgood, J. F. Welborn, and others of the operators calmly admitted that they had bought machine guns and hired gunmen and then in the same breath their attorney had the audacity to deny that anarchy reigns in the strike zone.

Mine guards aided by the militia keep the men in the mines against their protest by guns, taking away their shoes, and other slave-driving means, witnesses testified.

Evidence introduced the first week showed plainly that the outrages to be proved by witnesses will shock the entire Nation and that something must be done at once to do away with the reign of anarchy that now exists in southern Colorado.

Consul General E. D. Winslow of Copenhagen, Denmark, reports that the recently completed census of the employes of Copenhagen shows that the city has on its pay rolls 9989 men and 4094 women, who receive in salaries $5,962,000 and with their families constitute 7.3 per cent of the population.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

The Bartlett-Bacon Bill.

Letters and newspaper clippings from various sections of the country to A. F. of L. headquarters show that opponents of the Bartlett-Bacon bill, now before Congress, are renewing their activities to again becloud this question. The bill is intended to relieve organized labor from the unjust interpretation placed upon the Sherman anti-trust law applying it to organized labor, and also to regulate the issuance of injunctions in labor disputes. Col. Harvey, editor of the North American Review, sounded the alarm in his January issue, and other protectors of privilege are now falling in line by either directly charging or indirectly suggesting that the Bartlett-Bacon bill is, in the language of one newspaper, "an attempt on the part of labor unions to secure exemption from prosecution when they violate the law." This naturally arouses resentment on the part of well-meaning citizens, who rightfully protest against special privilege. Well aware of this inherent consciousness of our citizenship, the trusts and their paid retainers are again bending every effort to offset the workers' demands for justice by specious pleas and misrepresentations of the Bartlett-Bacon bill, which will be triumphantly passed when once the people understand. President Gompers and other officials of the A. F. of L. are alive to the purposes and intent of men who insist that labor unions shall be classed as truts. In his answer to one of the interests' leading spokesmen—Col. Harvey—President Gompers again clearly states labor's position in this month's issue of the American Federationist. He shows that the Sherman anti-trust law was originally intended to check the monopoly of products; that trade unions deal not in products, but aim to control their own labor power—pulsating, throbbing life; that to class this life with things without life—products controlled by trusts—is both absurd and unjust; that workers could only violate the Sherman anti-trust law if they entered into the manufacture of, or dealing in, products, that as the workers have been conceded the right to organize, these rights are now denied when they would carry out the intent of associated effort; that things lawful for an individual worker cannot be unlawful when done by a collection of workers; that society agrees workers have the right to unite, but when they do unite the courts and Federal Grand Juries tell them they violate the Sherman Anti-Trust law. It is against the injustice of interpreting the Sherman Anti-Trust act to apply to organizations of working men and women, organized not for profit, concludes President Gompers, that the workers have made their protest. Hence, the Bartlett-Bacon bill's enactment is essential. It is within the power of American trade unionists and their sympathizers to overcome this stealthy campaign of opposition and "doubt raising" that the enemies of the Bartlett-Bacon bill are now waging. In its last national convention, at Baltimore, the Democratic party used the following words in its emphatic declaration that the principles now enunciated in the Bartlett-Bacon bill are correct:

"Experience has proved the necessity of a modification of the law relating to injunction, and we reiterate the pledges of our platforms of 1896 and 1904 in favor of a measure which passed the United Senate in 1896, relating to contempt in Federal courts, and providing for trial by jury in cases of indirect contempt.

"Questions of judicial practice have arisen, especially in connection with industrial disputes. We believe that the parties to all judicial proceedings should be treated with rigid impartiality, and that injunctions should not be issued in any case in which an injunction would not issue if no industrial disputes were involved.

"The expanding organization of industry makes it essential that there should be no abridgement of the right of the wage-earners and producers to organize for the protection of wages and the improvement of labor conditions, to the end that such labor organizations and their members should not be regarded as illegal combinations in restraint of trade."

The Progressive party, the next largest political organization of that year, declared in its national platform:

"We believe that the issuance of injunction in cases arising out of labor disputes should be prohibited when such injunctions would not apply when no labor disputes existed.

"We also believe that a person cited for contempt in labor disputes, except when such contempt was committed in the actual presence of the court, or so near thereto as to interfere with the proper administration of justice, should have a right to trial by jury. . . .

"We favor the organization of the workers, men and women, as a means of protecting their interests and of promoting their progress."

At the recent Indianapolis convention of Miners, United States Senator Kern said that the Bartlett-Bacon bill would pass, but work is necessary. The time for the passage of this bill is now. This can be accomplished if international and national unions, central bodies and local organizations, individual unionists and their friends send letters to their Senators and Congressmen calling attention to these platform declarations which favor the regulation of injunctions in times of strike, and also the removal of our labor unions and the organizations of farmers from classification with industrial outlaws.

Demand the early enactment of the Bartlett-Bacon bill, S. 927 and H. R. 1873.

Insist that these platform pledges be kept—now.

Right to Stop Work Upheld.

In an opinion written by Judge Brewer, the Oklahoma Supreme Court Commission took an advanced position on the right of organized labor to strike in protest against the employment of a non-unionist, and the latter, according to the decision, has no cause for action, as workingmen have the right, in the absence of contract, to quit

(Continued on Page 11.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeland Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts Maritimes de France, 33 rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och' Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S, Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

Domestic and Naval.

The War Department has reported to Congress against the construction of a harbor of refuge at Key West, Florida. The report is an exhaustive one.

It is reported that the Bethlehem Steel Company has obtained the ratification of their 1911 contract for building vessels for policing the Chinese rivers, involving an expenditure by China of $20,000,000 in gold.

The Cape Cod canal connecting Cape Cod Bay with Buzzard's Bay is 75 per cent, completed, in the estimation of the engineers, and it is believed that the waters of the two bays will meet during the coming summer.

Representative Brown of New York has introduced bill (H. R. 12296) in the House authorizing the War Department to survey Hortons Point, Long Island Sound, N. Y., with a view to the construction of a breakwater as a harbor of refuge.

The Holland-America liner "Rotterdam" sailed February 2 for a cruise of 14,742 miles through the Mediterranean with a record list of 840 passengers in the first cabin, the largest number of first-class passengers ever carried from this port in one steamer. The "Rotterdam" will make a cruise of seventy days and is due back on April 13.

Captain Francis Inch, commander of the steamship "Volturno," which was burned in mid-Atlantic, October 11, 1913, with a loss of 135 lives, was the recipient February 4 of the freedom of the City of London in a silver casket and also of a gold medal, a gold watch and chain, a purse of gold and Lloyd's silver medal.

The British and Scandinavian steamship companies have decided to act together to create an organization and take the measures which may be required to protect their interests in the Atlantic passenger traffic. The Hamburg-American line, it is reported, has abandoned its intention to use Queenstown as a port of call for vessels in its Boston service and has reverted to Southampton for this purpose.

Bids opened at the Navy Department January 30 for the transportation of one cargo of coal to the Pacific Coast were as follows: Golden Gate Transportation Company, $3.50 (accepted); J. H. Winchester & Co., $4.24; Balfour, Williamson & Co., $4.29; J. H. Winchester & Co., $4.38; Benham & Boyesen, $4.29; Houlder, Weir & Boyd, $4.69 or $4.79; McCall Dining Company, $5.15; Wittenberg Coal Company, $5.24; Arthur Sewall & Co. offered the only American bottom, ship "William P. Frye," at $6.

The Cunard Company state that so far as westbound business is concerned, it heads the table of lines sailing from Liverpool for 1913 with a list of no fewer than 40,160 cabin passengers and 69,507 third-class, the total being 109,667. These figures show a considerable increase upon previous years. The Cunard Company also takes first place among all British lines in its total carryings of passengers of all classes by its various services running between Europe and North America. During the year the total westbound passengers carried by its steamers amounted to 177,493, while eastbound the number was 91,782, or a grand total east and west of 269,275.

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JOHN A. MOFFITT, President, Orange, N. J.

MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

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PATRONIZE

HOME

INDUSTRY

INFORMATION WANTED.

Andrew Wilne, native of Dundee, Scotland; about 28 years of age, dark complexion, last heard of about nine years ago, sailing as steward, also as fireman, is inquired for by his relatives. Address A. S. Milne, 1122 Rose street, Grandview, Vancouver, B. C.

Nils Edmund Johansen, a native of Tansberg, Norway, aged about 50, last heard of at Melbourne, Australia, is inquired for by his brother. Address, Martin Johansen, 839 Centennial avenue, Alameda, Cal.

Charles Harold Allen, who has served as an apprentice in a British ship, age about 21 years, medium height, brown hair, last heard of in San Francisco November 9, 1911, is anxiously inquired for by his father. Please notify British Consul-General at San Francisco.

San Pedro News Co.

Sixth and Beacon Streets, San Pedro, Cal.

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INFORMATION WANTED.

Adolf Theining, a native of Vannersborg, Sweden, is inquired for by his mother. Address, Coast Seamen's Journal.

Walter Jorgesen Clang, born in Aaland Yetta, Ostro Yetta, is inquired for by his uncle, John Clang. Address Coast Seamen's Journal.

George Alfred Hall, last heard of on the Sch. "Sehome" in June, 1913, will please communicate with his brother, Walter Hall. Address 790 18th street, Oakland, Cal.

Rudolph Kurella, born January 5th, 1868, at Grabowo, Germany, is inquired for by the German Consul-General at San Francisco, Cal.

Oscar Osolin, John Lind, M. Elone, John Anderson, Thomas Pukki, Alex. Tuominen, Chas. Grouberg, who were on board the steamer "Fifild" April 7, 1913, please communicate with the Coast Seamen's Journal.

Anyone knowing the whereabouts of John Owens, age about 24, last heard of in Sydney on the barque Misbeck, November, 1912, please communicate with Coast Seamen's Journal.

Lasker Munter, of Spokane, Washington, born 1884, left home in 1903, is inquired for by his father, Adolph Munter, Spokane, Washington.

San Pedro Letter List.

Andersen, Martin -1894	Leino, G. F.
Andersen, Ole	Loining, Herman
Andersen, C.	Larsson, Axel
Anderson, Gust	Lundquist, A.
Anderson, O.	Makinen, K.
Andersson, E. -1762	Moe, John M.
Anderson, Ole	Muller, W. -2039
Askvik, Torgersen Ed	Marcas, B.
Anderson, S.	Morris, F.
Ahlstrom, A. -1748	Miller, Wm
Anderson, A -1045	Miller, John
Anderson, George -1812	Mayers, P. M.
Anderson, Mr.	Mikkelsen, Harald
Byberg, Nels H.	Nordin, Gus
Baardsen, George	Neuman, A. E.
Bergh, Borge	Nordberg, H.
Bringsrud, Harald	Nielsen, J.
Behrsin, Jacob	Ohlund, Chas.
Collins, E. F.	Olsen, Otto -872
Ceelan, John	Olsen, A. -759
Clemmensen, C. M.	Olsen, W.
Carlson, Walter	Olsen, Skutar
Carlson, Julius	Owen, Fred
Carlson, Gust W.	Olsen, Marius
Carlson, Gustif	Olsen, Olav
Doyle, William	Peterson, H. -1064
Dallman, Hugo	Pagel, Erwin
Durara, Ciso	Pihkip, K.
Dreger, Jack	Petrow, A.
Ekholm, F.	Parsson, Herman
Eriksson, C. -333	Peterson, Oscar
Gunther, Dick	Persson, H. W.
Gronlund, Oscar	Paulsson, Adolf
Glasse, Gust	Pedersen, A. -1564
Gatz, Rudolf	Petersen, Aage
Hansen, Jacob	Pedersen, Peder
Hogstrom, Axel	Phillips, K.
Heineg, Hans	Petterson, C. -1287
Hedenskog, John	Paul, Peter G
Hogan, Mr.	Rydberg, A.
Hovi, Andrew	Rommerdahl, Knud
Hengst, Otto	Rajala, Victor
Hansen, Herald	Roth, Svend
Hansen, Johannes	Repson, Ed.
Hetlenius, Oskar	Rudowitz, H.
Iversen, Iver	Rignell, J. V.
Jansson, John -2203	Sandy, Oskar
Jacobsen, Alfred	Sander, A. J.
Johnson, J. H.	Samuelsen, Victor
Jacobsen, A.	Sjostrom, Gust
Johnsen, George	Seirewaag, Halvor
Jago, Charles	Schreff, Paul
Jarawo, J. A.	Senger, G.
Johnsen, Gunner	Swenson, Axel
Johnson, J -2266	Schultz, Axel
Johansson, C. A.	Soderlund, Uno
Jorgensen, Jorgen	Sparkes, A.
Jorgensen, Fred	Sellers, Wm.
Jensen, Jens B.	Sanders, Chas.
Johanson, Algot	Sievers, G. P.
Johnson, J. A. -1659	Thogersen, Peder H.
Johnson, Nels	Thorn, Arvid -70
Kalnin, J.	Tamisar, P.
Kalnin, E.	Torgensen, Anton
Kallberg, Arvid	Wahl, J.
Laine, W.	Wilhelm, Ewald
Lundquist, A. -1352	Wolter, John
Lauritsen, Geo.	Westvik, Johannes
Lindholm, Erik A.	Zoe, Frank
	Zorning, A.

Honolulu, H. T.

Andersen, E. K.	Kayser, C.
Anderson, A.	Koloed, G.
Anderson, Fred	Karlson, Oscar
Austin, Frank	Kjassgaaids, Hans
Andowitz, H.	Lyntstrom, S.
Beinink, H.	Langan, Robt.
Bjorkman, C. H	Lentinon, Ernest
Brown, H.	Lundberg, I.
Clancy, James	Munchneck, W.
Chrisansen, Anton	Nilsen, Nils
Ericksen, E.	Nordling, C.
Edgerton, J.	Nilsen, C. O.
Ehlelt, August	Olsen, O.
Havur, F.	Olsen, Andrew
Hansen, Jorg	Olander, Carl
Hanson, Max	Paty, G. W.
Hapstad, Sigurd	Peron, E
Hansen, Christ	Schneider, H.
Irwin, Robert	Sandersen, O. F.
Ivars, Carl	Stenraas, A. W.
Johnson, O.	Slattery, Wm.
Jackisch, Magnus	

INFORMATION WANTED.

Fred (Albin) Swanson, a native of Malmo, Sweden, aged about 25, is inquired for. Address, Coast Seamen's Journal.

Johannes Larsen, age 22, born in Fitje, Norway, is inquired for by his brother, Ingolf Vestrick. Anybody knowing his whereabouts please notify his brother at 9 Mission street, San Francisco.

Fred W. Larsen is inquired for by his brother John. Anybody knowing his whereabouts please notify Chas. Hammarin, care Fishermen's Union.

Fritjof Ellingsen, age 32, a native of Drammen, Norway, he was short, heavy set, dark hair, parted in the center, and good looking. Anybody knowing his whereabouts please notify Ed Knach, 171 Clipper street, city.

Andrew John Anderson, who left Aberdeen, Wash., on lumber barge Washtura for San Francisco, is inquired for. Any one knowing his present whereabouts please notify Mrs. Anna Anderson, Aberdeen.

John Rebbetad, who was in the steamer A. F. Lucas in November, 1911, is inquired for by his brother. Address, Coast Seamen's Journal.

Pacific Coast Marine.

Delegate Kalanianacole, of Hawaii, has introduced a bill in the House appropriating $100,000 for a breakwater at Kahului, Island of Maui, Hawaii.

Having been overhauled and had oil-burning apparatus installed at San Francisco, the steamer "Humboldt," which plies between Seattle and Alaskan points, has returned to Puget Sound.

It has been announced that the steam-schooner "Nann Smith," belonging to the C. A. Smith Company, will be reconstructed immediately to accommodate freight and passenger business between Coos Bay and San Francisco. The vessel will have quarters for sixty passengers.

M. H. Houser has chartered the German bark "Barmbek" to load wheat at Portland for the United Kingdom at 24 shillings, the lowest rate said to have been paid for similar tonnage in a number of years. The "Barmbek" is at Santa Rosalia, where she arrived from Hamburg January 5.

The new electric Navy collier "Jupiter," which for nearly a week has been undergoing official tests at the hands of an inspection board of the United States Navy, has returned to San Francisco with a record which is said to have not only exceeded all expectations but to have also exceeded, in some instances by nearly 100 per cent., the guaranty of its builders.

To be modeled along the lines of the "Chiyo Maru," a new 22-000-ton liner, plans for which have practically been decided upon by the directorate of the Toyo Kisen Kaisha, will include modern features in machine construction, such as day nurseries, gymnasium, cafes, electric elevators, private lounge for ladies, glass enclosed tropical roof garden, promenade deck protected from the elements, etc. The vessel will soon be laid down at Nagasaki.

A permanent berth, for oil vessels discharging their cargoes at Balboa, will be dredged along the east bank of the Canal just south of the Panama Railroad Company's steel pier. It is expected that a berth about 75 ft. wide, 1,800 ft. long, and from 40 to 45 ft. deep at mean sea-level, will serve the requirements. Its length has been tentatively fixed at 1,800 ft., because this will permit of the docking of three vessels at one time, allowing 600 ft. of space to each ship.

To augment the fleet of cargo steamers operated by the Union Steamship Company of New Zealand, between Australia and British Columbia via San Francisco, arrangements have been completed for the dispatch of the steamship "Kent" to this coast, in accord with the bi-monthly service arranged, which was inaugurated a short time ago by the "Canada Cape." She, in turn, is being followed by the steamer "Waimate," chartered from the New Zealand Shipping Company to fill the vacancy caused by the wreck of the "Tyrone."

It is seldom that a steamer belonging to a regular line is posted as missing, but this happened recently in the case of the "Acilia" of the Hamburg-American line, which formerly operated to the Golden Gate in the well-known Kosmos fleet. A couple of weeks ago it was reported that one of the vessel's boats, containing the dead bodies of the second-mate and two sailors, was found on the Patagonian coast. The "Acilia" was built in 1900, was of 5693 tons and valued by the owners for the purpose of insurance at $140,000. The steamer left Coronel for Hamburg October 27 and never got through the Straits of Magellan.

Unless some unforeseen obstruction presents itself, the steamers "Admiral Schley" and "Admiral Dewey," recently acquired for the coastwise fleet of the Pacific-Alaska Navigation Company, will come to the Golden Gate from the Atlantic via the Panama Canal. Officials of the company are conferring with Colonel Goethals regarding the possibility of dispatching the vessels through the big ditch, and it is hoped that the Canal trip can be made. The "Admiral Schley," in command of Captain Stores, and the "Admiral Dewey," with Captain Griffith on the bridge, are to leave New York shortly, according to present plans announced yesterday by Richard J. Ringwood, passenger traffic manager of the company.

C. C. Lacey, marine superintendent of the Great Western Steamship Company, has returned to Seattle from Philadelphia, where he inspected the new express liners building for service between Astoria and San Francisco. Two vessels, names not selected, will be completed April 15 and will be sent to this Coast via the Panama Canal. The new liners are 524 feet over all, 500 feet between perpendiculars, beam molded, 63 feet; draft, 21 feet; depth of hold, 49 feet; triple screw steamers; engines, Parson turbine type, having an indicated horse-power of 22,000. The vessels have a cargo capacity of 1500 tons and accommodation for 444 first-cabin, 126 second-cabin and 240 third-cabin passengers, a total of 810. Interior finish colonial style; double bottom; fuel oil burning systems, and will be able to maintain twenty-three knots at sea.

News of the loss of the schooner "W. H. Dimond" in Alaskan waters was received from Unga, Alaska, by wireless to the Eureka radio station. The vessel, which sailed from San Francisco January 19 for the fishing station at Unga, drove ashore on Bird Island on February 10 and with her cargo is a total loss. No details of the disaster were given, but it was stated that Captain C. W. Prellberg and the crew and fishermen, numbering twenty-six hands in all, were safe on the island. The schooner was within forty miles of her destination when she went ashore. According to officials of the Alaska Codfish Company, owners of the "Dimond," the vessel is fully insured. The "Dimond," which is an old-timer in the codfishing industry and formerly in the island sugar traffic, was but recently overhauled. It is likely that the fishermen who were on the schooner will proceed to the Unga station.

The commission which recently investigated ways and means of improving the French colonies in Oceania, recommends the erection of lighthouses on the islands of Fahutiva, Matahiva, Tetiaroa and Moorea, deepening the Papeete channel to a depth of 39 feet, and widening it to 328 feet; the establishment of a wireless station connecting Tahiti with the other French islands, and of a floating drydock of 1,000 tons' capacity, 10,000-ton bunkering station on a sea front of 459 feet with marine repair shop and four 500-ton lighters, two elevators, two tugs and two fresh water tank boats. It is also recommended that wharves be built with deep water alongside and oil fuel tanks erected. The port dues would be, on all vessels except those in distress, 2 cents per ton net register, Panama Canal basis; $1.20 per head for first-class passengers, 80c second-class and 20c steerage; 20c a ton on bunker coal and 10c a ton on minerals and phosphates and 40c a ton on all other cargo, except fresh water and stores. Pilotage dues, etc., to be determined by the French colonial authorities.

Owing to the belief that abuses are practiced on the public by the foreign steamship companies operating in the ports of Ecuador, the National Congress has decided to promote the organization of a national steamship company with headquarters at Guayaquil, for traffic between Ecuadorian and foreign ports to such extent as may be desirable for the commerce of the nation. The capital is to be 1,000,000 sucres ($481,928), which may be increased to 4,000,000 sucres ($1,927,711), the issue to consist of shares of 100 sucres and of 10 sucres ($48.19 and $4.82) each. When 500,000 sucres ($240,964) of the capital shall have been subscribed the company is to organize. Of this capital one-tenth part will be subscribed by the Government. A service will be established to Panama (or some other northern port) by which commerce may be carried on between Ecuador and the Atlantic route; also another to the south as far as may be required. There will be a coasting service to Panama, or some other foreign port, and intermediate ports; foreign vessels will not be permitted to enter the coasting trade of Ecuador.

A power pilot-boat, the largest on the Coast, bearing in her sturdy and graceful lines a trace of the type which made the Gloucester fishing craft famous, will replace the "Pathfinder," lost on Whale's Head in the fog several weeks ago. After much consideration, in which all of the bar pilots aired their views—and they were many—designs of the craft, drawn by D. W. and R. Z. Dickie, were accepted recently. Bids will be called for within a week, according to Captain John Wallace, secretary of the Pilots' Association. The new pilot craft, although having two masts, ketch-rigged, will be essentially a power-boat, canvas being used only when it is necessary to steady her against a heavy swell and a piping blow. The engine, of the Bolinder semi-Diesel type, turned out in Stockholm, will develop 150 horse-power and drive the craft along at a clip speed. The pilot craft will be 110:6 over all, 24:6 beam, with a molded depth of fourteen feet. The model of a Gloucester bow and an elliptical transom stern with hollow heel aft are the interesting features of the craft, and it is believed by the pilots will make the vessel specially adaptable for their work. Accommodations for eight pilots are arranged in a room aft, 25x20 feet in dimensions. Amidships the engine-room, with an auxiliary plant on the starboard side, is located. The dining-room and galley are just aft of the fo'c'stle, which will have accommodations for six hands. Particular attention has been given to the location of store-rooms and lockers, and the entire combination makes up a craft over which even those of the veteran pilots, who were just a little doubtful when power with the fleet was first suggested in the building of the "California," are enthusiastic.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone, Kearny 394; (Advt.)

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(Continued on Page 11.)

Coast Seamen's Journal

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JACK ROSEN.....Manager

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Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, FEBRUARY 25, 1914.

IF IT COULD BE SHOWN?

If it can be shown that the Seamen's bill will seriously injure or destroy American shipping (as the shipowners claim) the bill should be amended. Even the most shortsighted advocates of the bill would not want it to become a law if the market for American sailors would be greatly restricted as a result.—Press Item.

Yes, if it could be shown by American or foreign shipping interests, or by any of their hired men, that the enactment of the Seamen's bill would bring about any of the awful things referred to, then it should be amended.

But if it can be shown that the parties who ask for amendments are actuated solely by selfish motives, then the bill should not be amended.

Now, it has been made quite evident during recent years who is mainly interested in preventing legislation for greater safety of life at sea. And if anyone is not yet fully informed upon that point let him scan the Congressional Record and carefully note the source from whence originate the demands for amendments and the general protests against the bill.

The Chambers of Commerce of the United States, always loyal to the almighty Dollar against every interest ashore or afloat, heads the list of protestants.

The Shipowners' Associations, masquerading under a hundred different titles, with a black record of opposition to every species of legislation tending to promote safety at sea—and particularly those self-styled patriots among them who employ white men only when forced to do so—they are the ones who would have the public believe that their vociferous demands for amendments to the bill are based wholly upon their "unselfish" patriotic desire to keep Old Glory flying on the seas.

Yes, if it could be shown that the bill, when enacted, would hurt any interest except organized greed—then the bill should be amended.

But since it has been conclusively shown that the bill will in addition to promoting safety at sea, give freedom to the seamen and provide better conditions for the men who earn their livelihood upon the waters, and will by so doing induce American boys to seek the sea—since this is practically admitted by all who are capable of forming a disinterested opinion upon the subject—there should be no delay in placing the La Follette Seamen's bill upon the statute books. And this should be done quickly and notwithstanding the time-worn pleas for delay which emanate solely and wholly from the Dollar-worshiping interests who oppose every measure and every cause "if it interferes with business!"

PROMISE vs. PERFORMANCE.

An I. W. W. orator was orating the other night. He dwelt briefly upon the frightful condition of the migratory workers on the Pacific Coast and then launched some elegant, beautiful and eloquent phrases full of promise for the future. In flowery language he assured his audience that the I. W. W. would bring home the bacon—in the future. Not one single reference did he make to the workers' struggles and achievements of the past.

Of course, there was a reason. The whole history of I. W. W.'ism is one long continued story of promises. Their orators must necessarily dwell solely upon future promises because their record of past performances is not worth while discussing.

The speakers for the American Federation of Labor, on the other hand, need not remain silent upon the past. Together with a steady growth in membership, now exceeding two million, the A. F. of L. can proudly refer to its past performances and its solid achievements for all who toil. "Words are good only when backed by deeds" and fortunately the A. F. of L. is in the happy position of being able to back promises with performances. In striking contrast with I. W. W.'ism the A. F. of L. does not spend its main force and energy in drawing beautiful pictures of the sweet by and by.

The A. F. of L. has a definite economic platform—not built upon passion in the clouds—but upon reason and bedrock. And the demands contained in that platform are practical matter-of-fact issues which are being fought for and furthered day by day.

This, in brief, is the principal difference between I. W. W.'ism and the A. F. of L. It is passion versus reason, and promise versus performance!

While Robert Dollar is at Washington endeavoring to prevail upon Congress not to interfere with his business, the American steamer "Mackinaw," owned or chartered by Mr. Dollar's company, has successfully evaded the United States authorities by an entirely new scheme. It will be recalled that nineteen Chinese members of the "Mackinaw's" crew were imported to the United States in apparent violation of the Federal Contract Labor Law. Therefore, instead of loading at the American port where the "Mackinaw's" cargo of lumber had been gathered the vessel anchored at Esquimalt, B. C., and had the lumber brought to her in barges—all for the evident purpose of preventing the United States immigration officials from molesting that imported Chinese crew. We wonder if Mr. Dollar will explain the details of this little incident when he appears before the Congressional Committee in opposition to the safety features of the Seamen's bill?

"SCABITRATION" UNIONS.

The labor press of New Zealand has coined a new name for the so-called unions of workers which were organized by the employers during the recent strike of the waterside workers. The new name serves as the title to this article.

It appears that in time of strife the widely heralded Compulsory Arbitration Act of New Zealand proved to be a very serviceable bludgeon for the employers. We quote from the official statement of P. H. Hickey, National Secretary-Treasurer of the United Federation of Labor:

> The industrial battle of 1913 is now practically over, the conference of delegates from the various strike centers, together with the executive of the United Federation, deciding that in the interests of those most closely concerned, it was wisest to call the strike off as from Sunday, December 20. . . .
>
> Characteristic of this trouble has been the manner with which the Arbitration Act has been used as an accepted weapon of oppression. This dark stain upon our vaunted legislation, permitting legalized scabbery, must end if unionism is to be other than a tool in the hands of hired Judases of the employing class.

The manner in which dual unions, composed of strikebreakers were formed while the legitimate organizations were on strike should be of particular interest to the workers of America—for here we have been compelled at certain intervals to put up a battle royal to prevent some of our friends (?) from placing upon this country's statute books the very acts which have been found to be so very acceptable as weapons of oppression by the employers of New Zealand.

This is how the Lyttleton Times records the formation of a new "Scabitration" union (although there was already in existence an old-established union that had been registered under the Act for years), and it should be borne in mind that this is just one incident of many similar ones to demonstrate how the Arbitration Act was made the employers' instrument for coercion and scabbery:

> A meeting of drivers was held at Ridgley Hall, Armagh street, on Thursday night, to discuss matters in connection with the formation of a new Drivers' Union covering employes of carrying and commercial firms. Mr. F. Halligan presided. There were about sixty persons present at the commencement of the meeting. At the table with the president, Mr. A. Coull, secretary, four uniform policemen and five plain-clothes constables and detectives. . . .
>
> The minutes of the previous meeting were read and confirmed, and the chairman made a statement of what had transpired at and since the last meeting. He said he had received 25s. in entrance fees, but he did not wish those present to take that as a hint to pay, as there was no hurry for them to hand in their fees, because he had a guarantee from an outside source that the finance would be well looked after. . . .
>
> The president asked that a vote of thanks should be moved to Mr. Cooper, secretary of the employers' association, for his help in forming the union. Mr. Cooper had been present at the previous meeting and had given great help. The vote of thanks was carried.

The "outside sources" who financed this union should also be extended a vote of thanks for services (?) rendered. But enough of this.

Recent events indicate that the "Scabitration" unions, having served their purpose, will gradually be transformed into legitimate organizations. During the trouble the strikers were excluded from those unions but since the strike has terminated the Department of Labor has advised the bogus unions to open the doors to the real workers. And, it is a foregone conclusion that no bogus union can remain bogus with an open door. Thus the unions of employers, by employers and for employers will vanish—but there is nothing to prevent

the employers from repeating this performance during the next dispute.

The workers of New Zealand will doubtless work out their own salvation in their own way. But the lesson of the waterside workers' strike should be a warning to American unionists to beware of honey-coated legislation such as is known in New Zealand as the Industrial Conciliation and Arbitration Act.

The San Francisco Chronicle, the Argonaut, and other champions of plutocracy pretended to be "seriously alarmed" when the new California Workmen's Compensation law was enacted by the last Legislature. They swore by the prophets that this "infamous" measure would throttle business and drive the capitalists from our fair State. Well, the compensation law is in full force and the capitalists are still among us. So that cussed law must be discredited in some other way. With this object in view the aforesaid "champions of the plain people" have suddenly made the grand discovery that the law will work out to the great disadvantage of married men, because every unscrupulous employer will give preference to single men owing to the difference in the liability which he assumes in case of accident. This was to be expected and a bill aimed at this very defect was pending in the Legislature, but some folks and some newspapers, including those herein mentioned, would not believe that employers could be so cruel and heartless. Now that the charge is admitted, it ought to be easy to remedy the defect in the law. There will be another session of the Legislature in 1915, and we shall wait and see how the Chronicle and the Argonaut will champion such amendment!

In commenting upon the recent International Conference on Safety of Life at Sea, the United Mine Workers' Journal says:

It seemed that the whole conference had been called together by the European governments and the shipping interests for the sole purpose of smoothing over public opinion, which had suffered such a shock in recent times through repeated disasters at sea, and in the last moment to snatch from the American seamen that success which they had hoped to score through the passing of a progressive seamen's act.

Well, it remains to be seen what the real results of that conference will be. One thing seems certain—great care was taken not to interfere in any manner with the steady advance of the Orientals. The attitude of the conference toward the manning problem seems to have been a case of "letting the cheapest survive." At the present rate of increase any mathematician can demonstrate that it will not be so very long before the last white crew will have to walk the plank to make room for the "model" seamen born and bred in Asia.

We are apt to credit with too much virtue the maxim that "all government rests upon physical force." No amount of force can for long maintain government in opposition to the will of the people; no force is required to maintain government in accord with that will.

The dilettante reformer would administer the truth to the "upper classes" as we administer medicine to a child—with a good deal of sweetening. But the man of sense knows that a dose of facts, to be efficacious at all, must be taken in all its unpalatableness.

THE SHAME OF CALIFORNIA.

Dr. Carleton H. Parker, Executive Secretary of the California Commission of Immigration and Housing, has made public his report on the causes which brought about the riot in the hopfields, near Wheatland, during August of last year. Dr. Parker, who has been a Professor of Economics at the University of California, presents a powerful indictment against the all too numerous type of employers whose only concern in their employes is to exact the proverbial "pound of flesh." If the conditions prevailing on this particular ranch are typical, and it is claimed that such is the case, then it is high time for organized society to make some very swift and drastic moves. For if steps are not taken to prevent a recurrence of the Wheatland tragedy the very foundation upon which our present society is resting will totter and cause the entire structure to fall; and in falling crush those shortsighted beings who have built their well-stocked nests at the expense of human suffering.

Read and digest these extracts from Dr. Parker's report and then ask yourself what you would do if circumstances had brought you to that ranch in search of employment as a hop picker:

Sanitary Condition of the Camp: In answer to Durst's fanciful advertisements scattered throughout California, and even in Nevada, about 3,000 people arrived on the ranch within four days. They came by every conceivable means of transportation. A great number had no blankets and slept on piles of straw thrown on to the tent floors. These tents were rented from Durst at 75 cents per week, though some old tents were donated by him free of charge. Before these and other accommodations were ready, many slept in the fields. One group of 45 men, women and children slept packed closely together on a single pile of straw. The moral conditions of these hop fields are notoriously lax, and this camp was no exception. At least one-half the campers were absolutely destitute and those who got an opportunity to work were forced to cash in their checks each evening to feed tent companions. There are many recorded instances of actual suffering and hunger.

Toilets: Perhaps the most vicious sanitary abuse was that of toilets. There were very probably nine of these for the 2,800 people. There were certainly not less than eight, nor more than eleven. These toilets accommodated two persons and were crude boxes placed over a hole two feet in depth. About half the toilets had no boards with the customary holes cut in them, but had a single scantling nailed cross. There was no toilet inspection or cleaning. They were used indiscriminately by Hindus, Japanese, Negroes, whites, women and children. By the end of the second day the seats, scantlings and floors were covered by a semi-liquid mass of filth. The stench, under the great heat, became so nauseating that many instances of vomiting have been recorded. Line of 15 to 20 women and children frequently formed awaiting their turns at the toilet, and since dysentery had become prevalent, I have heard of instances of women humiliating themselves before passing men. Children were seen about the camp in an unspeakably filthy condition, since it was not possible for them to use any toilet without befouling themselves. It must again be noted that these facts were known to the Durst management. Many of the campers soon refused to use the toilets and began using the fields in the near neighborhood of the tents. Some of these toilets were placed in immediate proximity to the wells.

There were no toilets in the fields and women were pointed out and called after as they went back among the vines. At the end of three days the fields were in a filthy condition.

Garbage: Despite the easily forecasted gar-

(Continued on Page 10.)

DIED.

Robert Callow, No. 579, a native of Ireland, age 41, died at Fort Stanton, N. M., February 14, 1914.

J., P. Christensen, No. 451, a native of Denmark, age 44, died at San Francisco, Cal., February 18, 1914.

Frederick Grondahl, No. 1038, a native of Sweden, age 23, died at San Francisco, Cal., February 2, 1914.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Feb. 24, 1914.
A synopsis of the minutes of the regular meeting held on the above date will be published in the next week's issue.
JOHN H. TENNISON, Secretary pro tem.
84 Embarcadero. Phone Kearny 2228.

Victoria, B. C., Feb. 16, 1914.
No meeting. Shipping dull.
ARCHIE KING, Agent.
518 Yates St.

Vancouver, B. C., Feb. 16, 1914.
No meeting. Shipping and prospects uncertain.
W. S. BURNS, Agent.
N. E. corner of Hastings and Main streets. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Feb. 16, 1914.
Shipping dull; prospects uncertain.
H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, Feb. 16, 1914.
Shipping and prospects poor.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Feb. 16, 1914.
Shipping and prospects fair.
J. PEARSON, Agent.
P. O. Box 6. Tel. Main 557.

Portland Agency, Feb. 16, 1914.
Shipping dull; prospects uncertain.
G. A. SVENSON, Agent
P. O. Box 2100. 51 Union Ave. Tel. East 4912.

Eureka Agency, Feb. 16, 1914.
No meeting. Shipping and prospects poor.
JOHN ANDERSEN, Agent.
227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, Feb. 16, 1914.
Shipping dull; prospects uncertain.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Feb. 9, 1914.
Shipping dull; prospects uncertain.
JACK EDWARDSEN, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Feb. 19, 1914.
Regular weekly meeting was called to order at 7 p. m., Ed. Andersen in the chair. Secretary reported shipping improving.
EUGENE STEIDLE, Secretary.
Kearny 5955.

Seattle Agency, Feb. 13, 1914.
No meeting. Shipping improving.
LEONARD NORKGAUER, Agent.
Grank Trunk Dock, Rooms 203-205. P. O. Box No. 214. Phone Main 2233.

San Pedro Agency, Feb. 12, 1914.
No meeting. Shipping slow; plenty of members ashore.
HARRY POTHOFF, Agent.
P. O. Box No. 54.

Portland Agency, Feb. 16, 1914.
No meeting. Shipping fair; few members ashore.
THOS. BAKER, Agent.
27½ 2nd St., Bickle Bldg., Room 10. Phone Main 9731.

ALASKA FISHERMEN'S UNION.

Headquarters, San Francisco, Cal., Feb. 20, 1914.
Regular weekly meeting was called to order at 8 p. m., John Vance Thompson in the chair.
An agreement with the Alaska Packers' Association, giving the fishermen considerable increase in wages and percentages, together with better conditions, was ratified.
Secretary reported that Peter Petersen had drowned on Nushagak River, Alaska, shortly after the fishermen left the river last fall, body recovered and buried at Nushagak, also reported the death of Peter Christensen, No. 478, who died at the Old Sailors' Home, this city, February 18.
Fifty dollars was donated for the defense of Ford and Suhr, recently convicted at Marysville in connection with the Wheatland riots.
I. N. HYLEN, Secretary.

"MOTHER" JONES.

"Mother" Jones, past eighty years old, is rightfully entitled to the fame and honor of a Joan of Arc. She, however, is more like a private soldier fighting for the cause of humanity than a general helping a king to recover a lost crown. Wherever and whenever an industrial strike is on, "Mother" Jones is found on the field of battle, exhorting, encouraging and inspiring the strikers to be true, brave and steadfast. Because of her eloquence, earnestness and ability as an organizer and leader, she is regarded by the captains of industry as the most formidable figure in labor circles. She inspires greater fear on the part of the capitalists than dynamite. Lately it has become a recognized tactical and strategic movement in the ranks of the citizen soldiery of the great industrial centers to prevent "Mother" Jones from taking the field on the occasion of a strike. Not infrequently the efforts of the military authorities, with their dignified demeanor and sartorial trappings, to outwit this humble, decrepit old woman partake largely of opera bouffe.

A month or more ago she was captured in a West Virginia strike riot and held as a prisoner of war. After a great deal of official correspondence, ceremonial conferences and consultations among high sources of governmental authority, the old lady was liberated on her parole of honor with the condition that she leave the State. She accepted the terms and immediately headed for Colorado, where a mining strike had reached the most interesting stage of its progress. But the State authorities of Colorado were notified by the State authorities of West Virginia and the Governor of the former State wisely detailed a colonel, a major, two captains and a file of non-commissioned officers and privates to intercept the aged enemy and prevent her making a conjunction with the belligerent miners at Trinidad. The soldiers did their duty faithfuly and nobly. "Mother" Jones was taken and solemnly escorted to the frontier of the State and admonished not to again attempt to enter the sovereign State of Colorado. The old lady, however, had heard the imperative call of duty, so she took a circuitous route, managed to elude the cordon of sentinels stationed at every border town and station in the State, and finally reached Trinidad. Within a few days her presence became known to the authorities and a colonel, a major, a captain and a file of privates were sent to apprehend her. At first she refused to surrender, but after the detachment was reinforced by a general, another colonel, two more majors and sixty additional riflemen, "Mother" Jones capitulated. She was marched in hollow square formation to the town jail and imprisoned incomunicado. The jail was dark, damp and cold and the food was far from wholesome and within a month the old lady became very ill. Her case was critical so there was a solemn consultation among the generals, colonels, majors and captains and the poor old creature was removed by military decree to the county hospital, where an officer of the day, an officer of the night, five sergeants, nine corporals and fourteen privates were stationed to watch her.

It appears that a body of unconventional women, the wives and daughters of the striking miners of Trinidad, held a meeting and resolved to pay "Mother" Jones an informal call. Because of the guard, it was thought expedient for at least forty to go together. Accordingly, forty of the most able-bodied and least conventional of the ladies at once formed in the street and moved towards the hospital in military procession. Half way there they met a troop of cavalry composed of a general, two colonels, four majors, eight captains, sixteen lieutenants and sixty-seven non-commissioned officers and privates. The general boldly rode to the front and ordered the women to halt, about-face and disperse, at the same time he gave additional emphasis to his commands by reading impressive excerpts from the Code of Colorado, relating to riots, the military orders of the day and the general orders to the military and naval forces of the State of Colorado. In response the women jeered him in the unconventional terms of a mining camp and spattered his pretty uniform with mud. Thus the sovereign dignity of the great State of Colorado was insulted and its chief military officer very dirty and very angry. At once the soiled hero drew his sword and ordered the charge. In a moment the streets were in a confusion of plunging horses, flashing sabres and shouting warriors, and the air was filled with bricks, stones, empty bottles and worn-out shoes. The battle lasted an hour. Much to the glory of the State of Colorado, its arms were victorious. The insult was wiped out in blood. Twelve of the unconventional women were cut down or trampled under the horses, twenty were captured and jailed and the rest dispersed. But the casualties were not all on one side. Twenty-two of the gallant troopers had been unhorsed and badly beaten by the unconventional women. Among the latter were a major, two captains, one lieutenant and a chief musician.

"Mother" Jones is still in the hospital and still incomunicado. The unconventional first fight, are said to be planning for another battle. Next time they propose to properly arm and equip themselves with rawhides. Perhaps, under the circumstances, the State will hurry reinforcements to Trinidad.—Western Woman's Outlook.

SLAVERY IN THE PHILIPPINES.

After fifteen years of American occupation of the Philippines, the startling fact has been unearthed that a most crude and primitive form of slavery still exists in the islands, and that under the existing laws its prevention seems impossible. It is a common practice, it seems, to kidnap the female children of the wild tribes of the islands or purchase them at a nominal price from the untutored parents. The Secretary of the Interior states in a report to Washington that "the stealing or purchase of children of the members of non-Christian tribes is lamentably common." He relates a story of one little 11-year-old girl who was sold to a Christian native by her starving parents for one "cavan of palay," which means about 60 cents' worth of unhusked rice. After the girl had served her Christian master for two years and a half, the Governor, learning of the facts, took her away from him on the ground that the service she had given had repaid him for her cost. The alleged object of this traffic is said to be the "Christianizing" of the natives, and it is carried on under that pretext.

Other cases are cited in which girls were kidnaped after being made drunk, and one Christian, a Thomas Cabanag, more liberal than his fellows, bought an Igorrote girl for three pigs, twenty-five hens, two measures of rice and a cloak worth two more pigs. He sold her afterwards in the open market for 100 pesos, and, though tried for the offense, it was found that there was no law to hold him, and he was acquitted. Hundreds of similar cases are reported.

Now, this is certainly discouraging after fifteen years of benevolent assimilation. Of course, they can not be expected to develop a white-slave traffic such as exists in our own Christian land, but it might be reasonably expected that the brown-slave traffic would have reached a higher state of development.

In this country the volume of traffic of this kind runs into the millions yearly, while the Filipinos under our tutelage for the past fifteen years have not been able to develop the traffic beyond the crude methods of primitive barter, and so we hear of girls with a definite cash value being exchanged for pigs, hens, measures of rice, and such like.

Years ago Mr. Taft directed attention to the deplorable state of this industry in the Philippines, and declared ponderously that "the law should be strictly enforced." But it so happens that there isn't any law to stimulate the industry, and it therefore languishes and is not developed to the one-thousandth part of its possibilities.

What the Philippines really need in this matter is efficiency experts from this country to teach them how to utilize their resources in this particular industry in the most profitable manner. There are thousands of clever and enterprising young men of genteel appearance and persuasive manner waiting for a strike or a lockout among the girl sweatshop employes to give business a boost. Why not send a selected contingent of them to the Philippines to instruct the natives in up-to-date business methods and bring the industry to the level it now occupies in this blessed land? What is needed is organization and organized effort, such as we have here. When we undertook the responsibility for the Filipinos, we also undertook to instruct them in the ways of civilization, and it would seem that we are shirking our responsibilities in this respect.

It is to be hoped that this great nation will not longer remain derelict in its plain duty in this matter. If it is longer neglected, we shall be shamed in the eyes of the business world and the finger of scorn will naturally be pointed at us. We have to do our duty to the Filipinos in this matter and our duty is perfectly obvious, and the sooner we realize it the sooner the Filipino will be lifted to the plane of our own blessed civilization, to say nothing of the beneficent effect upon business generally.—The Journal-Progressive, Bellingham, Wash.

Consul General Frank H. Mason reports from Paris that the total value of the exports from France to the United States and its insular possessions during 1913, as invoiced at the American consulates and agencies throughout the republic, was $140,016,549, an increase of $3,783,385 over 1912.

ONE MAN'S VIEWS.

The world must be getting better. A San Francisco judge has handed down a decision that pawnbrokers must return stolen property found in their possession to its owners without any compensation. By the same token the owners (?) of the Calumet copper mines should be made to return to the people, without indemnification, the 68,000 acres of mineral land in their possession. The Government has collected evidence proving that that land is stolen property; stolen from the people. The present holders—they cannot be called owners—bought it from the original thieves. They are therefore exactly in the same position as a pawnbroker found with stolen property in his possession. Do you think they should be made to disgorge? Uncle Sam seemingly does not think so. He has known all about these Calumet receivers of stolen property ever since Cleveland's first administration, yet has made no move to recover it. Now, honest, what is your opinion of "a government of the people, by the people, for the people," etc., which shields robbers of the people and their fences? Mine wouldn't look well in print.

A scientist claims that deafness is increasing among us at the usual "alarming" rate. Which, no doubt, accounts for the little heed men nowadays pay to the "still small voice" within them. They just can't hear it. At any rate, that sounds much more plausible than the theory advanced by a would-be casuist, who opines that the "still small voice" has acquired an impediment in its speech which makes it unintelligible to most of us. So, if you're getting hard of hearing, cheer up and join the prosperity howlers. That doggone old postulate that a conscience is a heavy handicap to a man who would succeed in business need no longer worry you.

Before we insist too vehemently on the enactment into law of the Burnett-Dillingham immigration bill, let us be sure that it will not, as asserted, bar out political refugees from other lands. Better that ninety and nine undesirables should land on our shores than that one Garibaldi should be turned back and delivered over to his pursuers. When this country ceases to extend the right of asylum to those fleeing from political persecution abroad, then will be shattered the greatest of all the ideals for which the patriots of '76 shed their blood and treasure.

You remember the ten-hour law that was adopted in Oregon last year, one clause of which provided that a man might work two hours overtime at time and a half wages? Well, since its enactment the bosses have forced down wages until the pay for twelve hours, inclusive of overtime, is now the same as it formerly was for ten hours straight time. And if you don't want to work overtime the bosses don't want you. Yes, sonny, there are more ways of killing a dog than just choking him with butter. Indeed there are.

The defenders of capitalism accuse the Socialists with wanting to "level down." "Level up!" is the noble watchword of capitalism. Replace men in the industries with women, and women with children. "The child is father of the man," and we all know that a father's chief function is to be a good provider. So you see! Socialism is all wrong!

The whole history of civilization is the history of millions of men toiling to produce wealth for the express purpose of paying the tax-collector and meeting the state-enforced demands of landlords, capitalists, and other masters of the sources of production.—Bernard Shaw.

You have heard, of course, that the Supreme Court of California has decided that the Government has no right to alienate water fronts. But have you, up to date, heard of any railroad in California being required to give up any of its illegally acquired harbor frontages?

Wealth and poverty increase together; the more wealth for the few, the more poverty for the many. That is the law of capitalism. Repeal it; peaceably if you can, but repeal it. It is the law of man's inhumanity to man which has made countless millions mourn. Repeal it!

Justice cannot be bought, 'tis said. All you have to do is to pay a lawyer to introduce you to her. The introduction generally comes high, but—well, as the old song says, "if you haven't got no money you needn't come around."

Eight years of State ownership of the railways of Italy have resulted in an increase of business of 61 per cent. and a marked raise in the salaries of the employes.—News item.

Respectfully submitted for the distinguished consideration of Mike de Young and other gentlemen of his way of thinking.

They (the landlords) grow richer, as it were, in their sleep, without working, risking or economizing. What claim have they, on the general principle of social justice, to this accession of riches?—John Stuart Mill.

Better look to our reputation for progressiveness. Springfield, Mass., is providing free noonday meals for her school children. Nothing like that here in California. Suppose we try it?

The crop of 1913 was the biggest on record. The farmers received less for it than they did for former crops. The cost of farm produce was never so high as now. What's the answer?

The army of unemployed lawyers should take heart. The coming trust-busting season promises to be busy enough to put 'em all to work.

The purchasing power of a dollar is now only 51 per cent. of what it was eleven years ago. Hail the fifty-cent dollar.

Price of diamonds is coming down. Ish ka bibble!

A rara avis—A graft-proof policeman.

EL TUERTO.

For fair products of all kinds consult the JOURNAL's ad columns.

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,

V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION

570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y.....55 Main Street
Telephone Seneca 936 R.

CLEVELAND, O.....1401 W. Ninth Street
Telephone Bell Main 1842.

MILWAUKEE, WIS.....133 Clinton Street
Telephone South 240.

ASHTABULA, O.....21 High Street
Telephone 552.

NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

DETROIT, MICH.....7 Woodbridge Street, East
Telephone 3724.

SUPERIOR, WIS.....1721 N. Third Street
Telephone, New, Broad 385.

BAY CITY, MICH.....108 Fifth Avenue
OGDENSBURG, N. Y.....70 Isabella Street
CONNEAUT, O.....922 Day Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue
PORT HURON, MICH.....517 Water Street
ERIE, PA.....107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

HEADQUARTERS.

71 Main Street, Buffalo, N. Y.
Telephone Seneca 48.

BRANCHES:

CLEVELAND, O.....1185 W. Eleventh Street
CHICAGO, ILL.....445 LaSalle Avenue
MILWAUKEE, WIS.....151 Reed Street
DETROIT, MICH.....27 Jefferson Ave., East
SUPERIOR, WIS.....1814 Fourth Street
OGDENSBURG, N. Y.....70 Isabella Street
BAY CITY, MICH.....108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.

HEADQUARTERS:

BUFFALO, N. Y., 55 Main St. Tel. Seneca 2295

BRANCHES:

CLEVELAND, O.....1401 W. Ninth Street
MILWAUKEE, WIS.....151 Reed Street
CHICAGO, ILL.....314 N. Clark Street
ASHTABULA, O.....74 Bridge Street
TOLEDO, O.....54 Main Street
DETROIT, MICH.....7 East Woodbridge Street
PORT HURON, MICH.....517 Water Street
CONNEAUT, O.....922 Day Street
OGDENSBURG, N. Y.....70 Isabella Street
NORTH TONAWANDA, N. Y.....152 Main Street
SUPERIOR, WIS.....1721 N. Third Street
BAY CITY, MICH.....108 Fifth Avenue
ERIE, PA.....107 E. Third Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue

UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS.

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS.

Ashland, Wis.
Ashtabula Harbor, O.
Buffalo, N. Y.
Duluth, Minn.
Escanaba, Mich.
Grand Haven, Mich.
Green Bay, Mich.
Houghton, Mich.
Ludington, Mich.
Manistee, Mich.
Erie, Pa.
Menominee, Mich.
Ogdensburg, N. Y.
Oswego, N. Y.
Port Huron, Mich.
Manitowoc, Wis.
Marquette, Mich.
Milwaukee, Wis.
Saginaw, Mich.
Sandusky, O.
Sault St. Marie, Mich.
Sheboygan, Wis.
Superior, Wis.
Toledo, O.

SAFETY AT SEA.

Must the world have another marine disaster before Congress yields to the obvious? Press dispatches quote Mr. Webb Balsinger, Vice-President of the Carnegie Steel Company, as saying that on a recent trip of the "Lusitania," when a fishing crew was to be rescued, "it took at least forty-five minutes to lower a boat from the deck, and fully half an hour more before it was thoroughly detached from the falls." Such an incident emphasizes the contention of Andrew Furuseth in the London Safety at Sea Conference that there should not only be lifeboats for all on board, but that each lifeboat should be manned by at least two able-seamen—that is, two fully qualified sailors—who understand the language of the officers. Because the committee on lifeboats, of which Andrew Furuseth was a member, refused to accept this minimum, and on the contrary persisted in reporting "two boatmen who understand the language of an interpreter," he resigned. The report of the committee allows, and was intended to allow the employment of Lascars and Chinese crews under the command of European officers, whose commands must be transmitted through interpreters.

It is needless to speculate upon the safety of the passengers on such a manned ship in the presence of disaster. And even when the provisions are applied to the transatlantic liners that have so grudgingly increased the number of lifeboats, but insist upon manning them with porters, cooks, stewards, and bell-boys, the consequences may be no less serious. The lifeboat provision of the La Follette Seamen's bill, which has already passed the Senate, provides for the minimum requirement demanded by the seamen; and it should under no circumstances be surrendered. It does not require the employment of a great crew of idle seamen, as the shipowners pretend, but merely a higher grade of men in some branches of the service than are now employed. It will be no hardship to the employers, because, applying to all alike, rates can be advanced a trifle if necessary to cover a living wage for a long abused calling. The La Follette bill provides safety for the traveling public, and decent conditions for the seamen. It should not require another "Titanic" disaster to secure its passage through the House.—The Public.

The authorities have estimated the number of fruit trees in the kingdom of Denmark, and the result of their labor, the first report of the kind ever made, has just been made public. Denmark is about one-third the size of the state of Wisconsin and has some 5,434,000 fruit trees. This number comprises apple, pear, plum and cherry trees. The apple trees predominate, their number being given as 2,135,000; pear trees, 945,000; plum-bearing trees, 1,162,000, and cherry trees, 1,193,000. The number of fruit-bearing trees to each 100 farms over the whole kingdom is estimated at 1980.

The President of Uruguay is reported to to be considering the advisability of creating a national printing establishment to undertake all the printing work of the various government departments.

THE BOYCOTT.

Of special interest to trade unionists at the present time, closely following, as it does, the decision of the United States Circuit Court of Appeals, which declared that unions may be held responsible for boycotting under the provisions of the Sherman anti-trust law, is the book just published by John Lane Company (New York) entitled "Boycotts and the Labor Struggle," by Harry W. Laidler, economist and member of the New York bar, in which the legalization of the boycott is urged both on social and legal grounds. The book is the first one published in America on this important subject, and contains an introduction by Prof. Henry R. Seager of Columbia University, president of the American Association for Labor Legislation. In the last chapter of the book, in summarizing his position, Mr. Laidler says:

Neither the injunction nor the civil nor the criminal process should be employed against the primary or the secondary boycott, nor against that form of the compound boycott which involves only the threat to injure the business of another by the withdrawal of patronage or labor."

Mr. Laidler traces the boycott from its interesting origin in Ireland; examines certain forms of the blacklist; describes the early boycott cases in America, and sets forth the elements necessary for their success; indicates how the American Federation of Labor has constantly sought to prevent any abuse in the use of this weapon, and gives full and valuable information on Buck's Stove, Danbury Hatters', Ann Arbor, American Railway and other famous boycott cases.

To show that the use of the boycott is socially justifiable, the author examines the present condition of the working class, and the weapons which are constantly being employed against them, such as the strike-breaking and detective agencies, employers' organizations, "spy" systems; the forces of public opinion, the press, platform and pulpit, and oftentimes the forces of the government, the police, militia, constabulary and courts. The use of the trade union label, of political action and other weapons is described. The appendix contains a description of every boycott case decided by the Federal and higher State courts in the Union, arranged according to States and years, which is valuable to those actively engaged in trade union disputes.

Of particular interest to trade unionists also is the chapter in which Mr. Laidler describes the boycotting activities of the officers of the National Association of Manufacturers and those of Mr. C. W. Post, who at the same time vigorously protest against the use of the boycott by labor. As an effort is just now being made to legalize this weapon, the book is likely to play an important role in the coming legislation. The price of the book is $2.00 net.

The Suez Canal authorities announce that the maximum draft of water authorized has been increased by one foot, making it 29 feet. Six years ago the depth was increased to 28 feet.

THE SHAME OF CALIFORNIA.

(Continued from Page 7.)

bage problem that would of necessity arise in a camp of nearly 3,000 people, no real provision was made to take care of the garbage. Food and refuse were thrown out beside and behind the tents, and even in the paths. The toilets were used as garbage receptacles and the entrails of a sheep killed, according to report, by the Syrians, were thrown into one of the toilets. This toilet was found later to be absolutely filled with maggots. A group of families killed a sheep about Thursday or Friday of this week, and on Monday a militia surgeon saw the entrails lying beside the tent in the sun as he went there to attend a sick child. This absolute want of garbage disposal without doubt accounts for a dangerous epidemic of dysentery which had run through the camp by Saturday of that week.

Water: The wells, probably because the water supply had been diminished by two dry years, were absolutely insufficient for the camp. Two of the wells were often pumped dry by sun-up, and the campers were forced to either go to town for water, or to distant wells among the ranch buildings. An important part of the hop field was more than a mile away from the wells, but despite the great heat of this week no water was transported to the pickers. Durst told your investigator that although he knew, as a rule, picking began on the ranch by Thursday or Friday, he never planned to have the water wagon go out to the fields until the following Monday. He gave no explanation as to the reason for this rule. The pickers, during this week, would be in the fields by dawn—about 4 o'clock—and about 200 to 300 children were taken into the fields with the women. By noon, under the hot sun beating down on the still air held between the rows of vines, the children, many of whom were very small, were in a pitiable condition because of the lack of water. Numerous instances of sickness and partial prostration among children from 5 to 10 years of age were mentioned in testimony.

Durst had let a lemonade concession to his cousin, Jim Durst, who offered lemonade in the fields during this period at 5 cents a glass. This lemonade was proven upon the testimony of the druggist with whom Jim Durst traded to have been made entirely of citric acid.

A concession to sell stew had been sold and a stew-wagon went out about noon among the pickers and if stew was purchased a glass of water could be obtained with it.

There was absolutely no excuse given for the absence of water in the fields, and the failure of the ranch management to provide for this suggests, almost more than any other single incident, the absolute inability of the Durst management to realize any kind of social responsibility for the condition of the human beings employed on the ranch.

PRIVATE ARMIES MUST GO!

Under the caption, "Private Armies and Private Government Intolerable in United States," the Evening Express of Denver says: "The first political lesson at Trinidad, taught also at Homestead more than twenty years ago, is that private armies are intolerable in a free government. They helped to destroy Rome. They must not be allowed to contribute to the destruction of America. The enforcement of a law is a public duty. When it is sublet to either party in a controversy, justice vanishes. Through its own agents, the United States now knows that, for months in the Colorado coal country, free government did not exist—it had broken down. In its place was private government, paid for by federated greed. The governor of Colorado lays the burden of blame upon 'imported agitators'; but the United States now knows that the big trouble was with imported gunmen and with their remorseless employers, the absentee capitalists. It is not just to compel underpaid labor to bear the cost of this default in government. It is cruel to take it out of starving men and women. The public welfare clause of the Federal Constitution is ample warrant for Uncle Sam to butt in. Mother Jones' detention without due process of law is another immediate reason."

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WEEKLY NEWS LETTER.

(Continued from Page 3.)

whenever they choose. The decision is the result of a threatened strike of union miners against the Western Coal & Mining Company of Lehigh, Okla., unless a non-unionist was discharged. The mine foreman complied with the request, and the non-unionist then sued the union for $100,000 damages. The lower court sustained the union, and on appeal the State Supreme Court Commission affirmed the ruling. "Employes of a coal company," said Judge Brewer, "who are members of a labor union, have the right, when involved in a trade dispute between themselves and their employer and growing out of this relation, to protest to their employer against the employment or retention in his employment, of a non-union employe; and to accompany such protest with the statement that if such non-union man is employed, that such employes will strike—that is, that such employes will simultaneously cease to work for such employer—and if such protest is not heeded, the union men have the lawful right to strike; and if it is heeded, the non-union man who is discharged has no cause of action against either the union as an organization nor the members thereof as individuals. Any man, in the absence of a contract to work a definite time, has a right to quit whenever he chooses, for any reason satisfactory to him, or without any reason. If his wages are not satisfactory, his hours too long, his work too hard, his employer or his employment uncongenial, or his co-laborers objectionable, his right to quit is absolute. What an individual may do, a number of his co-laborers may join him in doing, provided the thing to be done is lawful."

Car Men Win Wage Increase.

The long-drawn-out arbitration proceedings between the Boston Street Car Men's Union and the street car company has come to an end with victory perched on the workers' banner. The number of men involved is 9474, and the arbitrators say they "have made out a case establishing their right to an increase in pay." One of the most notable gains is the reduction to six years of service when the maximum rate is paid. Heretofore the maximum was only paid to those who have been in the service sixteen years. The maximum pay has been raised from 28.9 cents an hour to 32 cents, after May 1 of next year. Till then the six-year men will get from 30½ cents up. Back pay on the new basis, starting with last May, is ordered. Many shopmen are included in the award. The brass finishers win a 7.47 per cent. increase; the housesmiths, 6.66 per cent., and the harness makers, 10.2 per cent. Machinists average 5.3 per cent. increase, while other shopmen secure similar increases. The company claims the award means an added cost of $500,000 a year for the three years the contract will run. Motormen have been getting, as first-year men, 26.2 cents an hour. Their back pay, since last May, will be figured at 28.4 cents; for the next year it will be 29¼ cents, and thereafter, for the term of the agreement, 30¼ cents. The final maximum rate of 32 cents an hour, which takes effect May 1 next year, will be the highest rate in the New England States for this kind of work. The arbitrators plainly indicated that the company should continue its present policy of recognizing the Street Car Men's Union, and referred to former differences as follows: "The company should, and no doubt will, accept the fact that hereafter it has to deal with its employes as an organized body. Whatever the company's attitude may have been in the past, the organization is an accomplished fact and must be recognized as such."

Payment Made Quickly.

The Ohio State Industrial Commission illustrated the benefits of the workmen's compensation law by making the first payment to the widow and six small children of Alvah Hall five days after he was burned to death in the power house of a traction company in Springfield. In five days the commission had secured all proofs of the case from the widow, physicians and others. The family will receive $12 weekly until the maximum—$3,744—is paid. The law also provides for the payment of funeral expenses. The commission has reported that over 450,000 Ohio employes are now under protection of the compensation act. The law empowers the commission to permit manufacturers to provide their own insurance, but the officials in charge of the law have insisted on such safeguards that but few are taking advantage of this section. To date there are 307 industries, with a total annual payroll of $94,000,000, that are providing their own means of compensation. Forty-six of this number pay more than $84,000,000 of the $94,000,000, which has caused W. C. Archer, secretary of the commission, to announce that: "The industrial commission has discovered that in a number of cases the smaller employers have been beguiled into taking this action without understanding the situation under the Ohio law. After discovering the facts a number of employers have asked permission to drop their private arrangements and pay their premiums entirely into the State fund."

Well Stated.

The Chicago Tribune makes the following comment on an incident that would be impossible if the Bartlett-Bacon bill, now before Congress, is adopted: The charges against the heads of the United Mine Workers, the charges of conspiring to restrain trade and of maintaining a monopoly of labor, on which they are now tried in West Virginia and are to be tried in Colorado, might well raise doubts and questionings in the minds of the public. Should the calling and effective conduct of a strike be made a conspiracy in restraint of trade, should a strong union be declared a monopoly of labor, it will mean the death of trade unionism. This is hardly to be desired. Trade unionism pretty generally represents intelligence in the calling and settling of labor disputes. It represents progress, education, and orderliness even in the disorders arising between labor and capital. To crush unionism—and making it ineffective by means of undue and legal restrictions is as good as crushing it—is but to deepen the chasm between capital and labor, to make class conflicts in this country more implacable.

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LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to bodv or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

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Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA

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Labor News.

After remaining an independent organization for years, the Longshoremen's Union of Portland, Me., has voted to join the International Longshoremen's Union, affiliated to the A. F. of L. Application has been made for a charter.

After a two-weeks' session, representatives of the Order of Railway Telegraphers and the Southern Pacific lines east of El Paso have agreed on a revised schedule that includes wage increases, better working conditions, and changes in several offices.

General Organizer Altman, of the United Garment Workers reports that the Scotch Woolen Mills Company, one of the largest tailoring establishments in Cleveland, O., has signed an agreement that reduces working hours from 53 to 50 a week, and increases wages 6 per cent.

After a contest that has waged for a considerable time, the Boston Sailmakers' union of Boston has won its strike for an eight-hour day with nine hours' pay in all shops but one, which employs but six men. The strike of these craftsmen at Gloucester is still on. The State Board of Arbitration is lending its good offices to adjust the difficulty.

In the Federal Court in Fort Smith, Ark., a jury awarded Frank Jarnigau $5,000 damages for the beating he received last summer at the hands of employes of the Pennsylvania Coal Company at Jamestown, near Clarksburg. The jury believed the plaintiff's story that the assault was inspired by the attitude of the company toward union miners. The jury was out only an hour.

In a letter to the central body of Clinton, Iowa, Grand Chief Stone, of the Brotherhood of Locomotive Engineers, stated that the membership of that organization had nothing but the kindliest feelings for all organized labor. In response, the secretary, under instructions, thanked the railroad workers' chief, who was informed that invitations had been forwarded to all Clinton railroad brotherhoods to send fraternal delegates to the central body.

A board of arbitration has decided in favor of 3,000 girls employed in the big Taubel hosiery mills of Philadelphia. A reduction of wages, six weeks ago, caused the girls to strike. They succeeded in tying up the plants, and the management finally agreed that the wage would be restored pending arbitration. Under this arrangement the girls returned to work. A board of arbitration was quickly formed, and after a short session they agreed that the wage cut should not be sustained. The girls were upheld in every particular.

The Indiana Supreme Court has decided that a verdict for $8,000 damages against a coal company for the loss of a life is not excessive. An employe of the Shirley Hill Coal Company was killed because the roof of the mine was not kept in proper condition. The lower court awarded $8,000 damages, and the case was appealed on the ground that the judgment was excessive. The Supreme Court declined to accept this view, and in its decision it pointed out that the decedent was thirty-five years of age, in good health, was qualified as an electrician, and was earning $85 a month, had a life expectancy of thirty-one years, and left a widow and five children.

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Tacoma Letter List.

Berglind, Ed.	Knappe, Adolph
Bjorklund, Eric S.	Kutan, Alexander
Christensen, Albert	Kierth, Hans
Englund, Gust. E.	Linea, W.
Flinkenberg, Uno	Line, Hjalmar
Freeling, Chas.	Lundstrom, Samuel
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Hansen, Johannes	Petterson, I. M.
Haro, Aaro	Petterson, Chas.
Hetman, Walter	-1287
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Janson, H.	Plesner, Levi J.
Johansson, Chas.	Ridderstoff, Ernest
Jurgensen, Peter A.	Seblom, John
Kallas, Alex.	Swansson, August
Kalberg, Wm.	Thoresen, Axel L.
Kirwan, M. L.	Wessman, John

INFORMATION WANTED.

Axel Peterson, F. Lundberg, J. Gustafson, M. Garcia, crew of the steamer Riverside, at the time she towed in the Oceana Vance, kindly call at the office of the Charles Nelson Co. for money due them.

Victor N. Kvenen, a native of Belgium, age 32, last heard of in Ashtabula, Ohio, April, 1909, inquired for by his brother John Kvenen, Route 2, Raleigh, Tenn.

Valetine (Walter) Zima from Lubiachowo, Kreis Schrimm, Province Posen, Germany; last address Sailors' Union Hall, Seattle. Please communicate with Imperial German Consul, Seattle, Wash.

Anyone who was on the schooner "Americana" on January 29, when Louis Buttner was injured, is respectfully requested to communicate with the injured man. Address Sailors' Union of the Pacific, San Francisco, Cal.

Carl Julius Carlson, born in Sweden in 1877, is inquired for by his mother. There is about $2000 due him from his father's estate. Last heard of in September, 1902, on the Atlantic Coast. Previously sailed on the Clifford between St. Johns and New York. Address Fru Sophia Carlson, Klubbegard, Hallands Lan, Heberg, Sweden.

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Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Alquist, Oscar	Jacobs, Wm.
Anders, Fred	Kalning, J.
Andersen, A. -1821	Karlson, M. -917
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Anderson, K. E. V.	Larsen, Lars
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Behrens, Herm.	Minor, James
Bishop, Patrick	Molver, M.
Bartsch, W.	Morse, H. W.
Berger, C.	Moyer, E. S.
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	Nelsen, Jonas
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Heynes, Hans	Saulter, Mike
Holm, Fred	Seddon, R.
Hagen, Carl	Seibert, Henry
Helpap, A.	Smith, John
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Jansewitch, J.	Sullivan, J. M.
Jensen, Johannes	Swenson, L. G.
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Johanson, Emil	Torleckson, C. H. C.
Johansen, Olaf	Taede, A.
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Jorgensen, Fredrick	Walley, Paul
Jensen, Hans	Witherspoon, Jas.
Jensen, Jens	Wald, S.

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Eureka, Cal., Letter List.

Ahlstrom, Harry	Ismas, Richard
Breien, Hans	Midling, Mareuzh
Christensen, Fred R. (Pkg.)	Publicatus, August
	Robertsen, A. N.
Eriksen, Anton	
Hansen, Harold	Thorssen, Fredrik
Hansen, Harry -1827 (Photo.)	Wexahl, Krist Hansen

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Anderson, Gust -1808	Klemgland, Borge
Anderson, Rasmus	Kaas, Otto
Anderson, Mike	Koap, Nick
Baker, Geo.	Kristensen, Otta
Bergman, Karl W.	Laine, Frank
Berglund, Ed.	Larsen, John
Boyard, C. E.	Lemarchand, Louis
Bohm, Franc	Lundeman, Ruktie
Bultz, Ernest	Lipclasey, John
Bakkensen, Peter J.	Lallwer, Alexander
Brown, J.	Macrae, Alexander
Backman, P. W.	Mikalsen, Andreas
Carlmark, Barthols	Miller, H. B.
Christensen, H. P.	Miller, Chas.
Corty, Carl	Meckerman, Ernest
Carisen, Charlie	Mathiassen, Sigurd
Carlson, Jack	Mynchmyer, Henry
Cagdeil, D. J.	McLellan, John
Day, Aca	Neuling, Albert
Dahl, Henry	Nelson, C. J.
Drenkholn, M.	Nielsen, Kristian
Edstrom, John	Nilsson, Axel
Erikssan, Erik	Norberg, John
Erman, A.	O'Brien, Jack
Ekham, Frans	Olsen, Ansgar
Forde, S. C.	Olsen, John A.
Goralia, Piet	Petrow, A.
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Hansen, Hans M.	Palmer, Jas. W.
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Hansen, Oskar	Pohland, Max
Hafke, Hernes	Rantion, Jacob
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Hansen, Max O.	Rincke, Sperman
Henke, Ernest	Runge, Axel
Hellman, Albin	Schroda, Peter H.
Hogstad, Andreas Mikalsen	Sellin, William
Hock, Garve	Schulz, Alfred
Johanson, John F.	Semens, O. L.
Jansen, Harry	Swanson, John
Johnson, Ole C.	Svenson, Martin
Johansen, Chris.	Swanson, Carl O.
Karson, K. E.	Thomel, Martin
Karlson, August	Warren, C.
Kluge, Frank	Welson, J.
Kirker, Alexander	Wishart, John
Kaiser, Fred	Wieprecht, Ernest
	Wilson, James

Aberdeen, Wash., Letter List.

Anderson, Ernest	Finth, Richard
Andersen, F. C.	Forde, S. C.
Armstrong, Harry	Granberg, Eric
Anderson, George	Graf, Otto
Behn, Alfred	Glase, Gustav
Brown, C.	Hohn, Arthur
Bergman, Edwin	Herman, Axel
Bjorkholm, A. M.	Hansen, Ove
Bowen, J. J.	Hopstad, S. -2101
Burmeister, John	Hansen, Torleif
Burkland, John	Jensen, Harry
Bjerkman, C.	Johansen, Hans
Bodahl, Hans	Kristiansen, Nils
Christensen, Albert	Loining, Hermand
Christensen, Hans P.	Lengtssen, Gottfried
Christensen, Harry	Laine, Herman
Dobbs, Paul W.	Lorsin, G. L.
Eklund, Chas.	Larsen, Lars
Engfors, Gustaf	Larsen, H. P.
Eriksen, Olai H. -837	Lindroos, A. W.
	Larsen, Peter
	Martin, James

INFORMATION WANTED.

Mrs. Alice Phillips wishes to hear from her husband, Tom Phillips. Write to 35 Sussex St., Sydney, N. S. W.. Australia.

Albert Smith, a native of Cork, Ireland, who left the American ship John C. Meyer, on Feb. 20, 1911, is very anxiously inquired for by his wife. Please notify British Consul General at San Francisco.

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Murphy, Daniel	Rosbeck, Gustaf
Martinell, Walter	Sandstrom, Hugo
Nikolin, E. Miko	Schacht, H.
Nord, Karl	Siven, Victor
Nielsen, N. C.	Sorensen, T. B. G.
Nerby, Kristian	Sutse, M.
Neddemeyer, John	Schreff, Paul
Olsen, Nils	Sim, Gunder
Oksanen, Juko	Slenman, Richard
Osterholm, J. W.	Wind, Jacob -1357
Olsen, Oswald -1059	Walder, Olsen N.
Peterson, Axel	Williams, J.
Petersen, S. J.	Walenious, Pete
Petersen, Erik -903	Zebe, G. V.
Pettersen, Karl	Packages.
Pettersen, Olaf	Hansen, John
Richendsen, Hilmar	MacGuire, O. F.
Rundblad, Oscar	Zebe, G. V.

INFORMATION WANTED.

W. A. Goodrich, who left the British ship Puritan at San Francisco, February 6, 1911, is inquired for by the British Consul-General at San Francisco.

INFORMATION WANTED.

James McFerran, native of Eden, Carrick-fergus, Ireland, inquired for by J. Brady, box 1356, Vancouver, B. C.

Carl Alex Eduard Malmberg, born Malmo, Sweden, 50 years old, tall, blond. Mr. Malmberg has been a member of the Sailors' Union of the Pacific in 1908.

W. Kahlberg, No. 688, and C. Monsen, No. 1964, are inquired for at the Standard Oil Company's office, at San Francisco.

The present whereabouts of the following named persons, if living, or if dead the date and place of death and such information as will enable the locating of their next of kin is desired by Lea Bleakmore, 223 Balboa Building, San Francisco. The information is for the purpose of clearing up estates:

John Hansen, who was lookoutman on the S. S. "Argyll" some months ago, is wanted by the Union Oil Co. Anyone knowing his whereabouts please notify the manager Marine Department, Mr. Walter G. Tubby.

Anderson, Carl A. This man has been traced up to the year 1897, when we learn he was employed as a seaman on the Str. "Farallone," residence address given as No. 6 Howard street, San Francisco.

Marcus Andersen, a native of Norway, age 24, five feet seven inches tall, dark hair, fair complexion; sailing on the Lakes when last heard from, in 1911. Any noe knowing his whereabouts please notify Geo. Johnson, 5727 Sangamon street, Chicago, Ill.

Home News.

The South Carolina House of Representatives voted against woman suffrage on January 24.

The House passed the $25,000,000 good roads bill by a vote of 282 to 42.

Ground was broken in Potomac Park for the erection of the $2,000,000 marble memorial to Abraham Lincoln.

The Senate passed the fortification appropriation bill, carrying $6,895,200, and increasing the House appropriations for artillery and ammunition.

The U. S. Government began suit to abrogate the lease of the Southern Pacific and Central Pacific, under the Sherman act, alleging restraint of trade and discrimination of routes.

The American naval tug "Potomac," which was sent to the rescue of fishing schooners caught in the ice off Newfoundland, was reported so firmly gripped in an ice field that there was small chance of getting out.

Commissioner-General of Immigration Caminetti, in his first annual report to Secretary of Labor Wilson, suggested "manhood" as the test to be applied to aliens seeking admission to the United States.

The annual report of the Maine State Board of Prison and Jail Inspectors showed that the jails of the State contained 36 per cent. fewer prisoners than last year and 36 per cent. fewer than the average for the last six years.

The Senate passed a bill, introduced by Senator Bryan, of Florida, creating the grade of Vice-Admiral in the Navy. The debate showed the object to be the prevention of the outranking of American naval officers by foreign officers.

Anthony Caminetti, Commissioner-General of Immigration, appeared before the House and said the Japanese were a menace not only to California, but the entire country. This utterance in view of Bryan's request that Japanese discussion be squelched, caused amazement.

Colonel George W. Goethals, of the Panama Canal Commission, suspended John Burke, manager of the Commissary Department, on the charge of accepting gratuities amounting to nearly $140,000. W. F. Shipley, chief clerk of the Subsistence Department, was suspended for incompetence.

William B. Wilson, Secretary of Labor, in the first annual report of his department, says that the immigration station at Ellis Island is in constant danger of being blown up by the reckless handling of high explosives near by. He states that vessels laden with explosives are reported moving among passenger vessels in the harbor in reckless disregard of life and property and subject to little if any legal control.

The Department of Agriculture has dispelled the illusion that the farm offers an easy and profitable life. In a report, based on investigations, the Department says that a high school education is a decided advantage. Hard work is necessary, however, to make a comfortable living, and those persons who are turning to the farm with the idea of reaping large incomes "are doomed to severe disappointment," Department investigators declare. A warning note is raised against taking up farming as a means of getting rich quick.

World's Workers.

The General Dutch Seamen's Federation has published a preliminary program of its fourteenth annual meeting. The date of the meeting will be made known later.

The question of the amalgamation of the North of England Trimmers' Association with the National Union of Railwaymen is to be decided upon at the annual congress of the last named union. A similar proposition relating to the amalgamation of the London and Provincial Union of Licensed Vehicle Workers was rejected by the Executive of the Railwaymen's Union.

According to a notice in the "Scheepvaart" the number of steam trawlers arriving at the market in Ymuiden in the month of November was 289 less than usual, in consequence of the strike. This meant a loss of 434,531 gulden to the employers. The state of affairs in December was no better. Thus has the long continued strike done much damage to the capitalists.

Four important shipping lines, having regular communication between Great Britain, Australia and New Zealand, have combined to form the Commonwealth and Dominion Line, Ltd. This combination owns 24 large, modern, first-class freight steamers, representing over 200,000 tons register. The following are the firms: the Port Line, Tyser Line, Indra Line and Star Line.

At the sitting of the Austrian House of Commons on December 20, 1913, Deputies Oliva, Forstner, Pittoni and their supporters introduced a motion for the appointment of a trade inspectorship for the shipping service and docks in Trieste. There is no inspection of ships nor any supervision of the work of loading and unloading in Austria.

The new agreement, carrying betterments for members of the Typographical Union in Ottawa, Can., is another blow to the theory of nationalism, which at one time attracted some attention in this section. Of late, however, many officials of international trade unions have secured better conditions for their members, and the plan to have Canadian workers establish trade unions along national lines is no longer taken seriously.

From a report of the Wood Workers' Federation in Victoria, Australia, we find that the membership in the capital is 2,264, while in the other places the membership is 1,126. In this State there are 142 sawmills, employing 1,180 workers, and 168 woodwork factories, with a round 3,500 employes. Many of these workers belong to other organizations, so the number of non-organized is extremely low. The federation, which is affiliated with similar federations in the other Australian States, has its own paper, the Timber Worker.

The English Musicians' Federation, which is affiliated to the labor movement, has for some time been involved in a movement for the improvement of the wages and conditions of the musicians in theaters. Collective agreements have been entered into with almost 100 theaters in London and other towns; for a part after short strikes and boycotts. For some time the musicians in a number of theaters belonging to a Theater Trust have been locked out, but the success of the former is already assured if strikebreakers are not imported.

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San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify Jack Rosen, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Abolin, Chris.
Abrahams, A. M.
Abramsen, Aleck
Adolfsen, Fritz H.
Ahlstrom, Elis
Ahl, Theodor
Andersen, -1896
Andersen, Albertinus
Andersen, K. J. -1890
Andresen, -1635
Andresen, -1819
Andresen, Peter
Andresen, Samson
Anderson -1781
Anderson -1323
Anderson, Albin
Anderson, Anders
Anderson, Andrew
Baker, Geo.
Bang, Maurice
Ban, Martin
Baumert, Heinrich
Beck, Andrew
Belin, Erik
Bellanger, Karl
Bell, John
Bengison, Lars P.
Bentsen, Julius
Berge, Peter
Bergholm, Edw.
Bergman, Leo J.
Bergslin, Kristian
Bergstrom, Axel.
Berlin, W.
Berner, Axel H.
Bertelsen, Olf.
Bessesen, Olaf
Binder, Herbert
Birknes, O.
Birkness, O. A. S.
Bjorklund, Erik
Block, W.
Callahan, D. A.
Campbell, John
Carey, Ed
Carlson, C. V.
Carlson, Gustag
Carlson, O. S.
Carlson, Oskar
Carlson, Oskar
Carlson, Walter
Carlson, Thure
Carson, C.
Ceelan, John
Centers, W.
Cerg, A.
Christensen, Erling
Dahler, H. N.
Dahlstrom, Arthur
Dahlman, J. A.
Davidson, H.
Dempsey, H.
Derengowski, Julius
Eaton, William
Eggers, John
Einardt, John
Eliasen, C.
Eholm, Peter
Ellingsen, Fritjof
Elone, M.
Enghlom, John
Entomsen, Herman
Erickson, Eric
Fagerberg, Albin
Falk, Axel
Fay, F.
Finkson, Chas.
Fjellman, Jonas
Floernann, Anbert
Follan, Thomas
Ford, Chas.
Gandberg, Fred
Gansen, H.
Ganserud, O. K.
Garbes, Gustav
Garden, George
Gasch, Willy
Gibbes, L. W
Gimoes, Fredrik
Glen, James
Graiff, Ed.
Grambow, Gustav
Gramkow, Gus
Grant, Otto
Grant, Wm.
Hakensson, C
Hallowes, Lewis
Hallowes, Louis
Hall, W. I.
Halvorsen -1677
Halvorsen, Olaf
Halvorsen, Wm.
Hannus, Alex
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Hansen, Fred
Hansen, -1968
Hansen, A.
Hansen, Alf
Hansen, Chas.
Hansen, C. P.
Hansen -2115
Hanson, Chas. G.
Heasson, C. G.
Hansen, C. P.
Hansen, C. T.
Hansen, I. N.
Ilsemann, H.
Iversen, Carl
Anderson, Abbe
Anderson, C. A.
Anderson, Carl
Anderson, E -1886
Anderson, Erick
Anders, Fred
Anderson, Fritz
Anderson, H.
Anderson, Harry
Anderson, Henry
Anderson, John
Anderson, Victor
Andersson, Lars
Andersson, P. A.
Anderson, Wm
Andersson, -1781
Andreasen, Hans
Antonsen, Marius
Antresen, Gustav
Blodsing, August
Bock, Jim
Bohnhoff, Heinr
Borgen, John
Bortlis, Otto
Boyes, M.
Boy, George
Bradic, Frank
Branz, Alex.
Branz, K. S.
Brennel, W.
Brindall, Harry
Broberg, Chas.
Brooke, Oswald A.
Brown, Dave
Brown, Frank
Bruson, 1154
Bryan, Geo. F.
Bryning, Wm.
Brynjulfsen, Halvar
Buchtmann, Fritz
Buhler, K. T.
Burgess, A.
Burgstrom, Alex.
Chaler, Bautista
Christensen, C. E.
Christensen, L.
Christensen, Robert
Christiansen, Lauritz
Christiansen, Peter
Classen, Henry
Clausen, Fred
Clover, Wm.
Conlon, Tom
Conners, Chas.
Coss, D. C.
Cransen, H.
Cudan, John
Deswert, William
Dickens, D W.
Doering, Erick
Dracar, E.
Drexel, Dan
Duglass
Erickson, Karl H.
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Ericson, Edw.
Eriksen, Fred
Erland, Hans G.
Eskildsen, N. P.
Evans, S. C.
Evensen, Louis
Forde, S. C.
Frainer, Frank
Frances, George
Freidland, C. J.
Freidrich, H.
Fredrickson, Geo.
Fritsch, Leonard
Grinberg, T.
Guarmdel, O.
Gulbrandsen, Bjorn
Gullixon, Hans
Gundersen, A.
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Helgesen, Einar
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Helmer, Fred
Hem, Jens
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Hernes, Clement
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Hunt, Gust
Iversen, Ivar
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Jackisch, Magnus
Jakobsen, Anders
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Jemesen, H.
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Johansen, Anton
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Kalnin, Ed.
Kalnin, Edw.
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Karlgren, August
Karlsen, Hans
Karlsen, Jacob
Kaspersen, Henrich
Katwik, Ivan
Kercha, August
Kesber, Karl
Kisow, Paul
Klocker, Theo.
Ladds, Axel
Lahmeyer, Herman
Lajs, Johanes
Lake, A. F.
Lane, T.
Lange, de I.
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Lelloren, Ole
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Martens, Hans
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Mathias, Albert
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Mayes, J. B.
McCarl, F. A.
McKeating, R.
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Neil, John
Nelsen, Hans F.
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Johnsen, Chris.
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Jonde, H.
Jones, Alfred
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Jorgensen, Olaf
Jurishuck, O. A.
Klausen, C
Klebngat, Fred
Kleuschmann, F.
Knudsen, Daniel
Kolbe, Albin
Koch, R.
Kolt, Chris
Kramer, Fred
Kristiansen, Hans
Kristiansen, Jacob
Krutmann, K.
Krulich, F. P.
Kuhlmann, —
Liberg, R.
Lie, A. H.
Lijedahl, Lewis
Lindalm, Alfred
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Lindgren, Oscar
Lindholm, Axel
Liljendahl, Ludvig
Littlestone, Gus
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Loming, Herman
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Lordows, A.
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Ludwig, Jack
Lund, Chr.
Lundberg, Chas.
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Lundgren, Gus
Lundholm, Frans
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Metzler, Louis
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Preusse, Fred
Publicatus, Aug.
Reinhold, Ernest
Robertson, John N.
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Rosenquist, A.
Rospersen, Henrich
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Rytko, Otto
Ries, Heinrich
Saarde, Alex.
Saar, John
Saecke, John F.
Sandborg, Alfred L.
Sandstrom, H.
Sandstrom, O. H.
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Santo, Manuel
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Saunder, Jas. B.
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Schellenberg, H.
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Schultz, E. G.
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Scott, Ed.
Seaman, Carlie
Seldal, Peter
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Thomasen, Benjamin
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Udekull, Charlie
Vahvr, Morris
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Vesgaard, Jens.
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Sorensen, Soren P.
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Strom, Leonard
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Sullivan, Axel
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Svending, Knud
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Svenson, Martin A.
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Swan, Albert
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Tollefsen, Andreas
Tollefsen, Hans
Tommola, Vaino
Torbjornsen, A.
Torkelsen, Jonas
Tovsen, Theodor
Trede, Hans
Tvede, Jens
Tydeck, Carl
Uesair, M.
Veyser, Carl
Vinter, G.
Vold, O. P.
Voss, Bernhard
Wilhelmsen, Hans
Willmainn, Wm.
Willkas
Wilson, J.
Wilson, R.
Wirta, John
Wittenborn, Hans
Work, John
Zoe, Frank
Zoerb, Walter
Zunderer, Theodor

PACKAGES.

Apply to Secretary of Sailors' Union of the Pacific.

Anderson, A.
Anderson, Victor
Balda, A.
Berg, John
Bjorseth, Knut
Christoffersen, Olaf
Ellefsen Otto
Forde, S. C.
Guldbrandsen, Jack
Hansen, Chr. M.
Hansen, Karl
Hanson, Marins
Haugen, Lars
Heiberger, Morgan
Hendriksen, H. -1333
Hernas, Knut.
Hillig, Albert
Iversen, Reidar
Jacobsen, Joakin
Johnsen, George W.
Johansen, J. -2021
Johanson, Nils A.
Jorgensen, Oluv
Kenny, J.
Klette, Ernst F.
Kristiansen, Jacob
Krogsett, Svend
Laydon, D.
Lindroth, Erik
Madson, Olaf
Mansen, Martin
Markley, Paul
Martensen, J. C.
Nelson, Hasmund
Nilsen, Emil
Olsen, -1244
Olsen, Carl -1101
Olsen, Henrik
Petersen, K. -1598
Petersen, Olav
Ranseh, O
Rarly, Frans.
Rasmussen, E
Rathke, Reinhald
Reimer, Peter
Rimmer, Chas.
Roslin, Robert
Ruter, P.
Summers, J. J.
Tobey, J.
Thorsen, Jens
Torkildsen, Jonas
Van Pratwijk, Johannes
Wakely, R E
Walters, Albert B.
Willander, -978
Willmann, Wilhelm

INFORMATION WANTED.

Johannes Puun, born in Oesel, Arensburg, Russia, supposed to be sailing on the Pacific coast, is asked for by his mother. Anyone knowing his whereabouts please notify A. Lepp, Sailors' Union, San Francisco.

George Albert Vaughan, age 47, of Handsworth, Birmingham, England. Was in New York City in 1902; worked as steward on New York and South American boats. Important. Address, Rev. R. C. Cookson, 96 Monroe street, Brooklyn, N. Y.

William Fayette White, whose mother died recently, is inquired for by his brother. Anyone knowing his whereabouts please address S. A. White, 106 W. Salem Ave., Roanoke, Va.

William McGrail, of Baltimore, Md., who sailed on the Atlantic and Gulf Coasts as cook for a number of years, is inquired for by his brother, George McGrail, 603 Decatur street, New Orleans, La.

Francis Robert Bassett, a native of England, last heard of in San Francisco, Cal., in 1901, was well known around the water front as "Liverpool Frank." Any information regarding this man will be gladly received at the office of the British Consulate, San Francisco, Cal.

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Employees' Pension Fund...	166,570.12
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Anderson, Wm.	Johanson, Herman
Burman, Andrew	Larsen, Julius
Carlson, Arthur	Larson, C. L.
Carlson, Eric	Lizs, Otto
Cefalia, Vinzenco	Pinner, Robert
Erikse, Johan	Portanen, Alex
Ericksen, E. John	Petersen, F. V.
Hagen, L. P.	Swanson, John
Johanson, E. O.	Widlund, O. E.
Jeschke, Hans	Walrath, G. O.

Seattle, Wash.

Abolin, Adam	Osterlund, Albert
Borgen, K. Sigurdsen	Olsson, Sigfrid
	Peterson, Andrew K
Dahl, Ben.	Phister, Albert
Fister, Johannes	Polhome, Mr.
Finnigan, I. H.	Ridderstaff, Ernest
Hagen, Gunder	Rye, F. M. J.
Jensen, Gustav	Selback, Chris.
Johansen, Ingvald	Slinning, Rasmus O
Johnson, Axel	Spellman, Tom.
Nelson, Nels Wilhelm	Starks, John
	Stein, George G.
Larsen, Fred	Stixrud, Jack
Magnuson, P. A.	Stromsness Oscar



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Pt. Townsend Letter List.

Andersen, E. T.	Mertz, George E.
Alango, John	Nachtigall, H.
Hermansen, L.	Rosbeck, Gustaf
Johansen, John	Varner, C.
Johnson, Ole	Wilson, Gus
Moore, George	

INFORMATION WANTED.

A. J. Nielson, who was injured on the "Minnie E. Kelton" at the time of her loss, please communicate with H. W. Hutton, 527 Pacific Building, San Francisco, Cal.

Ten dollars reward will be paid by Johnson & Higgins, 244 California street, for information locating John Anderson and George T. Nelson who were members of the crew of the steamship "Asuncion" in October, 1908.

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INFORMATION WANTED.

Nils Johnson, who was wrecked in the American bark "Oasis," Sept. 2, 1887, is inquired for by W. F. Hohenschild, Berkeley, Cal.

Albert Christensen, native of Byrum Laso, last heard of in San Francisco in 1910, in inquired for by his brother. Address, H. C. Christensen, Scandinavian Sailors' Home, San Francisco.

Carl Janson, age 36, born in Wastervik, Sweden; last heard of in Seattle six years ago. Any one knowing his address please communicate with Erika Askenberg, 2280 86th street, Cleveland, Ohio.

Richard Ryan, who left the British steamship Candida at San Francisco in July last, is inquired for by the British Consul-General.

News from Abroad.

The German Parliament again took up consideration of a $50,000 appropriation for the Olympic games.

The French aviator Parmelin flew over Mont Blanc, the highest peak in Europe, from Switzerland to France.

Alphonse Bertillon, who invented the famous system of criminal identification which bears his name, died in Paris.

A bill appropriating $180,000 for participation in the San Francisco exposition, passed both houses of the Chilean Congress.

Yuan Shi-kai has abolished all the District Councils in China. His action was regarded as another step toward the suppression of popular government.

Thirty thousand Swedes gathered in the outskirts of Stockholm to march before King Gustave and present a petition asking for increased armaments.

Professor Korn, a German scientist, announced that he had perfected his device for sending photographs by wire over any distance.

The banking house of Coulon, Berthaud & Co., London, suspended payments. The firm's liabilities, it was said, were between $1,500,000 and $2,000,000.

An ex-lieutenant commander of the German navy was placed on trial secretly at Berlin on a charge said to involve the safety of the State.

Sir David Gill, famous Scottish astronomer known for his use of the camera in astronomy and for his geodetic survey work in Africa, died at London on January 25 at the age of seventy-one.

The coal production of Nova Scotia for 1913 exceeds that of the year 1912 by $4,000,000. The coal produced increased by 500,000 tons, with coke, pig iron, and steel showing much larger production. The market for Nova Scotia products has been unlimited, bringing prices up to and above those of any other province of the Dominion. Seven million five hundred thousand tons, the largest coal production in the history of Nova Scotia coal mining, was taken from the earth and placed on Canadian and American markets in 1913.

A collective note of the great powers on the subject of the Aegean Islands and the South Albanian frontier was presented by their ministers in Athens to the Greek government. The three small islands of Tenedos, Imbros and Castellorizzo are to be handed back to the Turkish government for strategical reasons in connection with the passage of the Dardanelles. The remaining islands are to be retained by the Greeks, who undertake not to use them for naval or military purposes and to respect the rights of the Muhammadan minority.

The British Court of Appeals has dismissed the appeal of the White Star Steamship Company, owners of the ill-fated "Titanic," and declared illegal the condition printed on the company's ticket, exempting it from liability for loss of life, even through negligence of the company's servants. This clause was tested in a suit for damages by a man who lost his son on the "Titanic," and the company's main defense is swept from it. The court also said that practice did not justify a vessel in maintaining her course and speed when the warnings of danger ahead were such as the "Titanic" received.

With the Wits.

Effie's Steady Company — Why, Willie, that is a queer question. Why do you want to know?

Effie's Brother—She said last night she would give a dollar to know, and I'd like to scoop it in.—Puck.

A little girl had learned a bit of verse to speak at school. It said: In fourteen hundred and ninety-two Columbus sailed the ocean blue.

But when it came time to speak her piece she began, "In fourteen hundred and ninety-three." Pausing a moment, she looked perplexed, then with a little nod that seemed to say she had remembered, she finished: "'Columbus sailed the great big sea."

The Boston Americans were playing the Nationals in the Bean City one afternoon. Tris Speaker knocked out a long fly that fell between right field and center.

Danny Moeller, the speedy right fielder of the Nationals, went after it, crying out for the guidance of Milan in center:

"I have it! I have it!"

As soon as Moeller had caught the fly a disgusted Boston fan remarked:

"That guy don't even know his own language. What he should have said is: 'I've got it!'"—Popular Magazine.

One of the orators in the recent campaign remarked that the statistical honesty of Tammany was about like that of the maid who received a weekly allowance of $1 in order that a favorite cat might have a pound of chopped meat each day. Pussy kept getting thinner and thinner; and finally the master of the house openly accused the maid of defrauding the cat of its meat in order to pocket the money. To determine the matter pussy was put on the scales. They indicated one pound exactly. "You see," said the maid. "The cat had her pound of meat this morning, and there it is."

"There's the pound of meat, all right," said the master, "but where's the cat?"

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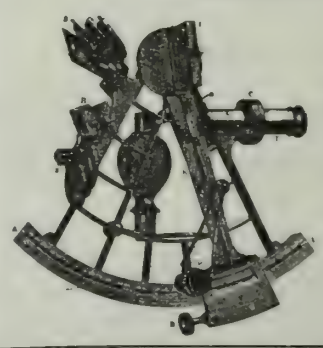
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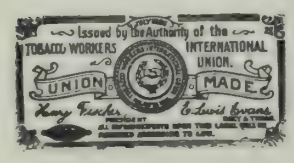
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FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XXVII, No. 25. SAN FRANCISCO, WEDNESDAY, MARCH 4, 1914. Whole No. 2267.

CALIFORNIA STATE

PANAMA CANAL TOLLS.

The mouthpieces of monopoly and privilege are very insistent in their demands that Congress and the President shall faithfully comply with the provisions of that plank in the Democratic platform which favors the exemption from tolls of all American ships engaged in the coastwise trade.

Strange to relate, however, practically every one of these molders of public opinion is heartily in favor of entirely ignoring another plank of the same platform, also relating to ships and shipping. To be sure, the particular platform pledge, which the "interests" would like to ignore, does not propose to subsidize a monopoly. The pledge which they urge Congress to ignore merely favors the speedy enactment of laws for the greater security of life and property at sea, freedom for seamen, and such other trifling matters as are embodied in the Seamen's bill (S. B. 136) and now pending in the House of Representatives.

In other words, American shipowners favor a platform pledge when it proposes to grant a subsidy to a monopoly—but they are opposed to a platform pledge when it proposes to insure greater safety of life at sea!

One of the very best statements made in answer to the arguments for the exemption of American coastwise vessels from tolls on the Panama Canal was made public recently by the members of the Board of Trustees of the Carnegie Endowment for International Peace, as follows:

On November 18, 1901, a treaty "to facilitate the construction of a ship canal to connect the Atlantic and Pacific Oceans" was concluded between the United States and Great Britain, at the request and on the initiative of the United States. The essential provisions of the treaty were (1) that "the canal may be constructed under the auspices of the Government of the United States," and that "the said Government shall have and enjoy all the rights incident to such construction, as well as the exclusive right of providing for the regulation and management of the canal"; (2) that "the canal shall be free and open to the vessels of commerce and of war of all nations observing these rules, on terms of entire equality"; (3) that the plant for operating the canal and the canal itself shall be "neutralized," and shall enjoy complete immunity from attack or injury by belligerents; (4) that the United States shall be at liberty to maintain an adequate military police along the canal; and (5) that "no change of territorial sovereignty or of the international relations of the country or countries traversed by the before-mentioned canal shall affect the general principle of neutralization or the obligation of the High Contracting Parties under the present treaty."

The concluding of this treaty—commonly spoken of as the Hay-Pauncefote Treaty—was a necessary preliminary to the construction of any Isthmian canal by the United States or under its auspices; because by a previous convention between the same parties concluded in April, 1850, the United States and Great Britain had bound themselves that neither would "ever obtain or maintain for itself any exclusive control over" an Isthmian canal or "maintain any fortifications commanding the same," or exercise dominion over "any part of Central America." The contracting parties further agreed to protect the canal from "interruption, seizure, or unjust confiscation," and to guarantee its neutrality.

This convention—commonly spoken of as the Clayton-Bulwer Treaty—made at the request and on the initiative of the United States, established the general principle of the neutralization of any Isthmian canal which might be constructed, a principle which the Hay-Pauncefote Treaty reaffirmed.

The great design of both treaties, that of 1850 and that of 1901, was to promote the construction and maintenance of a ship-canal between the two oceans, for "the benefit of mankind, on equal terms to all," and to protect the neutralized canal effectively when built. In urging on the British Government the making of the Clayton-Bulwer Treaty, the American negotiator said to Lord Palmerston: "The United States sought no exclusive privilege or preferential right of any kind in regard to the proposed communication (that is, a canal or railroad), and their sincere wish, if it should be found practicable, was to see it dedicated to the common use of all nations on the most liberal terms and a footing of perfect equality for all. That the United States would not, if they could, obtain any exclusive right or privilege in a great highway which naturally belonged to all mankind."

This statement expresses accurately the avowed intention and resolve of the United States from 1850 to 1912 concerning any Panama Canal. All treaties on the subject are based on this intention and resolve, many times reiterated by official representatives of the American Government.

In the summer of 1912, Congress passed a bill fixing the tolls to be paid for passing through the Panama Canal—constructed by the United States and approaching completion—but added a section which exempted American coastwise vessels from paying tolls, thus giving American coasting vessels a privilege which no other vessels would enjoy, and diminishing the probable income of the canal in operation.

After an interval of several months, Great Britain has presented to the Government of the United States a protest against the exemption of American coastwise vessels on two principal grounds. First, that such an exemption is inconsistent with the provision of the Hay-Pauncefote Treaty that the canal shall be open to vessels of all nations on terms of entire equality; and secondly, that the exemption of American coastwise vessels would inevitably tend to increase the charges on all other vessels using the canal, to the disadvantage of all other nations in comparison with the United States, a disadvantage which might increase in the future, since the higher the rates the greater would be the privilege of exemption from paying them.

The British arguments are calm and free from exaggeration, and prove that the action of Congress in exempting American coastwise vessels from the payment of canal tolls involves a construction of the Hay-Pauncefote Treaty which is fairly open to question. A difference has arisen concerning the interpretation of a treaty.

On the 4th of April, 1908, the United States and Great Britain made another treaty in which they agreed that "differences which may arise of a legal nature or relating to the interpretation of treaties existing between the two Contracting Parties and which it may not have been possible to settle by diplomacy, shall be referred to the Permanent Court of Arbitration established at The Hague by the convention of the 29th of July, 1899, provided, nevertheless, that they do not affect the vital interests, the independence, or the honor of the two Contracting States, and do not concern the interests of third parties." The question whether American coastwise vessels shall pay tolls for passing through the canal can not possibly be said to affect either nation's vital interests or independence, or the "honor" of either of the two governments. Clearly, a difference relating to the interpretation of a treaty has arisen between two governments which have agreed to submit such differences to The Hague Court of Arbitration.

In a special sense the United States is bound to observe faithfully and without question the treaty of April, 1908; for the United States has been among governments the great advocate of arbitration, has practiced it in important cases, and has urged it strongly on all other governments. The United States can not refuse to arbitrate the difference which has arisen concerning the proper interpretation of the Hay-

AN UNREDEEMED PLATFORM PLEDGE!

The defenders of monopoly and privilege are at present training their entire batteries upon President Wilson because of his attitude on the question of Panama Canal tolls. At the same time they demand that Congress shall disregard that plank of the Democratic platform which contained the following pledge:

"We urge upon Congress the speedy enactment of laws for the greater security of life and property at sea; and we favor the repeal of all laws, and the abrogation of so much of our treaties with other nations, as provide for the arrest and imprisonment of seamen charged with desertion or with violation of their contract of service. Such laws and treaties are un-American and violate the spirit, if not the letter, of the Constitution of the United States."

Pauncefote Treaty, without turning its back on a very honorable chapter in its own history, and damaging throughout the world the cause of free institutions. The republic ought to be the most scrupulous of all governments in the exact observance of treaty obligations. It must be absolutely faithful to its word, even to its own hurt.

Assuming that the difference which has arisen concerning the construction of the Hay-Pauncefote Treaty must be arbitrated unless the cause of the difference can be withdrawn, we desire to urge on our fellow citizens the expediency of promptly repealing that action of Congress which gave rise to the difficulty.

Granting that some American shipping interests might be benefited by the exemption of coastwise vessels from canal tolls, since the term coastwise now includes voyages half round the globe, America surely has much larger interests which would be greatly served by the prompt abandonment of any interpretation of the Hay-Pauncefote Treaty against which Great Britain can enter a reasonable protest. The United States has an immense interest in the sanctity of contracts, and in the strict observance of all international conventions and treaties. It has an immense interest in the faithful observance of any treaty between two or more nations which has been entered into "for the benefit of mankind." It is true that in times past many treaties have not been strictly observed; that others have been suffered to lapse quietly; and that some have been violated by one or more of the parties, too impatient to wait for a new convention. Despotic and monarchical governments have often sinned in these respects, and republics have been accused of like conduct. All the more reason that the American republic should do no act under a treaty which can be even questioned by candid and honorable men. In the efficacy of international agreements lies the chief hope of the world for progressive civilization.

The further promotion, in a method of uncertain value, of the interests of American coastwise shipping, interests already protected by the possession of a complete monopoly as against all other nations, is a doubtful matter of commercial improvement. The whole country considered, the pecuniary advantage would not be large, and might easily be completely offset by accompanying disadvantages; but whatever advantage might come to this well-protected industry, it would be as nothing compared with the interests of the whole United States in carrying out the noble work of building a canal between the Atlantic and Pacific Oceans for the common advantage of all nations.

The greatest interest of the United States as a free nation is to represent worthily before the world the principles of civil and religious liberty and the public efficiency and well-being which those principles develop, and thereby to promote the adoption of these principles the world over. This is a great material as well as a great moral interest. In comparison with this large interest, the interest of the United States in its coastwise vessels sinks into insignificance. By securing the repeal of that part of the act of Congress on the Panama Canal which provided for the exemption of American coastwise vessels from the payment of tolls, the American people would embrace a precious opportunity to prove that they understand their highest interest, and recognize their duty to promote it "for the benefit of mankind."

THE LABOR MOVEMENT.

Contemporary with the free cities of Europe during the Middle Ages, organizations of labor existed under the name of guilds. More or less effective, they continued for several centuries, but the first movement resembling a modern strike occurred in New York City in 1802, when the sailors from the ships in the harbor paraded the streets with banners, protesting against unfair conditions on shipboard.

The next movement was among the cotton mill employes in New England, who deserted their machines in an effort to reduce the working hours from "seventeen per day" to "from sunrise to sunset."

The "Knights of St. Crispin," an organization of boot and shoe workers, became so powerful during the 30's that it established stores in the large Eastern cities, practically controlling the manufacture and sale of their product.

About this time communistic agricultural societies began to organize, such as the Harmonites, Economites, etc., some of which were in existence until very recently.

During the sixth decade the great railroad organizations came into existence, and the machinists' and blacksmiths' union flourished.

The Civil War interrupted the progress of organization to a great extent, but at its close more vigor than ever was manifest in the movement, and a desire for unity among all the crafts culminated in the organizations of the "Knights of Labor," with a membership of more than a million. Constitutional defects, however, brought about disintegration, and it was succeeded by the present scientific and highly efficient body known as the "American Federation of Labor."

Organized in 1881, with about 50,000 members, to-day it numbers more than two million wage-workers, managed by an executive committee and three thousand salaried officers, who periodically negotiate and sign trade agreements between their members and their employers.

With one representative of labor in the President's Cabinet, one occupying a seat in the United States Senate, fifteen in the House of Representatives, and hundreds in the different State Legislatures, the cause of labor will not be neglected in the political arena. Another million organized wage-workers not affiliated with the American Federation of Labor, but working in conjunction with it, strengthens the movement.

This mighty army of labor moves in three divisions, the Legislative, the Trade Agreement and the Label League, all working in harmony for the uplift of the workers.

While there is much to encourage, there is much to regret in the situation. The legislative branch has established the almost universal eight-hour day for National, State and municipal employes, inspection of workshops, nine-hour day for women, and compensation laws for injured employes, and the trade agreement branch has increased wages and shortened working hours for millions of organized and unorganized wage-workers. Nevertheless, there are employers of labor who resist every effort along the lines mentioned, and employes who, while admitting all the benefits they have received through the labor movement, not only refuse to support it, but actually oppose its extension.

While the great transportation systems, the mines and the printing and other industries are almost exclusively operated under the trade agreement system, the Manufacturers' Association, backed by the great Steel Trust, the champion of the Open Shop system, are the chief opponents of the Labor movement. Chicago and San Francisco are the best organized cities in our country, and Cleveland and Pittsburgh, twin headquarters of the Steel Trust, are the banner Open Shop cities.

Democracy has proved such an unqualified success in the United States that millions of the oppressed people of monarchial countries have emigrated here, and France, Brazil, Portugal and China have discarded monarchy and adopted the better system of government, so also, time and the logic of events will impel the Steel Trust and other industries to discard the open shop and adopt the trade agreement system.

As the mission of the labor movement is to give justice to the wage-workers, nothing more, unionism, like Christianity and democracy, being an important factor in our civilization, must fight on, in victory and defeat, remembering that:

> Freedom's battle, once begun,
> Bequeathed from bleeding sire to son,
> Though baffled oft, is ever won.—Wm. C. Kelly in "American Marine Engineer."

SUPPRESSION OF DISEASES.

The propaganda for the suppression of venereal disease has probably departed further from the rules of practical experience, and hesitated more to adopt or advocate measures which have demonstrated their usefulness in allied directions, than has the agitation for the control of any other chronic infectious disorder of man. It is becoming increasingly more obvious that campaigns of public education, important and directive as they have been proved to be in all movements for the general welfare, cannot of themselves stamp out a disease that rivals tuberculosis as a cause of incapacity, sickness and misery. Now that the causes and mode of transmission of syphilis are known and recent discoveries have afforded such satisfactory aids to accurate diagnosis, it is time to give greater latitude to the recommendations of medical science; for it is becoming more and more evident that the problems can be solved only by the joint efforts of the publicist, the statesman and the physician. A remarkable piece of work has been done recently in the State of Victoria, Australia, and particularly at Melbourne. The first step was to obtain first-hand evidence of the actual distribution of venereal diseases. For twelve months syphilis was made a compulsorily notifiable disease in an area of ten miles' radius from the general post-office in Melbourne. This plan was admittedly imperfect, despite the fact that no names were given, and that Wassermann tests were conducted without charge. At the end of the year, out of 5,000 cases reported and tested, 3,167 proved to be syphilitic. At the Victorian Eye and Ear Hospital, 13.3 per cent. out of 550 patients examined, irrespective of the disease or condition which had caused them to visit the institution, were syphilitic. Such data furnished convincing evidence of the magnitude of the problem.

As the outcome of these findings, it was decided by a conference of the various interested committees of the laity and the medical profession not to advocate any contagious disease act to remedy the situation, but to attack it in another manner. Wards were equipped by the government in at least two hospitals in Melbourne for the treatment of persons suffering from venereal diseases in contagious forms, the object being to prevent further infection. The Australian government arranged with the University of Melbourne for the free application of the Wassermann test to 2,000 hospital patients a year, and to all others at a very low fee. Lastly, it is proposed to introduce a modification of an act already in force in New South Wales to provide that any person sentenced to a term of imprisonment for any cause, if found to be suffering from contagious venereal disease, can be detained until his release is free from risk to other persons.

In contrast with many other hastily conceived plans of procedure, says the Journal of the American Medical Association, the entire conduct of this Australian movement strikes one as eminently intelligent, temperate and efficient. The attack along medical lines has followed a comprehensive investigation into the real occasion for such an undertaking. All the agencies for the removal of social excrescences and the gradual recasting of social relationships have co-operated under the dominant influence of medical leadership.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Cells for Four Slayers.

"I have tried to find something somewhere in mitigation of your act. If the jury had found your plea of self-defense true it would have been a travesty on justice," said Judge Flannigan at Houghton, Mich., in sentencing four detectives employed by the Waddell-Mahon strikebreaking agency, to the penintentiary for killing Steve Putrich. James Cooper, Arthur Davis, and William Groff, three of the detectives, must serve a minimum of seven years or a maximum of fifteen years, with a recommended maximum of fifteen years. The jury refused clemency in these cases. The fourth member of the band, Edwin Polkinghorne, received the same maximum and minimum, but the jury recommended that the maximum be twelve years instead of fifteen. The killing of Putrich was the result of high-handed methods of those guards who have been imported by the copper mine owners.

Strike of Miners Probed.

The Congressional Committee that is investigating the copper strike in Michigan invited Governor Ferris to be present at the hearing, but he declined. The unionists have testified that their pay was low and that the mine bosses cheated and abused them. Two former employes of one of the companies said they lost their jobs because of a complaint of working conditions and were unable to get work in neighboring mines because of their union membership. Joe Mihelich said that he, together with fourteen others, was discharged in April, 1913, for complaining that they were not allowed a full hour for dinner, and because they objected to the careless handling of the cage in which they were taken up and down from the mine. None of the men was able to get work in any other mine. President Rickard, of the Calumet Miners' Union, testified that a miner could make more by contract than under the daily wage, if he happened to strike a good vein, but in that event he would be cut down when the time came to make a new contract, and if he refused the contract tendered him he would be compelled to work elsewhere. Much evidence was introduced by the miners to prove they were paid little, if any, wages. William Kilpel testified that he worked twenty-six shifts and on pay day was told he "had nothing coming." Isaac Hukka said he was 75 cents in debt to the company after working one month in the Tamarack mine. Pay envelopes that were introduced showed the low wages earned and deductions for "hospital, store, and board" in many instances. Much evidence has been introduced to show the activity of imported "gunmen" and strikebreakers. Patrick Dunnigan, miner and former marshal of Ahmeek village, swore that up to the time armed guards were brought to Ahmeek, about six months ago, no one had "as much as had his face slapped." The attorneys for the operators failed in their attempt to blame officers of the miners' union for calling the strike. It was clearly shown that the strike was ordered by a referendum vote, as the men insisted on going out because conditions were growing worse. President Rickard told the committee that the strike was called against the advice of the officers, but that "no power on earth could stop the men from striking," and that the referendum vote was overwhelmingly in favor of a strike.

A tax of one cent a ton on all coal mined by the principal operators in Colorado has been used to pay strike expenses, since last September, was the admission of Mine Owner C. L. Baum to the Congressional Committee that is now investigating the coal strike in Colorado. John C. Osgood, president of the Victor-American Fuel Company, agreed to take full responsibility for the importation into Colorado of eight rapid-fire guns by the operators. The hearing of A. C. Feltz was marked by several sensational incidents. Feltz is connected with the Baldwin-Feltz strikebreaking agency, and admitted that arms and ammunition were imported into the State under orders of the operators. Feltz was grilled by members of the Congressional Comittee, and his damaging admissions caused the attorneys for the operators to attempt to direct his answers. This ceased, however, when Chairman Foster snapped: "You stay out. The committee is finding what it wants to without any help." State Mine Inspector James Dalrymple said the fundamental cause of the Colorado coal strike was death-trap mines, due to negligence of the owners. The inspector said the accident at the Vulcan mine, last December, in which thirty-seven men were killed, was directly due to a failure of the operators to properly sprinkle the mine, though it was equipped with sprinkling devices. In answer to a question, the official said: "From long experience as mine superintendent and as State mine inspector, I believe mines are better and safer where the men are unionizd." Salvatori Valentine, a Sicilian miner, told the committee he was brought from Pittsburg through deceptions and forced to work in the Delagua mine, and that one of his fellow workers was shot and killed by unknown persons in the mine. He said he was guarded by soldiers on the way to and from the mine, and was not permitted to leave the camp to buy beer or tobacco. After the shooting he tried to leave the camp, but was told he was indebted to the company for $136 for tools and transportation, which he must pay before he would be permitted to leave. He said that he finally escaped with forty-seven Italians and went to the strikers' colony at Ludlow. Much evidence of this character was introduced by the miners. John R. Lawson, of the United Mine Workers' executive board, accused the operators of bringing in strikebreakers who were soon forced to appeal to the union for help. He said the operators imported "gunmen" who attacked them, and then the miners were denied fair trials, because of "packed" juries. On one occasion an Englishman, who was accused of murder, was tried by a jury on which there were eleven Mexicans who could not understand the English language.

(Continued on Page 11.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeland Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts Maritimes de France, 33 rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S, Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

A strike among 15,000 building workers in Melbourne, Victoria, who were not satisfied with the award of the State Arbitration Board, was recently averted by the employers granting the men the forty-four-hour working week.

From the annual report of the French Building Workers' Federation, which holds its congress from the 12th to the 17th of April, 1914, it appears that the membership for the year 1910-11 averaged 70,000. The average for the years 1912-13 was, however, only 50,000.

The number of members in the "works societies" or yellow trade unions, established during recent years by the German employers in their own works, has now reached a round 160,000; this number, however, cannot be verified, since no detailed accounts are published. These organizations have lately assumed the name "trade unions of economic peace," since they oppose the strike.

At the instigation of the Chief Justice of the Wages Board in New South Wales an inquiry has been set afoot in which one representative of the employers and one of the employes will take part, in connection with the cost of living. The object of the inquiry is to provide data for the Wages Boards. Numerous trade unions have opposed this plan, fearing that the figures obtained might soon lead to a legal maximum wage; on the other hand, certain organizations demand that a permanent committee be appointed in order to periodically fix the cost of living.

The Norwegian Wood Workers' Federation celebrated its twenty-fifth anniversary on January 8 last. The membership, when the federation was first established, was 200, this number had increased to 4,550 on October 1, 1913, and while the annual income in the first business year of the federation amounted to 190 kronen (Norwegian crown; 27 cents) only, with cash in hand amounting to 21 kronen, the income for the year 1913 was no less than 116,790 kronen, with a balance in hand of 132,508 kronen. The figures given are for only the first three quarters.

The French State Workers are at present conducting a lively propaganda for the extension of the new regulations under which the officers and the men of the army receive increases in salary and pay to the employes in the civil service. Under the new regulations every soldier and officer receives a special annual bonus of 200 francs for every child under 16 years of age. A similar bonus has been repeatedly promised to the civil service employes, but the government has not fulfilled its promise, presumably on account of the extra 12,000,000 francs which these bonuses would involve.

The forty-eight-hour general strike, proposed by the Miners' Liberation League at Vancouver, B. C., has ended in a grand fizzle. The "league" consists of a small group of people who have believed they could advance the interests of striking miners on the Vancouver Island far better than the time-tested methods of the United Mine Workers of America, which has, through its officers, repudiated the "league." Canadian unionists are in full sympathy with the strikers, and are giving them all possible aid, but the question of a general strike did not appeal to them as a result producer.

SAN PEDRO, CAL.

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MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

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PATRONIZE
HOME
INDUSTRY

INFORMATION WANTED.

Andrew Wilne, native of Dundee, Scotland; about 28 years of age, dark complexion, last heard of about nine years ago, sailing as steward, also as fireman, is inquired for by his relatives. Address A. S. Milne, 1122 Rose street, Grandview, Vancouver, B. C.

Nils Edmund Johansen, a native of Tansberg, Norway, aged about 50, last heard of at Melbourne, Australia, is inquired for by his brother. Address, Martin Johansen, 839 Centennial avenue, Alameda, Cal.

Charles Harold Allen, who has served as an apprentice in a British ship, age about 21 years, medium height, brown hair, last heard of in San Francisco November 9, 1911, is anxiously inquired for by his father. Please notify British Consul-General at San Francisco.

San Pedro News Co.

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INFORMATION WANTED.

Adolf Theining, a native of Vannersborg, Sweden, is inquired for by his mother. Address, Coast Seamen's Journal.

Walter Jorgesen Clang, born in Aaland Yetta, Ostro Yetta, is inquired for by his uncle, John Clang. Address Coast Seamen's Journal.

George Alfred Hall, last heard of on the Sch. "Sehome" in June, 1913, will please communicate with his brother, Walter Hall. Address 790 18th street, Oakland, Cal.

Rudolph Kurella, born January 5th, 1868, at Grabowo, Germany, is inquired for by the German Consul-General at San Francisco, Cal.

Oscar Osolin, John Lind, M. Elone, John Anderson, Thomas Pukki, Alex. Tuominen, Chas. Grouberg, who were on board the steamer "Fifild" April 7, 1913, please communicate with the Coast Seamen's Journal.

Johannes Larsen, age 22, born in Fitje, Norway, is inquired for by his brother, Ingolf Vestrick. Anybody knowing his whereabouts please notify his brother at 9 Mission street, San Francisco.

Lasker Munter, of Spokane, Washington, born 1884, left home in 1903, is inquired for by his father, Adolph Munter, Spokane, Washington.

San Pedro Letter List.

Alexandersen, Paul
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Samuelsen, Victor
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Zorning, A.
Packages.
Byberg, Nels Hansen

Honolulu, H. T.

Anderson, Fred
Austin, Frank
Anderson, Anders
Bergman, Ivar
Beinink, H.
Carlson, Ed
Clancy, James
Carlson, Axel
Christensen, Anton
Erickson, Edward
Edgerton, J. E.
Hanson, Max
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Hanson, Christ
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Hapstold, Sigurd
Haven, Francis
Johnson, Ole
Jensen, Hans
Ivans, Carl
Irwin, Robert
Kjarsgaard, Hans
Karlson, Oscar
Kayer, Charles
Kolaed, Geo.
Langen, Robt
Lundberg, T.
Lintenon, Ernest
Licks, Ernst
Nilsen, Nils
Nordling, C.
Nilsen, C. O.
Paty, Geo. W.
Perm, E.
Rasmundson, Fredrick
Richard, Jim
Reinunk, Herman
Russel, Wm.
Remmerdahl, Knud
Scott, Emil
Schneider, Henrick
Sundquist, Ernest
Stalbery, Wm.
Sunders, O. F.

INFORMATION WANTED.

Fred (Albin) Swanson, a native of Malmo, Sweden, aged about 25, is inquired for. Address, Coast Seamen's Journal.

Fred W. Larsen is inquired for by his brother John. Anybody knowing his whereabouts please notify Chas. Hammarin, care Fishermen's Union.

Fritjof Ellingsen, age 32, a native of Drammen, Norway, he was short, heavy set, dark hair, parted in the center, and good looking. Anybody knowing his whereabouts please notify Ed Knach, 171 Clipper street, city.

Andrew John Anderson, who left Aberdeen, Wash., on lumber barge Washtura for San Francisco, is inquired for. Any one knowing his present whereabouts please notify Mrs. Anna Anderson, Aberdeen.

John Rebbetad, who was in the steamer A. F. Lucas in November, 1911, is inquired for by his brother. Address, Coast Seamen's Journal.

Pacific Coast Marine.

Recent reports from the mouth of the Columbia River show that the channel which the dredge "Chinook" dug across the Columbia River bar last summer has not been filled up by the winter storms.

The Matson Navigation Company announced that Seattle will have the first direct service to Hawaii with the placing of the steamship "Honolulan" on the run, sailing from Seattle March 25. The "Honolulan" is now operated between San Francisco and the islands.

Plans for a special lighthouse tender, to be named the "Rose," intended for operation in the smaller harbors of Oregon and Washington not always accessible to the larger tenders, are 60 per cent. completed, according to advices received at the Portland lighthouse headquarters.

During the calendar year 1913, 2,116 American vessels and 2,288 foreign vessels, representing a total of 3,252,266 tons, cleared from Puget Sound as shown by the annual report for the Customs District. This is the largest tonnage since the creation of the Puget Sound district.

It is reported that Captain John Bachland, for the last eight years engaged in the Alaska fur trade, has purchased the American schooner "C. S. Holmes" from George E. Billings of San Francisco for $9000. Bachland has succeeded Captain Trudgett as skipper of the four-master.

Pier No. 14, Seattle, has been taken on a long lease by Dodwell & Co., agents of the Blue Funnel line. The lease runs two years. The pier will be extended 150 feet, making it 550 feet long. Both sides of the pier will be available for vessels. The pier is 120 feet wide.

It is expected that eight sea-going rafts will leave the Columbia River for California ports during the summer. The Benson Lumber Company is building four log rafts at Wallace slough, to be towed to its mills at San Diego. The Hammond Lumber Company is reported to be constructing four rafts of piling at Stella, and they are to be towed to San Francisco.

The Hamburg-American Line, which contemplates extensions when the Panama Canal is available, is reported to be again negotiating for the purchase of the Pacific Mail steamship Company. As the Pacific Mail Line is controlled by the Southern Pacific Railroad Company, it is unable to use the new waterway under the Panama Canal act.

The new Balfour, Guthrie & Co., docks at Vancouver consist of two piers, each of which is 450 feet long and 127 feet wide. The inside measurements of the warehouses on each are 400 feet by 100 feet. These are supported by trusses, there being no columns to obstruct the handling of freight. Between the adjoining piers are three railway tracks and again on the west side another single track.

The Commission on Public Docks at Portland, Ore., has prepared and issued a tentative ordinance fixing the tariffs at the new public docks. On vessels awaiting cargo, out of commission or under repairs, dockage will be charged at the rate of $1 a day for vessels of fifty tons or under and as high as $2.50 up to 201 tons and above that class, the first 200 tons being charged for at $2.50 and eight additional tons at three-eighths of a cent.

Raw and manufactured silk, valued at over $2,500,000, formed a portion of the cargo of the Pacific Mail liner "Mongolia," Captain Emery Rice, which reached San Francisco on February 23 from Chinese and Japanese ports, via Honolulu. The rich shipment, which is consigned to the customary Eastern market, is declared to be a record movement of the valuable Oriental product. Thirteen cars are required to carry the consignment to its overland destination.

Children between the ages of 2 and 5 must pay fare equal to one-quarter of the adult rate when traveling on steamers of the North Pacific Steamship Company, and families with more than one infant under two years will be allowed to take but one child free. The Federal ruling since the "Titanic" disaster requiring life-saving apparatus for each human being is the reason for the baby tariff. Other Pacific Coast lines have so far made no change in allowing children under 5 to travel free.

A naval collier will be secured to tow the disabled freighter "Lewis Luckenbach" to her destination at Balboa, according to an announcement made by the Luckenbach Company. With her tail shaft broken and her propeller gone, the "Luckenbach" was towed into Acapulco a few days ago by the cruiser "New Orleans." Instead of returning to San Francisco for repairs the "Luckenbach" will be taken to Balboa, where, after discharging her cargo, a new propeller will be adjusted.

The cruiser "Maryland," which has seen service in Mexican waters for four months, arrived at the Mare Island Navy Yard on February 27 from Southern California. Repairs were started on her immediately and it is estimated that it will require fifty days to complete them. The work provides for the installation of a new battery. The cruiser will proceed to Alaska this summer for coal tests. Sixty members of the crew left recently for Texas, their home State, in a special car on a sixty-day leave of absence.

The British steamer "Strathallan," Captain Scorer, which reached San Francisco on February 23 from Australia, put in at lonely Malden Island for the purpose of supplying the inhabitants with provisions. Captain Scorer reported that there are three whites and fifty natives living on the little dot of land in mid-ocean. Thirty tons of supplies were left at the island. The "Strathallan," which was thirty-three and a half days from Newcastle, had a stormy passage, heavy head winds and seas prevailing during the entire run. The freighter brought 5914 tons of coal to Hind, Rolph & Co.

The four-masted American schooner "Ariel," which sailed from Newcastle on February 25, bound for the United States Government station at Kodiak, Alaska, with a cargo of coal, has the distinction of being one of the few sailing vessels which has attempted this voyage in the last twenty years. During the past ten years there have been two or three steamers which have carried coal from Newcastle to Kodiak, but as a rule this commodity is taken from the mines at Nanaimo to the more northerly port. The "Ariel" is expected to complete her long voyage by the first of the coming May.

It is reported diving gear is being collected in Seattle for a start early in April on an expedition to attempt the raising of the Pacific Coast Steamship Company's liner "Curacao," wrecked on Heceta Island, Southeastern Alaska, last June, which was abandoned by her owners and sold for $4000 by the underwriters to the newly incorporated Alaska Salvage and Wrecking Company. Her new owners now report they have already removed mining machinery, machinery for use in marble quarries, steel rails, structural steel and undamaged canned and dry goods, which has been disposed of for $10,000.

Mare Island (Cal.) employes have finally won their dispute with the ferry company over the transportation between Vallejo and the Navy Yard. Secretary of the Navy Daniels has approved a report of Representative Raker and Secretary of Labor Wilson, which allows the employes to use their own methods of transportation to the yard. The Navy Department has withdrawn its patronage from the ferry company and is running its own boats. The employes are permitted to use any means of transportation they wish. Secretary Daniels said the department would be glad if the employes would acquire the franchise and equipment of the ferry company and operate for the benefit of themselves and the Government.

The United States naval collier "Nanshan," Captain W. D. Prideaux, sailed from San Francisco on February 26 for Mexico via San Diego. The collier is laden with 3500 tons of coal to bunker the war vessels on the lower coast. Upon her return the "Nanshan" is to be laid up for an overhauling, costing $80,000, which will include new boilers. The work will be done at Mare Island, and during the time the "Nanshan" is out of commission her place in the collier service will be taken by the "Saturn," now at Bremerton. The "Nanshan" is a famous vessel, having been one of two craft purchased in Oriental waters by Dewey when he was badly in need of coal for the Manila bay affair. Captain Prideaux, who commands the vessel, holds the navy record for having the longest command of one auxiliary ship. He has been master of the collier for thirteen years.

A new unit was formally added to the fleet of San Francisco transbay ferryboats on February 23 when the fine, new "Alameda," twelfth of the Southern Pacific's big passenger carriers, made her initial trip about the bay, with more than 400 Alamedans and guests of the railroad company aboard. The "Alameda" showed herself very speedy and several Southern Pacific officials said they expected she would prove herself the fastest ferryboat on the bay. The steamer, under command of Captain P. F. Wold, formerly of the "Bay City," will go into commission on a regular run between Alameda and San Francisco shortly. She is essentially different from all the other boats and represents the last word in ferryboat construction. The new boat is of 1320 tons displacement and has side wheels; it cost $500,000, is 292 feet long and has a forty-foot beam. The draught is eight feet. The speed, estimated, is about twenty knots maximum.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

International Seamen's Union of America.

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.

THOS. A. HANSON, Secretary.
570 West Lake St., Chicago, Ill.

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(Continued on Page 11.)

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Established in 1887

PAUL SCHARRENBERG.....Editor
JACK ROSEN.....Manager

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WEDNESDAY, MARCH 4, 1914.

TWENTY-NINE YEARS AGO.

On Friday, March 6, 1914, the Sailors' Union of the Pacific will celebrate its Twenty-ninth Anniversary.

To-day, after twenty-nine years of organization, the lot of America's seafarers is far from what it should be. But it is no idle boast to declare that the Sailors' Union of the Pacific has improved the condition of its members a hundred-fold. There are still a few men in San Francisco who took an active part in the historic events which preceded March 6, 1885. Those few men are in a position to give eloquent testimony of the changes that have taken place in the wages, working hours and the general condition of men who earn their livelihood as sailors.

For years and years, prior to 1885, sailors on American ships toiled for a pittance that barely held body and soul together. Starved and treated like brutes at sea, swindled, robbed, drugged and shanghaied when ashore —such was the everyday life of both the deep water and coasting sailors.

The particular incident which brought about the organization of the Union in 1885 took place on March 5th of that year. On the morning of that day news of a further exaction on the part of the shipowner was received along the waterfront of San Francisco. Wages for open or outside ports were cut down to $25 a month and others to $20. All that day excited knots of seamen gathered on the wharves and discussed the situation. Now and again they rallied abreast some ship and pulled out of it some man who was shipping for the slave rates. At about noon Sigismund Danielewicz, a member of the International Workmen's Association, who had but lately returned from the Sandwich Islands where he had been engaged in the Labor struggle, chanced to pass by and inquired the cause of the excitement. He was told and advised them to form a protective union and join hands with all the other organizations of San Francisco. This they agreed to do. Mr. Danielewicz was engaged to procure the help necessary to start an organization and the seamen agreed to have a crowd at a meeting to be held the next night on Folsom Street Wharf.

The next night, accordingly, a tumultuous crowd of some three or four hundred coasting sailors gathered under the canopy of the stars alone, on the Folsom Street Wharf, around the piles of lumber lying there. The night was pitch dark and the faces of the speakers could not be seen. Mr. Danielewicz had procured some "talent" from the organizing headquarters of the International Workmen's Association, and the organizer in charge called for nominations for a chairman. Mr. Geo. Thompson was pushed forward and ascended one of the lumber piles.

B. B. Carter and Joseph Kelly of the Steamshipmen's Protective Union, P. Ross Martin of the Sacramento Knights of Labor, and J. J. Martin, M. Schneider, Sigismund Danielewicz and Burnette G. Haskell of the International, all addressed the assemblage and urged them to organize a Sailors' Union. After the speaking, Mr. Haskell mingled with the crowd and urged them to organize at once. Lists were hastily prepared and opened and some two hundred members signed the roll. Among those who circulated the lists was Edward Andersen, still an active member of the Union. It then developed that most of the men were without money to pay an entrance fee, and so the amount collected was comparatively small. Enough, however, was collected to justify the hiring of a hall for the next night and for doing necessary printing. At 12 p. m. the tired committee finally adjourned the meeting until the following night.

On the following day permanent organization was soon effected and a constitution adopted. Then followed days and weeks and even years of strife before the shipowners could be convinced that the Union was there to stay.

If you are interested in the early struggles of the Union, if you want to know how much has already been accomplished and what is hoped to be accomplished in the future, come to the mass meeting to be held in the hall of the Sailors' Union of the Pacific on Friday, March 6.

Among the speakers for that occasion will be John O. Walsh, Chairman of the Organizing Committee of the San Francisco Labor Council; John O'Connell, Secretary of the San Francisco Labor Council; I. N. Hylen, Secretary of the Alaska Fishermen's Union; Eugene Steidle, Secretary of the Marine Cooks and Stewards' Association of the Pacific Coast; James H. Barry, Editor of The Star; and Walter Macarthur, United States Shipping Commissioner at San Francisco. Edward Andersen, the oldest member of the Union, will open the meeting with a few remarks and introduce the Chairman, Paul Scharrenberg, Editor of the COAST SEAMEN'S JOURNAL.

All seamen in port are cordially invited to attend.

According to current reports the United States army and navy recruiting officers have been able during the past few months to fill up the ranks. Men seem to be willing to take a chance at almost anything when it comes to a choice between starvation or three meals per day.

The reformer who advances beyond sight of his fellows frequently doubles on his tracks and heads backward without knowing it.

FACTS YOU SHOULD KNOW

It is rather strange that the enthusiasts who love to talk about "amalgamation" and "one big union" of longshoremen and seamen never stop to think about the difference in the legal status of seamen and landsmen. And when those dreamers are reminded that imprisonment is still the penalty for seamen on American ships who leave their vessel in a foreign port, they dismiss the subject with a shrug of their shoulders. When attention is further called to the fact that under the present law seamen in the American coastwise trade still forfeit all wages due them if they leave their vessel without the master's consent before the voyage, for which they have signed, is completed—the most ardent advocates of the "one big union" usually prefer to change the discussion rather than attempt to bolster up a weak case with long words and meaningless phrases.

The seamen of New Zealand have just been forcibly reminded that the toilers of the sea work under peculiar disadvantages when they decide to join in a general strike with their fellow workers ashore. Of course, a mere object lesson will never convince certain folks. However, for an interesting illustration of the manner in which the law can be "used" to check strikes of seamen, it is but necessary to quote a few particulars from a recent issue of the Maoriland Worker of Wellington, N. Z., as follows:

Jas. O'Brien, charged with absenting himself from "S. S. Waiwera" without leave—seven days' hard labor and to return.

John Patrick Barry, charged with unlawfully absenting himself from the "machine"—seven days' and ordered to return to the ship.

Harry Bailey, charged with absenting himself without leave from "S. S. Waiwera"—fourteen days' hard labor.

John McPhail, John Phillips, Samuel Tarrant and Henry Aitken, for leaving "S. S. Zealandia" —fourteen days' hard labor and to be put aboard ship.

Robert Mann, fireman, "S. S. Whakatane," for using insulting language to "arbitration" watersiders who were working ship—fined £2 or 24 hours' and ordered to put on [illegible]

Numerous other arrests and convictions took place during the strike referred to, but the foregoing will suffice for the purpose of proving that the organized seamen of the world must first of all abolish the ancient laws which tie them to their ships like slaves. When that is accomplished—i. e., when seamen are on an equal footing with their fellow workers ashore—it will be in order to give further consideration to other phases of the subject. Until that time has arrived, however, the one reason herein stated ought to convince any reasonable being that amalgamation of longshoremen and seamen spells annihilation for the latter.

In apologizing for the sins of omission by the recent International Conference on Safety of Life at Sea a shipowners' organ makes the following lucid remarks:

When the Committee on Life-Saving Appliances came to the question of manning generally, however, they found themselves unable to agree, and some of the delegates regarded this as being outside the competence of the Conference. In these circumstances only a general declaration was passed urging that all deep-sea passenger ships should be sufficiently and efficiently manned from the point of view of safety of life.

That "general" declaration and that reference to "deep-sea" passenger ships is deeply suggestive. Everybody favors a "general" declaration for reform! But when anything specific is proposed—something that will affect the bank account—then it becomes another story. Three cheers for that "general" declaration. It covers a multitude of sin

A GOVERNMENT-BUILT RAILWAY.

The "stand-pat" press is up in arms. And there is a reason. The United States Congress has adopted what they are pleased to term that "socialistic" measure, known as the Alaska Railway bill. Of course, the trust editors are not particularly worrying about this $35,000,000 appropriation for the building of one thousand miles of railroad by the Government; but they are seriously alarmed lest this step may prove a howling success, just as the building of the Panama Canal, and then in due time, as the people see the light, there will be more and more of such dangerous "socialistic innovations."

Alaska has been in the possession of the United States since 1867, when it was purchased from Russia for $7,200,000, but there is still a woeful lack of knowledge about its population, its resources and its climatic conditions. For example, the JOURNAL recently inquired of several men—all of whom were supposedly exceptionally well informed upon things pertaining to Alaska—to what extent Alaska's population had increased during the past decade. Each of these men ventured the information that the population of Alaska had at least doubled during that period.

How far they were from the actual facts in the matter may be gathered from the following statistics:

POPULATION OF ALASKA, 1900-1910.

Class.	1900	1910	Decrease.	Increase.
White	30,493	36,347	.....	5,854
Indian	29,536	*25,331	4,205	.....
Negro	168	209	.....	41
Chinese	3,116	1,209	1,907	.....
Japanese	279	913	.....	634
All other	.....	347	.....	347
Total	63,592	64,356	.....	764

* Includes persons of mixed parentage; that is, of native Indian and Russian or other parentage, as follows: 1900, 2,497; 1910, 3,887.

PER CENT. OF INCREASE IN WHITE POPULATION IN ALASKA.

	1880	1890	1900	1910
Total	33,426	32,052	63,592	64,356
White	2,186	6,121	30,493	36,347
Per cent. white...	6.5	19.1	48	56.5

Some very hazy notions also prevail about Alaska's climatic conditions. Here are the facts obtained through years of investigation by Government experts:

The climate of the coastal province is comparable with that of Scotland and the Scandinavian Peninsula in Europe, but is somewhat warmer. That of the inland region is not unlike the climate of Alberta, Saskatchewan, and Manitoba, in Canada. The northerly province, bordering the Polar Sea, is the only one in which Arctic conditions prevail. . . . In the coastal region, stretching from Katalla to Seward, the average temperature for the three summer months is about 51° F.; of the three winter months from 20° to 30° F. The lowest temperatures recorded in this region are —14° F.; the highest 82° F. . . . The mean annual temperature varies greatly in different parts of this (Cook Inlet) region, being from 33° to 42° F., while the average temperature of the three summer months is about 53° F.; of the three winter months about 10° to 25° F. . . . The climate of the lower Susitna and of the Matanuska Valley differs again, both from that of Cook Inlet and that of the outer coast line. Here there are a very few records, but the summers are known to be warmer than on Cook Inlet and the winters are probably milder.

The Department of Agriculture is authority for estimating the total agricultural land in Alaska at 64,000,000 acres and the tillable land at 19,200,000 acres. In other words, the climate of that section of the territory containing 64,000,000 acres of agricultural land compares most favorably with the climate of North Dakota.

In size Alaska is about one-sixth the area of the United States; this is equal to the combined area of Nevada, Colorado, Utah, California and Montana. The great mineral wealth of the northern country is not yet fully known, but it is believed to be richer in gold than any of these great mineral States of the West.

In the last ten years alone it has produced in gold over $168,000,000. It is true that most of this gold came from points on ocean or river navigation. This does not mean, however, that there is no gold in the interior, but that the difficulties and expenses of mining in the interior have been so great that development has been practicaly impossible. The reports of the United States Geological Survey show that gold exists all over the interior of Alaska, from the Canadian line on the Yukon River to the Kuskokwim River, 700 miles to the northwest, and from the Pacific Ocean on the south to the Koyukuk River, 500 miles to the north. With a railroad across the coast range to the interior, where wagon roads can connect, it will be possible to work the great gold and other mineral deposits of the interior and wonderfully increase the output.

Last, but not least of Alaska's wealth, we must take into account its constantly growing fishing industry.

By reference to Senate Document 882, we find that the fishery products of Alaska from 1867 to 1911 amounted to $147,953,077.

The salmon fisheries of Alaska have attained an international importance, contributing as they do a valuable food product which is now consumed on a large scale in Europe and other parts of the world. The perfection of canning methods has done much to bring about this result, as it has enabled the fisheries to put up their catches in a palatable shape and found for the output eager consumers all over the globe.

All in all, Alaska's future looks bright. And the Government's decision to build a railroad and its determination to prevent the Guggenhimes from appropriating for their own use all the vast and valuable mineral deposits of that country will have a tendency to give the average, ordinary fellow an even break in the struggle for existence.

A striking illustration of the risks assumed by German labor editors came to hand during the week. It appears that the Government censure on the German Labor press is so severe that the editors of one paper alone, the Erfurt Workers' Journal (Arbeiterblatt), have spent altogether 15 years 8 months and 1 week in prison since that paper was established twenty-five years ago. In addition 11,220 marks has been paid in fines, while the legal costs have totaled 34,500 marks. A German contemporary, statistically inclined, has figured that each issue of the Erfurt publication has cost five and one-half hours of liberty and nearly 10 marks ($2.50) in fines.

A convention of seamen of Spanish ports, the Balearic Islands, and the Canary Islands, which was held in Spain recently decided to organize a national federation of seamen. Twelve thousand seamen were represented at the initial gathering and this number will form the nucleus of the new federation.

"The Hour for Reform has struck," says the Philadelphia Public Ledger in the headline to a leading editorial. May the Lord have mercy upon the people of the Keystone State if they have to wait upon the reactionary "Ledger" to strike the signal for the hour of reform!

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Feb. 24, 1914.

Regular weekly meeting came to order at 7 p. m., J. Faltus presiding. Secretary reported shipping dull. Shipwreck Benefit was ordered paid to one member of the crew of the schooners "Polaris" and "Ida S." respectively. It was decided to celebrate the 29th Anniversary of the Union with a mass meeting, to be held in the Sailors' Union hall on March 6 at 8 p. m.

San Francisco, Cal., March 2, 1914.

Regular weekly meeting came to order at 7 p. m., J. Faltus presiding. Secretary reported shipping dull.

JOHN H. TENNISON, Secretary pro tem.
84 Embarcadero. Phone Kearny 2228.

Victoria, B. C., Feb. 23, 1914.

No meeting. Shipping dull.

ARCHIE KING, Agent.
518 Yates St.

Vancouver, B. C., Feb. 23, 1914.

Shipping and prospects uncertain.

W. S. BURNS, Agent.
N. E. corner of Hastings and Main streets. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Feb. 24, 1914.

No meeting. Shipping dull; prospects uncertain.

H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, Feb. 24, 1914.

Shipping and prospects poor.

P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Feb. 24, 1914.

Shipping and prospects fair.

J. PEARSON, Agent.
P. O. Box 6. Tel. Main 557.

Portland Agency, Feb. 24, 1914.

Shipping fair; prospects uncertain.

G. A. SVENSON, Agent.
P. O. Box 2100. 51 Union Ave. Tel. East 4912.

Eureka Agency, Feb. 23, 1914.

No meeting. Shipping and prospects uncertain.

JOHN ANDERSEN, Agent.
227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, Feb. 23, 1914.

Shipping dull; prospects uncertain.

HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Feb. 16, 1914.

Shipping dull; prospects uncertain.

JACK EDWARDSEN, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Feb. 26, 1914.

Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping improving.

EUGENE STEIDLE, Secretary.
Kearny 5955.

Seattle Agency, Feb. 19, 1914.

Shipping improving.

LEONARD NORKGAUER, Agent.
Grank Trunk Dock, Rooms 203-205. P. O. Box No. 214. Phone Main 2233.

San Pedro Agency, Feb. 19, 1914.

No meeting. Shipping fair; prospects uncertain.

HARRY POTHOFF, Agent.
P. O. Box No. 54.

Portland Agency, Feb. 19, 1914.

No meeting. Shipping better; prospects uncertain.

THOS. BAKER, Agent.
27½ 2nd St., Bickle Bldg., Room 10. Phone Main 9731.

DIED.

John G. Dahlqvist, No. 759, a native of Finland age 24, died at San Francisco, Cal., March 1, 1914.

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TWENTY-NINE YEARS AGO.

On Friday, March 6, 1914, the Sailors' Union of the Pacific will celebrate its Twenty-ninth Anniversary.

To-day, after twenty-nine years of organization, the lot of America's seafarers is far from what it should be. But it is no idle boast to declare that the Sailors' Union of the Pacific has improved the condition of its members a hundred-fold. There are still a few men in San Francisco who took an active part in the historic events which preceded March 6, 1885. Those few men are in a position to give eloquent testimony of the changes that have taken place in the wages, working hours and the general condition of men who earn their livelihood as sailors.

For years and years, prior to 1885, sailors on American ships toiled for a pittance that barely held body and soul together. Starved and treated like brutes at sea, swindled, robbed, drugged and shanghaied when ashore —such was the everyday life of both the deep water and coasting sailors.

The particular incident which brought about the organization of the Union in 1885 took place on March 5th of that year. On the morning of that day news of a further exaction on the part of the shipowner was received along the waterfront of San Francisco. Wages for open or outside ports were cut down to $25 a month and others to $20. All that day excited knots of seamen gathered on the wharves and discussed the situation. Now and again they rallied abreast some ship and pulled out of it some man who was shipping for the slave rates. At about noon Sigismund Danielewicz, a member of the International Workmen's Association, who had but lately returned from the Sandwich Islands where he had been engaged in the Labor struggle, chanced to pass by and inquired the cause of the excitement. He was told and advised them to form a protective union and join hands with all the other organizations of San Francisco. This they agreed to do. Mr. Danielewicz was engaged to procure the help necessary to start an organization and the seamen agreed to have a crowd at a meeting to be held the next night on Folsom Street Wharf.

The next night, accordingly, a tumultuous crowd of some three or four hundred coasting sailors gathered under the canopy of the stars alone, on the Folsom Street Wharf, around the piles of lumber lying there. The night was pitch dark and the faces of the speakers could not be seen. Mr. Danielewicz had procured some "talent" from the organizing headquarters of the International Workmen's Association, and the organizer in charge called for nominations for a chairman. Mr. Geo. Thompson was pushed forward and ascended one of the lumber piles.

B. B. Carter and Joseph Kelly of the Steamshipmen's Protective Union, P. Ross Martin of the Sacramento Knights of Labor, and J. J. Martin, M. Schneider, Sigismund Danielewicz and Burnette G. Haskell of the International, all addressed the assemblage and urged them to organize a Sailors' Union. After the speaking, Mr. Haskell mingled with the crowd and urged them to organize at once. Lists were hastily prepared and opened and some two hundred members signed the roll. Among those who circulated the lists was Edward Andersen, still an active member of the Union. It then developed that most of the men were without money to pay an entrance fee, and so the amount collected was comparatively small. Enough, however, was collected to justify the hiring of a hall for the next night and for doing necessary printing. At 12 p. m. the tired committee finally adjourned the meeting until the following night.

On the following day permanent organization was soon effected and a constitution adopted. Then followed days and weeks and even years of strife before the shipowners could be convinced that the Union was there to stay.

If you are interested in the early struggles of the Union, if you want to know how much has already been accomplished and what is hoped to be accomplished in the future, come to the mass meeting to be held in the hall of the Sailors' Union of the Pacific on Friday, March 6.

Among the speakers for that occasion will be John O. Walsh, Chairman of the Organizing Committee of the San Francisco Labor Council; John O'Connell, Secretary of the San Francisco Labor Council; I. N. Hylen, Secretary of the Alaska Fishermen's Union; Eugene Steidle, Secretary of the Marine Cooks and Stewards' Association of the Pacific Coast; James H. Barry, Editor of The Star; and Walter Macarthur, United States Shipping Commissioner at San Francisco. Edward Andersen, the oldest member of the Union, will open the meeting with a few remarks and introduce the Chairman, Paul Scharrenberg, Editor of the COAST SEAMEN'S JOURNAL.

All seamen in port are cordially invited to attend.

According to current reports the United States army and navy recruiting officers have been able during the past few months to fill up the ranks. Men seem to be willing to take a chance at almost anything when it comes to a choice between starvation or three meals per day.

The reformer who advances beyond sight of his fellows frequently doubles on his tracks and heads backward without knowing it.

FACTS YOU SHOULD KNOW!

It is rather strange that the enthusiasts who love to talk about "amalgamation" and "one big union" of longshoremen and seamen never stop to think about the difference in the legal status of seamen and landsmen. And when those dreamers are reminded that imprisonment is still the penalty for seamen on American ships who leave their vessel in a foreign port, they dismiss the subject with a shrug of their shoulders. When attention is further called to the fact that under the present law seamen in the American coastwise trade still forfeit all wages due them if they leave their vessel without the master's consent before the voyage, for which they have signed, is completed—the most ardent advocates of the "one big union" usually prefer to change the discussion rather than attempt to bolster up a weak case with long words and meaningless phrases.

The seamen of New Zealand have just been forcibly reminded that the toilers of the sea work under peculiar disadvantages when they decide to join in a general strike with their fellow workers ashore. Of course, a mere object lesson will never convince certain folks. However, for an interesting illustration of the manner in which the law can be "used" to check strikes of seamen, it is but necessary to quote a few particulars from a recent issue of the Maoriland Worker of Wellington, N. Z., as follows:

Jas. O'Brien, charged with absenting himself from "S. S. Waiwera" without leave—seven days' hard labor and to return to ship.

John Patrick Barry, charged with unlawfully absenting himself from the "Ruahine"—seven days' and ordered to return to the ship.

Harry Bailey, charged with absenting himself without leave from "S. S. Waiwera"—fourteen days' hard labor.

John McPhail, John Phillips, Samuel Tarrant and Henry Aitken, for leaving "S. S. Zealandia" —fourteen days' hard labor and to be put aboard ship.

Robert Mann, fireman, "S. S. Whakatane," for using insulting language to "arbitration" watersiders who were working ship—fined £2 or 24 hours' and ordered to put on ship.

Numerous other arrests and convictions took place during the strike referred to, but the foregoing will suffice for the purpose of proving that the organized seamen of the world must first of all abolish the ancient laws which tie them to their ships like slaves. When that is accomplished—i. e., when seamen are on an equal footing with their fellow workers ashore—it will be in order to give further consideration to other phases of the subject. Until that time has arrived, however, the one reason herein stated ought to convince any reasonable being that amalgamation of longshoremen and seamen spells annihilation for the latter.

In apologizing for the sins of omission by the recent International Conference on Safety of Life at Sea a shipowners' organ makes the following lucid remarks:

When the Committee on Life-Saving Appliances came to the question of manning generally, however, they found themselves unable to agree, and some of the delegates regarded this as being outside the competence of the Conference. In these circumstances only a general declaration was passed, urging that all deep-sea passenger ships should be sufficiently and efficiently manned from the point of view of safety of life.

That "general" declaration and that reference to "deep-sea" passenger ships is deeply suggestive. Everybody favors a "general" declaration for reform! But when anything specific is proposed—something that will affect the bank account—then it becomes another story. Three cheers for that "general" declaration. It covers a multitude of sins!

A GOVERNMENT-BUILT RAILWAY.

The "stand-pat" press is up in arms. And there is a reason. The United States Congress has adopted what they are pleased to term that "socialistic" measure, known as the Alaska Railway bill. Of course, the trust editors are not particularly worrying about this $35,000,000 appropriation for the building of one thousand miles of railroad by the Government; but they are seriously alarmed lest this step may prove a howling success, just as the building of the Panama Canal, and then in due time, as the people see the light, there will be more and more of such dangerous "socialistic innovations."

Alaska has been in the possession of the United States since 1867, when it was purchased from Russia for $7,200,000, but there is still a woeful lack of knowledge about its population, its resources and its climatic conditions. For example, the JOURNAL recently inquired of several men—all of whom were supposedly exceptionally well informed upon things pertaining to Alaska—to what extent Alaska's population had increased during the past decade. Each of these men ventured the information that the population of Alaska had at least doubled during that period.

How far they were from the actual facts in the matter may be gathered from the following statistics:

POPULATION OF ALASKA, 1900-1910.

Class.	1900	1910	Decrease.	Increase.
White	30,493	36,347	.....	5,854
Indian	29,536	*25,331	4,205	.....
Negro	168	209	.....	41
Chinese	3,116	1,209	1,907	.....
Japanese	279	913	.....	634
All other	.....	347	.....	347
Total	63,592	64,356	.....	764

* Includes persons of mixed parentage; that is, of native Indian and Russian or other parentage, as follows: 1900, 2,497; 1910, 3,887.

PER CENT. OF INCREASE IN WHITE POPULATION IN ALASKA.

	1880	1890	1900	1910
Total	33,426	32,052	63,592	64,356
White	2,186	6,121	30,493	36,347
Per cent. white...	6.5	19.1	48	56.5

Some very hazy notions also prevail about Alaska's climatic conditions. Here are the facts obtained through years of investigation by Government experts:

The climate of the coastal province is comparable with that of Scotland and the Scandinavian Peninsula in Europe, but is somewhat warmer. That of the inland region is not unlike the climate of Alberta, Saskatchewan, and Manitoba, in Canada. The northerly province, bordering the Polar Sea, is the only one in which Arctic conditions prevail. . . . In the coastal region, stretching from Katalla to Seward, the average temperature for the three summer months is about 51° F.; of the three winter months from 20° to 30° F. The lowest temperatures recorded in this region are —14° F.; the highest 82° F. . . . The mean annual temperature varies greatly in different parts of this (Cook Inlet) region, being from 33° to 42° F., while the average temperature of the three summer months is about 53° F.; of the three winter months about 10° to 25° F. . . . The climate of the lower Susitna and of the Matanuska Valley differs again, both from that of Cook Inlet and that of the outer coast line. Here there are a very few records, but the summers are known to be warmer than on Cook Inlet and the winters are probably milder.

The Department of Agriculture is authority for estimating the total agricultural land in Alaska at 64,000,000 acres and the tillable land at 19,200,000 acres. In other words, the climate of that section of the territory containing 64,000,000 acres of agricultural land compares most favorably with the climate of North Dakota.

In size Alaska is about one-sixth the area of the United States; this is equal to the combined area of Nevada, Colorado, Utah, California and Montana. The great mineral wealth of the northern country is not yet fully known, but it is believed to be richer in gold than any of these great mineral States of the West.

In the last ten years alone it has produced in gold over $168,000,000. It is true that most of this gold came from points on ocean or river navigation. This does not mean, however, that there is no gold in the interior, but that the difficulties and expenses of mining in the interior have been so great that development has been practicaly impossible. The reports of the United States Geological Survey show that gold exists all over the interior of Alaska, from the Canadian line on the Yukon River to the Kuskokwim River, 700 miles to the northwest, and from the Pacific Ocean on the south to the Koyukuk River, 500 miles to the north. With a railroad across the coast range to the interior, where wagon roads can connect, it will be possible to work the great gold and other mineral deposits of the interior and wonderfully increase the output.

Last, but not least of Alaska's wealth, we must take into account its constantly growing fishing industry.

By reference to Senate Document 882, we find that the fishery products of Alaska from 1867 to 1911 amounted to $147,953,077.

The salmon fisheries of Alaska have attained an international importance, contributing as they do a valuable food product which is now consumed on a large scale in Europe and other parts of the world. The perfection of canning methods has done much to bring about this result, as it has enabled the fisheries to put up their catches in a palatable shape and found for the output eager consumers all over the globe.

All in all, Alaska's future looks bright. And the Government's decision to build a railroad and its determination to prevent the Guggenhimes from appropriating for their own use all the vast and valuable mineral deposits of that country will have a tendency to give the average, ordinary fellow an even break in the struggle for existence.

A striking illustration of the risks assumed by German labor editors came to hand during the week. It appears that the Government censure on the German Labor press is so severe that the editors of one paper alone, the Erfurt Workers' Journal (Arbeiterblatt), have spent altogether 15 years 8 months and 1 week in prison since that paper was established twenty-five years ago. In addition 11,220 marks has been paid in fines, while the legal costs have totaled 34,500 marks. A German contemporary, statistically inclined, has figured that each issue of the Erfurt publication has cost five and one-half hours of liberty and nearly 10 marks ($2.50) in fines.

A convention of seamen of Spanish ports, the Balearic Islands, and the Canary Islands, which was held in Spain recently decided to organize a national federation of seamen. Twelve thousand seamen were represented at the initial gathering and this number will form the nucleus of the new federation.

"The Hour for Reform has struck," says the Philadelphia Public Ledger in the headline to a leading editorial. May the Lord have mercy upon the people of the Keystone State if they have to wait upon the reactionary "Ledger" to strike the signal for the hour of reform!

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Feb. 24, 1914.

Regular weekly meeting came to order at 7 p. m., J. Faltus presiding. Secretary reported shipping dull. Shipwreck Benefit was ordered paid to one member of the crew of the schooners "Polaris" and "Ida S." respectively. It was decided to celebrate the 29th Anniversary of the Union with a mass meeting, to be held in the Sailors' Union hall on March 6 at 8 p. m.

San Francisco, Cal., March 2, 1914.

Regular weekly meeting came to order at 7 p. m., J. Faltus presiding. Secretary reported shipping dull.

JOHN H. TENNISON, Secretary pro tem.
84 Embarcadero. Phone Kearny 2228.

Victoria, B. C., Feb. 23, 1914.

No meeting. Shipping dull.

ARCHIE KING, Agent.
518 Yates St.

Vancouver, B. C., Feb. 23, 1914.

Shipping and prospects uncertain.

W. S. BURNS, Agent.
N. E. corner of Hastings and Main streets. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Feb. 24, 1914.

No meeting. Shipping dull; prospects uncertain.

H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, Feb. 24, 1914.

Shipping and prospects poor.

P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Feb. 24, 1914.

Shipping and prospects fair.

J. PEARSON, Agent.
P. O. Box 6. Tel. Main 557.

Portland Agency, Feb. 24, 1914.

Shipping fair; prospects uncertain.

G. A. SVENSON, Agent.
P. O. Box 2100. 51 Union Ave. Tel. East 4912.

Eureka Agency, Feb. 23, 1914.

No meeting. Shipping and prospects uncertain.

JOHN ANDERSEN, Agent.
227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, Feb. 23, 1914.

Shipping dull; prospects uncertain.

HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Feb. 16, 1914.

Shipping dull; prospects uncertain.

JACK EDWARDSEN, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Feb. 26, 1914.

Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping improving.

EUGENE STEIDLE, Secretary.
Kearny 5955.

Seattle Agency, Feb. 19, 1914.

Shipping improving.

LEONARD NORKGAUER, Agent.
Grank Trunk Dock, Rooms 203-205. P. O. Box No. 214. Phone Main 2233.

San Pedro Agency, Feb. 19, 1914.

No meeting. Shipping fair; prospects uncertain.

HARRY POTHOFF, Agent.
P. O. Box No. 54.

Portland Agency, Feb. 19, 1914.

No meeting. Shipping better; prospects uncertain.

THOS. BAKER, Agent.
27½ 2nd St., Bickle Bldg., Room 10. Phone Main 9731.

DIED.

John G. Dahlqvist, No. 759, a native of Finland, age 24, died at San Francisco, Cal., March 1, 1914.

GREAT FIRES AT SEA.

Fire at sea is the greatest of all the dangers menacing the ocean traveler. Sailors class it with "acts of Providence," meaning those disasters that are bound to happen in spite of human vigilance and foresight. The danger has decreased nearly fifty-fold with the passing of wooden vessels and the advent of the life-saving wireless, but it is still an ever-present fear to the mariner, especially in the case of freight carriers like the "Volturno." The fact that no one knew exactly how the fire started on the ill-starred Uranium liner proves that the old-time seaman was not so far wrong after all in blaming such disasters on Providence. The fate of the "Volturno" vividly recalls the ocean tragedy of the "Cospatrick," which shocked the whole world 39 years ago. Like the "Volturno," the "Cospatrick" was an emigrant ship, and also as on the "Volturno" every possible precaution was taken against fire. Locked lanterns were set at each of the "Cospatrick's" hatchways, the lamps between decks were lighted by a steward and carefully locked for the night, while a special watch patroled the ship to rigorously enforce fire orders. Smoking and the use of lights were prohibited, and regulations to that effect posted in each compartment and strictly enforced by the captain and the doctor. The hatches to the lower hold were kept fastened and it was impossible for crew or passengers to obtain access to it. The "Cospatrick" was a wooden ship of 1200 tons, carried a general cargo, 429 emigrants and a crew of 44. She sailed from London to New Zealand, September 11, 1874, and the voyage was an uneventful one for two months to a day. On November 11, a quarter of an hour before midnight, when Second Mate MacDonald made his round of the ship, all was quiet, the weather was fine and clear, and there was so little wind the vessel made scarcely any headway. Half an hour after midnight the mate, who had gone below to rest, was aroused by the cry of "Fire!" and rushing on deck was met by a volume of dense black smoke pouring out of the forecastle. There was a fixed fire-engine on the forecastle, and a quantity of hose, and the forepart of the ship was soon deluged with water, but without effect. The fire gained so rapidly that it soon ran up the ropes and spars, and the flames rushing up the main hatchway even seized on the foremost boats. Convinced that it was hopeless to try to save the ship, Captain Elmslie ordered all hands to the boats. The starboard quarter boat was lowered, and a crowd of terrified emigrants, mostly women, tumbled into it. The moment it touched the water it capsized and all were drowned. While the officers were attempting to lower the long-boat, it caught fire and had to be abandoned. The port lifeboat was then lowered, and 30 or 40 people leaped into her, MacDonald, the second mate, being the last. The stern of the ship blew out shortly before daylight, and the "Cospatrick," enveloped in flames, became literally a floating hell. Morning showed the starboard lifeboat still floating near the wreck. It drifted against the wreck of the mainmast to which 32 people were clinging, and some of them succeeded in righting and scrambling into it. MacDonald, the second mate, pulled alongside and got aboard to take command of it, while the chief officer stayed in the port boat. Neither boat had any provisions or water. Late in the afternoon the charred and blackened hulk of the "Cospatrick" went down, carrying with it the heroic captain and a few passengers who had feared to trust themselves to the sea in the overcrowded boats. The boats became separated that night, and the port boat was never seen again. Not until the 17th of December were the survivors adrift in the starboard boat picked up by the "British Sceptre." Five men were alive, but one was raving mad. There was a dead body in the boat on which the survivors had sustained life. A horrible story of cannibalism and suffering was told by MacDonald. Only three of the rescued men survived the ordeal.

The burning of the "Earl of Eldon" was another great fire at sea which looms large in marine history, but her destruction was due to the placing of damp cotton in the hold. On September 26, 1834, only three days out from Bombay, the entire mass of cotton burst in flames, but the fire was not discovered until the following day when the entire cargo was blazing and the ship was a floating volcano. At three o'clock on the same afternoon, the passengers and crew, having taken to the boats, watched the ship burn to the water's edge.

The English warship "Queen Charlotte" on the 17th of March, 1800, caught fire twelve miles off Leghorn, and despite the nearness of the land, 673 officers, seamen, marines and apprentice boys perished. A great many boats put off from shore to the assistance of the burning three-decker, but dared not come in range of her guns, which went off one after another as the fire reached them. The ship's carpenter escaped by swimming to an American boat. The fire was started in some hay under a tub near the signal-guns.

The East Indiaman "Kent" was destroyed by a lantern in the hands of an officer trying to secure a spirit-cask in the hold that had been shifted by rough weather eleven days from the Downs. A sudden roll of the ship flung the cask against an iron-cornered case and stove it in. The spirits flew over the lantern and ignited, and the flames soon became unmanageable. The "Kent" carried 651 people, including 354 officers and men of the 31st Regiment. When it became certain that the ship was doomed, several soldiers seated themselves over the magazine, hoping their sufferings would be quickly ended when the fire reached the powder. The "Cambria," however, coming up in the nick of time, saved all but 96.

Of more recent fires at sea, the "Kenilworth," a steel sailing-ship, owned by a New York company and bound from Hilo to San Francisco with a cargo of sugar, presented a thrilling tale of marine disaster. Mutiny added to the horrors of a hold full of burning sugar and a ship filled with the poisonous gases thrown off by the smoking mass. I have in my possession the log kept by the young mate through all the agonizing days and nights when the death of the captain left him to navigate the ship alone, fight the fire and smoke, and subdue a mutinous and savage crew. It is a record of simple heroism and magnificent courage against overwhelming odds, and it is gratifying to remember that he brought the ship triumphantly to port.

The speed of the great modern liners is a great safeguard to the lives of the passengers, as well as the great size of these ocean leviathans. It takes longer to burn a big ship than a little one, and there is comparatively little danger when a fire breaks out in the coal-bunkers or the hold of a liner de luxe, as it can nearly always be kept under control until the short voyage ends. But with every precaution that modern science and human intelligence can suggest to prevent or subdue it, the wireless is the greatest of all safeguards against fire at sea because it has done away with the terrible experience of taking to the open boats, and drifting perhaps for days and weeks until death ends the sufferings of the castaways, since only a small percentage of such unfortunates are ever picked up or reach land.—Minna Irving in the American Marine Engineer.

BITS OF HISTORY.

The following article has appeared in a number of publications, and its context is of such an interesting character that it is reproduced:

"In the early days of industrial history Parliament and the Kings, both in England and on the Continent, took an active part in regulating the working hours as well as the wages of their subjects. By doing this it was believed the King could protect his own interests, in addition to those of the people, against unscrupulous employers. An English statute, made by Henry IV in the early part of the fifteenth century, fixed the legal hours of the country laborers from 5 o'clock in the morning until 7 o'clock in the evening from March until September, but from September until the following March they were only to work from 'the springing of the day until the night of the same day.' They were always to have half an hour for breakfast and an hour and a half for dinner, with the privilege of a nap each day from May until August, and were to work on Saturdays only until noon. Trading in the shops on Sundays and holidays was forbidden.

"In medieval times the Saturday half holiday seems to have been almost universal. 'Every one must be pleased with his work,' says a Kutenberg ordinance, 'consequently no one must be overworked.' Even Ferdinand I—1458-94—one of the most ferocious Kings who ever sat on a throne of the Holy Roman Empire, accepted this maxim, and ruled that in the imperial mines the miners were to work only eight hours a day. The old law also explicitly stated that work after Saturday at noon was to be strictly prohibited, and that 'a pair of stocks be in every town' that employers who worked their people overtime might be thrust into them. Because there was a Saturday half-holiday it must not be thought that this afternoon was given for recreation. Indeed not—it was bathing time for the greater part of the community.

"Most barbarians, judged by modern standards, were anything but cleanly in their personal habits. In England, France and Germany bathing was an almost unknown custom until after the Crusades. The pilgrims from the East brought home with them ideas of the bath as a help in the treatment of disease, and bath-rooms were gradually introduced into the hospitals and the ideas of bathing spread generally. Persons who had been treated there saw the value of keeping the body clean in order to resist disease. The plague that swept over Europe in the early years of the fourteenth century helped to teach this lesson.

"By the fifteenth century there was

scarcely a large city that did not possess well-patronized public bathing establishments, although it was not until the seventeenth century that the Turkish bath was introduced, and not until the eighteenth century that sea bathing, so common among the American Indians, was tried experimentally.

"Why Saturday was chosen as bathing time is not difficult to imagine. On Sunday everybody was compelled to go to church, whether he would or not. As the Moslem in the East bathed before entering the mosque, so did medieval man before entering his church, only he must take his bath on Saturday afternoon in order to be clean the following day. There was even a distribution of bath money to the children whose parents were unable to pay for their baths. No one might approach the altar of the Lord while unclean."

THE STRUGGLE IN SOUTH AFRICA.

The struggle for a better condition of life is not confined to any particular country, nation or race. The social unrest prevailing is world-wide and the hope for a better future is universal. South Africa is at present engaged in a gigantic industrial struggle which may end in a general uprising among the natives.

This industrial disturbance, like all similar strikes, is the result of dealing unfairly with the representatives of the railroad men who had tired and wearied under the strain and intolerable labor conditions forced upon them. Immediately after the calling of the strike the leaders of the strikers were arrested and thrown into jail. Secretary Tontsmaand, Assistant Secretary Niold, of the Railway Men's Association; Secretary Waterson, of the South African Labor party, and Colin Wade, a labor member of the Germiston town council, were arrested and jailed under charges of sedition. Martial law was declared and over 60,000 militia called out to deal with the strikers.

The white labor element in South Africa is almost exclusively British, and the participators in the great strikes which have now tied up all railroad communication in South Africa are English to a man. They are determined and resolved to fight for their rights. On the other hand, the militia which is called out to deal with the strikers are Boer veterans of the war of 1899, or else sons of Boers who took part in the conflict.

General Botha has proclaimed that if the militia have occasion to shoot they will shoot to kill, and that they will shoot at the slightest provocation. There are, therefore, just at present all the elements for a renewal of sanguinary fighting between the Boers and the English, only this time the Boers will be urged by the British government to kill its own citizens because of their demand for a better working condition and a desire for a more prosperous life.

Incited by the examples of the white labor element, the many thousands of blacks, especially Kaffirs, employed in the mines, where they are treated like cattle, are displaying a disposition to strike with the object of ameliorating the intolerable conditions to which they are subjected. It has gradually dawned upon them that they hold a strong hand with regard to employers, for, debarred as the latter are by South African law of importing alien labor from China or from India, the mine owners are absolutely dependent upon the blacks for the working of the mines.

Owing to the brutal treatment accorded the blacks working in these mines, they are perhaps of all the colored races of South Africa the most degraded, the most vicious, and of whom the worst savagery might be expected in the event of their emancipating themselves by means of a strike from the control exercised over them by the mine owners. Once aroused to strike there is no telling what will happen.

Conditions existing in South Africa is history only repeated. You may beat and bully, maim and kill, but only for a time. The day of reckoning is bound to come and that day does not seem far distant in South Africa.—American Photo-Engraver.

RADIUM MAY DRIVE SHIP.

An era when radium might be used as fuel for ships and motorcars was hinted at by C. E. S. Phillips, at the Cancer Hospital in London recently.

"I am not saying this with any seriousness," he remarked with a smile; but an experiment he carried out—one of a series in the course of his lecture—indicated that there was foundation for his observation. In solution radium decomposes water, giving off an explosive mixture of gas. Mr. Phillips produced these gases, and by fusing them with an electric spark created a current of air which drove a small fan.

Another experiment described was a "sporting event," as the lecturer was doubtful whether he could encompass it. In practice it was very successful. From the stage along the roof ran a glass tubing, 25 feet in length, connected with a tube of zinc sulphide. The lights were turned down and in the darkness radium emanations were pumped through the tubing, and in an instant the sulphide was glowing luminously, while the audience—many of whom were medical men—loudly applauded.

Like an ultra modern conjurer, working with the latest medium, Mr. Phillips achieved other results illustrating the remarkable properties of radium. He took a balloon, and electrifying it with friction from a handkerchief, made it follow his fingers about; then he passed a speck of radium in a tube over it and the electricity was gone and the balloon was unresponsive. He produced a blue speck of light which was easily influenced by a magnet. He showed the rays penetrating luminously through an opaque surface.

One ton of radium is equal to 1,500,000 tons of coal in point of radio-energy.

A gramme of radium diminishes in half its quantity in 1750 years; it is slowly giving off energy during that time equal to 3600 horsepower hours.

In view of the fact, he said, that the exhaustion of the coal supply was put at 200 years, science must begin to look about for some new source of energy. "This," he observed, pointing to a retort stand as an example of hidden possibilities, "may have enough energy to run a steamship across the Atlantic."

The power of the labor press inheres in the fact that it is not only with the workers but of them.

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships. Fraternally yours,

LAKE SEAMEN'S UNION,
V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

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NORTH TONAWANDA, N. Y.....152 Main Street
SUPERIOR, WIS.....1721 N. Third Street
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Marquette, Mich.
Milwaukee, Wis.
Saginaw, Mich.
Sandusky, O.
Sault St. Marie, Mich.
Sheboygan, Wis.
Superior, Wis.
Toledo, O.

NATIONAL SALMON DAY.

The governors of practically every State in the Union have designated March 13, 1914, for the celebration of National Salmon Day, urging the general public to use canned salmon in some form on that day in honor of the world's most valuable food fish. Few, however, of those who regale themselves with this tasty fish on that day will be aware of the romantic story of the salmon.

Coming in countless millions from feeding grounds in the deep sea, whose location remains a mystery even to-day, the salmon swarm at maturity up the streams of the Pacific Coast in the summer season. Millions of fish are taken by the seines, gillnets and traps to grace the table of the lover of canned salmon, while other millions proceed to the spawning grounds to reproduce their species a thousand fold. The Federal government and the various Pacific Coast States maintain elaborate hatcheries to which the spawning salmon are taken in great numbers. Here the young offspring or fry, as they are called, are turned into nursery ponds and carefully reared until they are able to shift for themselves. They are then turned into the streams and return to the ocean, where they are lost in oblivion until they return four years later to follow again in the path of their fathers. So prolifically do the salmon reproduce that the supply remains undiminished, although large quantities are taken each year for food purposes. For this reason the salmon fisheries on the Pacific Coast form one of the greatest natural resources in the country, since with proper regulation they are practically indestructible.

The history of the salmon-canning business is unique among American industries. It had its inception half a century ago, when William and G. W. Hume and Andrew S. Hapgood emigrated to the Pacific Coast from Maine, where the latter had already had some little experience in lobster canning. Then, as now, the waters of the Pacific Coast teemed with salmon. The Humes and Hapgood built a small floating plant on the Sacramento River and with a great deal of effort packed 2000 cases by hand. In the early days a pack of 150 to 200 cases a day was considered the limit. Now there are many canneries capable of producing from 1500 to 2000 cases per day and others of even greater capacity. The natural inventive genius of the Yankee came to the rescue of the industries even in the early days and the process is now practically entirely automatic. The greatest single stride made in the history of the business came with the invention of a machine for cleaning and dressing fish—a work heretofore confined to human hands. Under present methods the fish are cleaned and sliced, the cans filled, sealed, and cooked entirely by machinery and even the small pinch of salt which each can requires is now inserted with nicety by a mechanical device.

The fish are caught in purse seines, gillnets and traps. The purse seines are long nets which are cast in a huge circle and then drawn together at the bottom by a purse string. The gillnets take the fish while they are running up the rivers, and the traps are big arms of wire netting which reach out into bays and sounds and take a portion of the fish as they pass. It is estimated that the salmon fisheries of the Pacific Coast give employment to more than 30,000 persons.

With its initial appearance fifty years ago, canned salmon made an instant appeal to consumers and the demand has been increasing by leaps and bounds. It is consumed principally in the United States and Great Britain but is to be found in every country in the world, as recent government reports show.

Although the demand has increased rapidly, modern methods have greatly increased the pack, which has grown from 2000 to 8,000,000 cases per year, so that in the days of the high cost of living salmon still remains cheap, and is to be found on both the tables of the rich and poor, where its palatability, nutritiousness and economy have found a permanent place for it.

On account of its unusually high food value, canned salmon has been the subject of considerable study by the United States government. Bulletins of the Department of Agriculture show it to have a higher percentage of brain, blood, bone and muscle-building elements than sirloin-steak, sugar-cured ham, eggs or spring chicken. In spite of these facts, a full one-pound can of pink salmon can be purchased for ten cents at retail to-day, while every other food commodity is soaring.

THE NEW YORK EARTHQUAKE.

The recent earthquake in New York, so far as can be decided from information now at hand, was strongest in the northeastern part of the State and less intense in all directions from that section, according to a statement by Arthur Keith, of the United States Geological Survey, who has made a special study of the geologic history and structure of the Appalachian Mountain region. As earthquake shocks are regularly weaker outward from a center, the area of greatest intensity at the surface is nearest the point of origin, although this point probably is not at the surface. The earthquake center, therefore, appears to be in or north of northeastern New York.

Earthquake shocks are caused by the breaking and moving past each other of great masses of rock in the earth's crust. Rocks are more or less elastic, particularly crystalline and igneous rocks like granite, and they transmit shocks for very long distances. Rocks in the earth's crust are always in a state of strain, and release from this strain by a fracture causes a displacement and rebound that may be violent. Even at the surface of the earth this movement is continually noted in quarries when new layers of stone are set free, and it is still stronger in the depths of the earth. When the strain finally exceeds the strength of some of the rocks they break and snap, and there is an elastic rebound from each movement. This causes the lesser tremblings after the first shock.

Earthquakes are commonly associated with faults or rifts, which are breaks or fractures in the rock crust along which the rocks move past one another. Some faults are characterized by repeated motion along a given plane or narrow zone, like that which caused the San Francisco earthquake. The vast majority of faults, however, are practically dead, and no motion takes place on them because the strain has been satisfied or diverted into other directions. Of this kind are most of the old faults in the Appalachian area, from Alabama to Canada, including the mountainous country of the East. Younger faults are also found in the East, but most of these are dead and their strains have long ago been satisfied. The latest set of faults displaces the youngest geologic formations, although their source is in the underlying hard rocks.

It is usual to associate earthquake shocks with the greatest of the faults, on which the motion is measured in miles. These, however, are the oldest and the most certainly dead of the faults, and later and different strains have acted on their areas and produced different faults. Neither length nor great motion on a fault is needed to make a disastrous shock, as was plain at San Francisco, where a few feet of motion caused the ruin. The factor which makes shocks dangerous or not is their intensity, and this is directly due to the rapidity of growth and vigor of the strain. Quick and violent strains accompany the growth and rise of new parts of the earth's crust, where it is being compressed until it moves. In the old Appalachian country of the eastern part of the United States such rise is so exceedingly slow as to make its existence in historic times a matter of dispute. In any case, it is not now of the compressive character that causes lateral or violent movements and dangerous shocks. Therefore, while earthquakes are not unknown in the East, it is exceedingly improbable that they will be disastrous.

The destructive Charleston earthquake of 1886 was east of the Appalachians, in a tract which in recent geologic time has risen unevenly from the sea as a result of earth strains. Its effects were especially severe, as is usual in loose formations like the sand and clay which prevail in that district.

Records of winters in the past bring to light some accounts of excessive rains, for in 1909, a gauge kept at Monumental, in California, registered 153.54 inches. Only at Glenora, Oregon, with a record of 167.29 for a single year, has this rainfall record been exceeded in records for the United States. The heaviest rainfall for a single month ever recorded in the United States was at Helen Mine, California, in January, 1909, when 71.54 inches fell. Campo has the record for the heaviest downpour ever recorded in California for a single day. This was eleven and a half inches, on August 12, 1891, and all of this fell within eighty minutes. This is far below the American record, however, which is held by Alexandria, La., with a record of 21 and four-tenths inches in a single day.

Eleven miles southeast of London, in Kent, a few years ago were discovered the catacombs of the ancient Druids, which are now much visited by sightseers and are lighted, for a part at least, by eletcric lights. Over fifty miles of chambers, cut in the chalk cliffs, have already been explored. The Druids lived in these catacombs when attacked by their northern enemies, and here they buried many of their dead. The stone on which the human sacrifices were made is still to be seen, and also the well, from which water is drawn to this day.

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WEEKLY NEWS LETTER.

(Continued from Page 3.)

Investigators at Work.

The House of Representatives has appropriated $15,000 to its Mines and Mining Committee for expenses to conduct investigations in the Colorado coal fields and the Michigan copper zone. The committee has divided the work into subcommittees which are now in the strike-bound fields. Clerks and deputy sergeants-at-arms to serve subpoenas and carry out orders of the members accompany each committee, who will stay in the affected districts, it is believed, from two to three weeks, as it is proposed to gather all the facts possible from both sides. Reports from Trinidad, Colo., indicate that the investigation is being noticed by the operators, for it is charged that they are beginning to drive the imported strike-breakers from their camps. They were told to "get out of the mines and out of the State." These unfortunates say that they were lured into the coal fields by promise of easy work and assurances that no strikes existed. The Mine Workers' Union will probably feed and house some of the strike-breakers in order that they may testify before the Congressional commission.

A Record Price.

The Board of Prison Commissioners of Kentucky indicate they are conscious of the growing opposition to convict labor in the State by agreeing to a contract with the Kentucky Broom Company for only three and one-half months. The company indicates it holds similar views by raising the price paid for this kind of labor from 50 cents to 75 cents per man, per day. The contract will begin February 1 and will run until the middle of May. An official of the commissioners states that the reason the board did not make a longer contract was that they were waiting to see what action would be taken by the State Legislature. He also states that "the Kentucky Broom Company formerly paid only 50 cents a day under their old contract. The present price of 75 cents is the largest figure ever paid for convict labor in the Eddyville penitentiary. This increase in price will net the State $6,200 a year more than under the old contract." The Louisville Evening Times, however, does not agree that the Prison Commissioners have made a good bargain, and show that the State has to feed, clothe and house the laborers and to provide, at its own expense, taskmasters. The paper also refers to the cost of maintaining well-lighted buildings and furnishing power without cost to the contractors, all of which makes it impossible for the State to engage in the building of roads or the manufacture of foodstuffs and maintenance and equipment of the State's institutions. "If there is not a waste of good raw material under such an arrangement as well as of opportunity for service of which the State stands in need," says the paper, "then verily do appearances deceive."

How Unionism Is Fought.

David R. Masterson, a convicted "gun man" and strike-breaker during the recent street-car strike in Indianapolis, testified before the Public Service Commission that the management of the Terre Haute Traction Company employed him to assist in stopping the men from organizing. Masterson swore that he was ordered to secure a list of Terre Haute union carmen, and "for this purpose I forged the name of J. C. Colgan, a union leader, to a letter of introduction to a conductor named Hodge, who had the list." Masterson also testified that he turned over to the company papers he had stolen, and in obedience to the company's officials, he swore falsely that conductors who were active in the employes' interests had been discovered "knocking down" by him. These men were then discharged on Masterson's affidavits. The Terre Haute carmen are demanding higher wages and the right to organize. The company asked Federal Judge Anderson for an injunction to stop them from striking, but this was afterwards withdrawn and the matter is now in the hands of the State Public Service Commission.

Eight-Hour Law Discussed.

In utterances similar to those of trade unionists, William B. Dickson and Charles Sumner Bird, writing in The Survey, both declare that the eight-hour day is necessary and logical. Mr. Dickson is former vice-president of the United States Steel Corporation. He says that the twelve-hour day in that industry makes old men at forty, and further declares: "The principal business of each generation of men is, not to produce cheaply any article of merchandise, however important to the well-being of society this may be, nor to insure large profits to any investor, however enterprising or deserving he may be, but to live normal human lives and to so maintain living conditions that succeeding generations may not be handicapped in keeping the same standards." Mr. Dickson answers the claim that some workers favor the long-hour system. He says investigation has shown this is the view of migratory laborers whose sole aim is to accumulate money in as short a time as possible and then return to Europe. To do this "they are willing to live and work under conditions which are physically, mentally and morally debilitating. It is not reasonable to permit this class to fix standards for American citizens." Speaking for the paper industry, Mr. Charles Sumner Bird says the long work day is intolerable, and that in many ways this system is as dangerous to the welfare of the nation as was the slavery of the black race, because long hours taxes men beyond their strength, and is bound to result in a lower standard of life. No time or energy is left for the development of the healthy home life essential to the welfare of the nation. Mr. Bird says that if a paper mill finds it necessary to work its laborers seventy-two hours a week, year in and year out, "then the sooner that mill is removed from the State and the country the better for the men and women of the country." He urges the adoption by every State of an eight-hour law for continuous industries.

Novelty in reform ideas, as in everything else, will attract a crowd. But novelty and soundness are entirely different things.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to bodv or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

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The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA

29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

Employes of the California and Hawaiian Sugar Refining Company, at Crockett, Cal., have been notified that the plant will be operated on a basis of three eight-hour shifts.

A 15-cents-a-day increase to laborers receiving $2.25 per day, and an advance from 28½ cents an hour to 30 cents for street laborers has been put into effect in Fall River, Mass. The increase will benefit 150 employes in the street department, and within a short time over 600 will profit. The increase was opposed for over a month by Mayor Kay, but public opinion forced him to recede, as it was shown he favored raising salaries of department heads.

Asiatic immigration is intolerable and California is right in her contention were the views expressed by Prof. Sydney L. Gulick in a meeting of churchmen, held in Philadelphia. The speaker said: "With free immigration millions of Asiatics would quickly swamp us in all sparsely settled States and bring economic ruin to all white laborers in all our cities. Unassimilated they would plant Asiatic civilization in every part of our land and render impossible the success of our American experiment in democracy."

To find steady work for unemployed thousands in large cities, the Federal commission of industrial relations have begun an investigation to extend from Boston to Kansas City. Four investigators have been assigned to public and private employment agencies to bring out to what extent the trouble is due to their lack of organization and inefficiency, with orders to report within six weeks. The commission regards the employment problem as a permanent one, because the present conditions in the labor field are virtually the same as exist every year at this season.

Announcement has been made of an increase in wages granted to the train operatives of the United Railways and Oregon Electric systems, owned by James J. Hill and associates. The new scale is said to be the highest on the Pacific Coast for electric roads. At present conductors on the passenger trains receive from $105 to $151 a month. Beginning March 1 they will draw from $165 to $202.50 a month. Brakemen now earn from $75 to $110 a month, and their minimum will be $92.95, with the maximum $106. On freight trains the existing scale is for conductors $3.50, for brakemen $2.90. Under the new scale the minimum for conductors is $4.24, for brakemen $2.90.

In response to a request from the Massachusetts State Board of Labor and Industries, Attorney-General Boynton has ruled that women stenographers, bookkeepers, clerks and other clerical employes under twenty-one years of age come within the law which provides that "No child and no woman shall be employed in laboring in a mercantile establishment more than fifty-four hours in a week." The former Attorney-General ruled that the use of the words "in laboring" restricted the use of this statute to those women and children engaged in manual labor and did not apply to workers in offices. The new rule sets this decision aside, as it is held that the terms "work" and "laboring" include every kind of human employment.

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Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Alquist, E.	Kristiansen, N. -1093
Anderson, Hjalmar	Kristiansen, H. F.
Andersen, Peter F.	573
Anderson, K. E. V.	Larsen, A. -1746
Anderson, T. H.	Lersten, J.
Anderson, H. -1352	Lundgren, Carl
Aholin, A.	Larsen, John
Andersen, Allein	Morse, H. W.
Andersen, S. A.	Moonan, John
Arbucle, Daniel	Monsen, M.
Behrns, Herm.	Matson, M.
Bishop, Patrick	Martinsen, Chr.
Burholtp, F.	Martinsohn, P. A.
Backman, A. A.	Mathisen, Nils
Bervik, P. G.	Newland, E.
Blackwood, R.	Nielsen, Jalk
Blair, F.	Oher, John
Brunstrom, G.	Olsen, Julius
Davidson, Jacob	Olsen, O. P. -1141
Duffy, John	Olsen, M. E. -1231
Edvards, C.	Osterberg, Gust
Erikson, O. H. -837	Osterhoff, H.
Edwardsen, J. B.	Pedersen, Hedley
Eskale, H.	Petterson, John M.
Fredriksen, H.	Parkhudst, Thos.
Gjentz, P.	Petersen, Chr.
Glencross, H. B.	Reekman, H.
Grant, John	Stegeru, P.
Graae, P. C.	Sullivan, J.
Hillisen, H.	Swenson, L. G.
Hughes, Walter	Samuelsen, W. -1346
Hansen, Olaf	Seppola, T. -2752
Heynes, Hans	Siebert, Gustaf
Holm, Fred	Simminghjelmi, G.
Ingebretsen, E.	Skedsmo, A.
Jacobsen, Thos.	Strand, L.
Jacobsen, Johan	Stolsvik, J.
Jensen, J. J. -1668	Steine, I. L.
Johnson, F.	Swarbley, J.
Johnsen, Gustaf	Taede, A.
Jorgensen, Carl	Torgerson, T. E.
Jansewitch, J.	Voldby, P.
Kalning, J.	Williams, Chas.
Klebnikoff, I. W.	Wychell, J.
Knudsen, Lorentz	Wald, S.
Korsvik, John	

INFORMATION WANTED.

Frank Melson, who went as fireman on the S. S. "Maye" from Philadelphia to New Orleans, in May, 1913, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. G. W. Paruin, 4309 Westminster avenue, W. Philadelphia, Pa.

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Tacoma Letter List.

Berglind, Ed.	Knappe, Adolph
Bjorklund, Eric S.	Kutan, Alexander
Christensen, Albert	Klerth, Hans
Englund, Gust. E.	Linea, W.
Flinkenberg, Uno	Line, Hjalmar
Freeling, Chas.	Lundstrom, Samuel
Hansen, C. M.	Nielsen, C. V.
Hansen, Johannes	Petterson, I. M.
Haro, Aaro	Petterson, Chas.
Hetman, Walter	-1287
Iceberg, Theo.	Petrow, A.
Janson, H.	Plesner, Levi J.
Johansson, Chas.	Ridderstoff, Ernest
Jurgensen, Peter A.	Seblom, John
Kallas, Alex.	Swansson, August
Kalberg, Wm.	Thoresen, Axel L.
Kirwan, M. L.	Wessman, John

INFORMATION WANTED.

Axel Peterson, F. Lundberg, J. Gustafson, M. Garcia, crew of the steamer Riverside, at the time she towed in the Oceana Vance, kindly call at the office of the Charles Nelson Co. for money due them.

Victor N. Kvenen, a native of Belgium, age 32, last heard of in Ashtabula, Ohio, April, 1909, inquired for by his brother John Kvenen, Route 2, Raleigh, Tenn.

Valetine (Walter) Zima from Lubiachowo, Kreis Schrimm, Province Posen, Germany; last address Sailors' Union Hall, Seattle. Please communicate with Imperial German Consul, Seattle, Wash.

Anyone who was on the schooner "Americana" on January 29, when Louis Buttner was injured, is respectfully requested to communicate with the injured man. Address Sailors' Union of the Pacific, San Francisco, Cal.

Carl Julius Carlson, born in Sweden in 1877, is inquired for by his mother. There is about $2000 due him from his father's estate. Last heard of in September, 1902, on the Atlantic Coast. Previously sailed on the Clifford between St. Johns and New York. Address Fru Sophia Carlson, Klubbegard, Hallands Lan, Heberg, Sweden.

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Eureka, Cal., Letter List.

Ahlstrom, Harry	Ismas, Richard
Breien, Hans	Midling, Mareuzh
Christensen, Fred R. (Pkg.)	Publicatus, August
Eriksen, Anton	Robertsen, A. N.
Hansen, Harold	Thorssen, Fredrik
Hansen, Harry -1827 (Photo.)	Wexahl, Krist Hansen

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Portland, Or., Letter List.

Anderson, Gust -1808	Klemgland, Borge
Anderson, Rasmus	Kaas, Otto
Anderson, Mike	Koap, Nick
Baker, Geo.	Kristensen, Otta
Bergman, Karl W.	Laine, Frank
Berglund, Ed.	Larsen, John
Boyard, C. E.	Lemarchand, Louis
Bohm, Franc	Lundeman, Ruktie
Bultz, Ernest	Lipclasey, John
Bakkensen, Peter J.	Lallwer, Alexander
Brown, J.	Macrae, Alexander
Backman, P. W.	Mikalsen, Andreas
Carlmark, Barthols	Miller, H. B.
Christensen, H. P.	Miller, Chas.
Corty, Carl	Meckerman, Ernest
Carlsen, Charlie	Mathiassen, Sigurd
Carlson, Jack	Mynchmyer, Henry
Cagdell, D. J.	McLellan, John
Day, Aca	Neuling, Albert
Dahl, Henry	Nelson, C. J.
Drenkholn, M.	Nielsen, Kristian
Edstrom, John	Nilsson, Axel
Erikssan, Erik	Norberg, John
Erman, A.	O'Brien, Jack
Ekham, Frans	Olsen, Ansgar
Forde, S. C.	Olsen, John A.
Goralia, Piet	Petrow, A.
Gynther, John	Petersen, John
Hansen, Hans M.	Palmer, Jas. W.
Hansen, Bernhard -1437	Petterson, Einar
Helin, Waldemar	Peterson, Hans
Hanola, Eino	Pillman, Frank
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Hafke, Hernes	Rantion, Jacob
Henriks, Waldemar	Rhodes, F.
Hansen, Max O.	Rincke, Sperman
Henke, Ernest	Runge, Axel
Hellman, Albin	Schroda, Peter H.
Hogstad, Andreas Mikalsen	Sellin, William
Hock, Garve	Schulz, Alfred
Johanson, John F.	Semens, O. L.
Jansen, Harry	Swanson, John
Johnson, Ole C.	Svenson, Martin
Johansen, Chris.	Swanson, Carl O.
Karson, K. E.	Thomel, Martin
Karlson, August	Warren, C.
Kluge, Frank	Welson, J.
Kirker, Alexander	Wishart, John
Kaiser, Fred	Wieprecht, Ernest
	Wilson, James

Aberdeen, Wash., Letter List.

Anderson, Ernest	Finth, Richard
Andersen, F. C.	Forde, S. C.
Armstrong, Harry	Granberg, Eric
Anderson, George	Graf, Otto
Behn, Alfred	Glase, Gustav
Brown, C.	Hohn, Arthur
Bergman, Edwin	Herman, Axel
Bjorkholm, A. M.	Hansen, Ove
Bowen, J. J.	Hopstad, S. -2101
Burmeister, John	Hansen, Torleif
Burkland, John	Jensen, Harry
Bjerkman, C.	Johansen, Hans
Bodahl, Hans	Kristiansen, Nils
Christensen, Albert	Loining, Hermand
Christensen, Hans P.	Lengtssen, Gottfried
	Laine, Herman
Christensen, Harry	Lorsin, G. L.
Dobbs, Paul W.	Larsen, Lars
Eklund, Chas.	Larsen, H. P.
Engfors, Gustaf	Lindroos, A. W.
Eriksen, Olai H. -837	Larsen, Peter
	Martin, James

INFORMATION WANTED.

Mrs. Alice Phillips wishes to hear from her husband, Tom Phillips. Write to 35 Sussex St., Sydney, N. S. W., Australia.

Albert Smith, a native of Cork, Ireland, who left the American ship John C. Meyer, on Feb. 20, 1911, is very anxiously inquired for by his wife. Please notify British Consul General at San Francisco.

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Nord, Karl	Siven, Wictor
Nielsen, N. C.	Sorensen, T. B. G.
Nerby, Kristian	Sutse, M.
Neddemeyer, John	Schreff, Paul
Olsen, Nils	Sim, Gunder
Oksanen, Juko	Slenman, Richard
Osterholm, J. W.	Wind, Jacob -1357
Olsen, Oswald -1059	Walder, Olsen N.
Peterson, Axel	Williams, J.
Petersen, S. J.	Walenious, Pete
Petersen, Erik -903	Zebe, G. V.
Pettersen, Karl	Packages.
Pettersen, Olaf	Hansen, John
Richendsen, Hilmar	MacGuire, O. F.
Rundblad, Oscar	Zebe, G. V.

INFORMATION WANTED.

W. A. Goodrich, who left the British ship Puritan at San Francisco, February 6, 1911, is inquired for by the British Consul-General at San Francisco.

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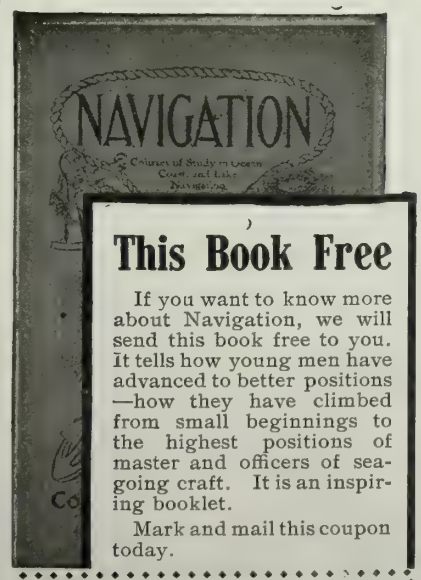
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INFORMATION WANTED.

James McFerran, native of Eden, Carrick-fergus, Ireland, inquired for by J. Brady, box 1356, Vancouver, B. C.

Carl Alex Eduard Malmberg, born Malmo, Sweden, 50 years old, tall, blond. Mr. Malmberg has been a member of the Sailors' Union of the Pacific in 1908.

W. Kahlberg, No. 688, and C. Monsen, No. 1964, are inquired for at the Standard Oil Company's office, at San Francisco.



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Home News.

Chicago opened its first municipal store, where groceries and staple commodities were sold at cut prices to the unemployed.

Secretary Daniels awarded to the Philadelphia Navy Yard the contract for the construction of naval transport No. 1 at a cost of $1,458,305.

Governor Stuart, of Virginia, signed the enabling act, which allows an election in September on State-wide prohibition, upon petition of one-fourth the voters of the State.

The stock of gold in the United States was $1,866,619,137 at the close of 1913, according to the report of the Mint Director. The world supply was increased by $240,000,000 last year.

Senator Elihu Root proposed a departure from the committee system of parliamentary government in the United States Senate, asserting the present rule was antiquated and cumbersome.

Although in existence less than a week, stories of petty graft in the new Free Municipal Employment Bureau, in New York city, were related by men who had obtained work through its agents.

By a vote of 230 to 87 the House passed the Alaska railroad bill after amending the Senate measure by striking out the provision for a bond issue and also fixing the limit of cost at $35,000,000.

United States Senator Thomas Pryor Gore was exonerated of charges of improper conduct by a verdict in his favor returned in the District Court of Oklahoma City in the suit for $50,000 damages instituted by Mrs. Minnie E. Bond of Oklahoma City. The verdict was returned ten minutes after the case was given to the jury. Only one ballot was taken.

Conditions in the steel industry during January are said to have been more satisfactory. Ingot output increased 30 per cent. compared with December, and a larger gain was made in the operations of mills. Large orders for black and galvanized sheets at an advance of $3 a ton, with increased orders for railroad equipment indicate a decided upward trend in the steel market.

Six thousand nurses, from every nation of the world will assemble in San Francisco during the Panama-Pacific International Exposition. Four nurses' congresses have accepted the formal invitation of the exposition officials to hold their conventions in San Francisco during the Exposition. They are the International Associations of Nurses, the American Nurses' Association, the Organization of Public Health Nurses, and the National League of Nurse Education.

A plan to throw open the coal lands of Alaska through a leasing system is proposed in a bill introduced in the House by Representative Ferris of Oklahoma as a part of the administration programme for the development of the resources of the Territory. The measure would allow the Secretary of the Interior to lease for private development the Government coal lands in Alaska, in blocks of forty acres or multiples thereof up to 2650 acres. No single developer would be allowed to take up more than 2650 acres, and no claims aggregating more than that amount could be combined under penalty of forfeiture.

Domestic and Naval.

A sharp attack was made on Admiral Dewey in the German Reichstag in connection with statements in his autobiography concerning the German fleet at Manila during the Spanish-American war.

The "Black Diamond," a steel tug with a collapsible funnel to enable the vessel to pass under bridges, was launched January 31 at Port Richmond, S. I. It will be used to move car floats in and about New York Harbor for the Lehigh Valley Railroad.

Captain B. H. Smith, who bought the notorious Australian convict ship "Success" and brought it to this country, is said to have made his fortune and will sell the vessel. He purchased the ship four years ago and it is said that since then made a fortune exceeding $400,000.

Senator Lodge, of Massachusetts, supported the President's request for the reepal of the Panama Canal toll exemption provision on the ground that if not repealed the hostility of many nations might lead the United States to "serious loss, or serious injury, or war, or something like war."

From the Vulkan shipbuilding yards, of Stettin, there has been launched the new ice-breaker "Tsar Michail Feoderovitch," constructed for the Russian Ministry of Commerce. The vessel is one of the largest of her kind ever constructed, and measures 246 feet in length by 55¾ feet beam.

The agents of the Austro-Americana line have received the plans of a new express steamship for passenger service now building in Austria, which will be launched in April. The new steamship will have accommodations for 133 first-class passengers, 650 second-class, and steerage berths for 1,450 persons.

When the "Aquitania," the new mammoth steamship of the Cunard line, makes her first voyage to New York, in July, the "Campania," of that line, will be put in reserve by the company. The vessel is for sale now. She was built on the Clyde in 1893 and in her day was one of the record-making ocean steamships. She averages about twenty knots.

Represenative Peters of Massachusetts has introduced a bill (H. R. 12645) in the House authorizing the Treasury Department to construct and test upon a vessel of the Revenue-Cutter Service, the device for hoisting and lowering lifeboats at sea devised by A. F. Eells, of Boston, and for the expense, appropriating the sum of $20,000 for this purpose.

The Brazilian battleship "Rio de Janeiro," sold by Armstrong to Turkey, realized £2,700,000. It is said that Brazil receives back all the money paid by her for the vessel, plus the sum of £50,000 for extra expenses. It is not believed that there will be, as rumored, any change of ownership as regards the Chilean Dreadnaughts in construction in England.

Secretary Daniels announced that because of the necessity of providing a $1,000,000 appropriation for repairs to the drydock at Pearl Harbor, Hawaii, it was unlikely that any drydock for the Atlantic coast would be authorized at this session of Congress. A tentative draft of the naval appropriation bill considered by the House committee made no provision for a drydock.

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Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify Jack Rosen, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Abolin, Chris.
Abrahams, A. M.
Abramsen, Aleck
Ahl, Theodor
Ahlstrom, -1748
Andersen, Albertinus
Andersen, K. J. -1890
Andresen, -1635
Andresen, Samson
Anderson, A.
Anderson, Albin
Anderson, Andrew
Bakkansen, Peter J.
Bang, Maurice
Baumert, Heinrich
Beck, Andrew
Belin, Erik
Bellanger, Karl
Bell, John
Bendegaard, Frank
Bengtsen, Lars P.
Benson, John
Benson, John E.
Benson, Sigurd
Bentsen, Julius
Berge, Peter
Bergholm, Edw.
Berg, S.
Bergling, K. R.
Bergslin, Kristian
Berlin, W.
Berner, Axel H.
Bertelsen, Olf.
Birkness, O. A. S.
Callahan, D. A.
Campbell, John
Carey, Ed
Carlsen, Jack
Carlson, Gustag
Carlson, O. S.
Carlson, Walter
Carlstrom, J. O.
Ceelan, John
Centers, W.
Cerg, A.
Christensen, Erling
Christensen, C. E.
Dahlstrom, Arthur
Dahlman, J. A.
Davidson, H.
Derengowski, Julius
Deswert, William
Eaton, William
Edolf, C.
Einardt, John
Eliasen, C.
Elholm, Peter
Ellingsen, Fritjof
Ellison, Sam
Engblom, John
Fay, F.
Fenvelly, W.
Finkson, Chas.
Fjellman, Jonas
Floernann, Anbert
Follan, Thomas
Forde, S. C.
Gansen, H.
Ganserud, O. K.
Garbes, Gustav
Garden, George
Gasch, Willy
Gibbes, L. W.
Greenbeck, John
Glen, James
Graiff, Ed.
Grambow, Gustav
Grant, Otto
Grant, Wm.
Grigoliet, Edw.
Grinberg, T.
Haarklau, I. A.
Hakansen, Emil
Hakensson, C.
Hall, Emil
Hall, W. I.
Halvorsen -1677
Halvorsen, Olaf
Hansen, Fred
Hansen, -968
Hansen, A.
Hansen, Alf
Hansen, August
Hansen, Chas.
Hansen -2115
Hansen, C. P.
Hansen, Helmer
Hansen, I. N.
Hansen, Walter
Hansen, W. H. C.
Hansen, Wm.
Hanson, Harold
Illig, Gust
Ilsemann, H.
Jakobsen, Anders
Jackson, John
Jansen, Hans
Janssen, Henry
Jansson, T.
Jemesen, H.
Jensen, C.
Jensen, Fredrike
Jensen, George
Jensen, Jens
Jensen, J. F.
Jensen, M. P.
Anderson, Abbe
Anderson, C. A.
Anderson, Emanuel
Anderson, Erick
Anderson, H.
Anderson, Harry
Anderson, John
Andersson, P. A.
Anderson, Victor
Anderson, Wm.
Andersson, -1781
Antresen, Gustav
Aske, John
Azapose, D.
Bjorklund, Erik
Blodsing, August
Bohm, Emil.
Bohnhoff, Heinr
Borden, Jas.
Borgen, John
Bortlis, Otto
Boy, George
Brander,
Branson, C.
Branz, Alex.
Brennel, W.
Brindall, Harry
Brooke, Oswald A.
Brown, Dave
Brown, Frank
Bryan, Geo. F.
Bryning, Wm.
Brynjulfsen, Halvar
Buchtmann, Fritz
Buhler, K. T.
Burgess, A.
Christensen, L.
Christiansen, Lauritz
Clark, O.M.
Classen, Henry
Clausen, Fred
Clover, Wm.
Conlon, Tom
Conners, Chas.
Coss, D. C.
Cransen, H.
Cudan, John
Curran, Nicholas
Dickens, D. W.
Domke, W.
Dracar, E.
Drexel, Dan
Duglass
Entomsen, Herman
Erickson, Eric
Erickson, Konrad
Erickson, Nils J.
Ericson, Edw.
Eriksen, Fred
Erland, Hans G.
Eskildsen, N. P.
Frainer, Frank
Frances, George
Franke, Karl
Freiberg, P.
Freidland, C. J.
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Fredrickson, Geo.
Golleberg, Martin
Guarmdel, O.
Gulbrandsen, Bjorn
Gundersen, A.
Gundersen, C.
Gundersen, C. A.
Gundersen, Ingvald
Gundersen, Ole
Gundersen, P.
Gunderson, Krist
Gustafson, Gust
Gustafson, Olf
Gustavson, Einar
Hay, James
Hein, M.
Helgesen, Einar
Hellesten, Ingval
Helmer, Fred
Hem, Jens
Hermansson, C. P.
Hernes, Clement
Hesse, R.
Hiks, Gustaf
Hillig, Albert
Hjordt, K.
Hogan, A.
Holberg, John
Holmer, Fred.
Holm, Peter
Holmberg, O.
Hrelja, Josef
Hubner, C. F. W.
Hunt, Gust
Iversen, Carl
Iversen, Thom.
Jensen, P.
Jersch, Wm.
Johansen, C.
Johansen, H. B.
Johansen, J. Ingwald
Johansen, Thos. W.
Johansen, Willy
Johanson, Oscar
Jonassen, John
Johnsen, Andreas
Johnsen, Andrew
Johnsen, Chris.
Johnsen, C. W.
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Johnson, Antony
Johnson, Berdines
Johnson, C. A.
Johnson, Chas.
Johnson, C. J.
Johnson, C. R.
Johnson, John A.
Johnson, Saml. O.
Kallberg, Arvid
Kalnin, Edw.
Karger, Fritz
Karlgren, August
Karlsen, Martin
Kaspersen, Henrich
Kesber, Karl
Kisow, Paul
Klocker, Theo.
Ladds, Axel
Lahmeyer, Herman
Lajs, Johanes
Lake, A. F.
Lane, T.
Lange, de I.
Lange, Hans
Lapouble, Jean P.
Larka, Edvard
Larsen, Gus
Larsen, Johannes
Larsen, George
Larsen, H.
Larsen, H. P.
Larsen, Herman
Larsen, Louis T.
Larsen, M. -1710
Larssen, Finval
Lartowa, I. A.
Latz, -853
Law, Harry
Laydon, D.
MacCarthy, P. J.
Macaulay, Hugh
MacDonough, Thos.
Mackay, Alexander
Maljant, R.
Marchand, Louis
Markus, Gottfrid
Martens, Hans
Martin, Geo. S.
Mathias, Albert
Mathison,
Mattson, Chas.
Mayes, J. B.
McCarl, F. A.
McKeating, R.
McMahon, Jack
Melgaard, R.
Meyer, W.
Neuman, Alfred E.
Neergaard, A. C.
Neil, John
Nelsen, Hans F.
Nelsen, Hans
Nelson, Henning
Nelson, N.
Nelson, William
Nelson, -641
Nelson -1141
Nerlicht, Arthur
Nerner, P.
Netras, Rudolf
Ochile, Mersman
Olango, Pedro
Olman, P.
Olsen, Ole
Olsen, Ferdinand
Olsen, Frank
Olsen, Fred
Olsen, Karl
Olsen, James
Olsen, Jorgen
Olsen, Martin
Olsen, O.
Olsen, Olaf
Olsen, Olaf D.
Pankhurst, Thos.
Parly, Frans.
Paulsen, James
Pearson, J. T
Pedersen, C. E. -1286
Pedersen, Ole
Pedersen, P. -901
Pedersen, Vilhelm
Pederson, S. R.
Peil, J. A.
Peitschman, Geo.
Person, -1508
Peters, J.
Petersen, H. A. R.
Rade, Alfred
Randrop, John
Rasmussen, Andrew
Rasmussen, Arthur
Rasmussen, Emil
Redpath, A.
Ries, Heinrich
Rimmer, Chas.
Reinhold, Ernest
Reitan, Pete
Roberts, J.
Saarde, Alex.
Sahke, John F.
Salmela, Julius
Sandberg, N. A.
Sandberg, Tom
Sane, Fred
Sane, Thorsten
Santo, Manuel
Santoz, Ben
Saunder, Jas. B.
Saunders, Jim
Saxton
Schellenberg, H.
Scher, G.
Schmidt, A. R. B.
Schneider, H.
Schroder, Paul
Schultz, Fred
Schutze, Paul
Scott, Ed.
Jonde, H.
Jones, Alfred
Jones, D. H.
Jones, H.
Jones, Henig
Jones, Reas
Jones, H. T.
Jorgenson, Olaf
Jorgenson, R. W.
Jurishuck, O. A.
Klausen, C.
Klebingat, Fred
Kleuschmann, F.
Knudsen, Daniel
Koch, R.
Kolt, Chris
Kramer, Otto
Kristiansen, Hans
Lehan, Ernest
Lersten, J. O.
Lindrob, Otto
Liberg, R.
Lie, A. H.
Liljedahl, Lewis
Lill, Chas.
Lindgreen, A. C. C.
Lindgren, Oscar
Lindholm, Axel
Liljendahl, Ludvig
Littlestone, Gus
Loining, Herman
Lohm, E.
Lordows, A.
Lorenzen, Henry
Lovera, Paul
Lund, Chr.
Lundholm, Frans
Lundmark, Helge
Lund, Wm.
Metge, Gus
Metzler, Louis
Meyers, Ernest
Miles, P.
Miller, Henry
Moen, Robert
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Monk, Chas.
Monsen, Andr.
Monsen, Martin
Moore, C. C.
Morris, F.
Morris, Oscar
Mortens -1892
Muller, Albert R.
Murray, C. P.
Mushaar, Hans
Neuman, F.
Nielsen, Chas.
Nielsen, Ed.
Nielsen, W. J.
Nilsen, Anton
Nilsen, H. H.
Nilsen, Michael
Nisson, Johan
Nole, Sigvald
Nor, -1077
Nordberg, Hilding
Nordin, Gus.
Norris, Edw.
Olsen, -1159
Olsen, Olaf T. -1265
Olsen, Sigurd -1229
Olsson, -705
Olsson, -1187
Olsson -1101
Olsson, Gustaf B.
Olsen, Olair S.
Opitz, Gustav
Orman, Verney
Osterholm, J. W.
Osterhoff, H.
Ones, Tobias
Petersen, -1309
Petersen, Karl
Petersen, L. -1389
Petersen, -1560
Petersen, -1589
Petersen, S. A.
Peterson, Fred
Peterson, S. B.
Petterson, C. W.
Petterson, Oscar
Pettersen, Sigurd
Pitkanen, J. W.
Pomer, A.
Poulsen, Jens
Robertson, John N.
Rogenes, S.
Rokus, J.
Rommerdahl, Knud
Rosenquist, A.
Rospersen, Henrich
Rudbeck, Otto
Rundkvist, Oscar
Runto, O.
Rytko, Otto
Rivera, John
Seaman, Carlie
Seldal, Peter
Self, Arthur
Selen, J.
Seppanen, Alexander
Sieversen, Chas.
Sigvartsen, Arthur
Silverle, E.
Simens, Sahra
Sjoblom, Karl A.
Skagmen, Arnold
Slettingdalen, Einar
Smith, -2165
Smith, Archie
Smith, Wm.
Sorensen, Chr.
Sorensen, James
Sorensen, Mike
Sorensen, Soren
Sorensen, Soren P.
Soutjen, -1229
Sparks, Albert
Sparks, Tom
Speckman, Max
Staaf, Louis
Stein, Emil
Steel, John
Stevensen, Julius S.
Stewart, James L.
Strand, Louis
Tanberg, Einar
Thomasen, Benjamin
Thompson, Ch.
Thomsen, Conrad
Thomsen, Emil
Thomson, H. J.
Torvik, Olaf.
Thorn, A. W.
Thorsen, Jens
Thorsen, Th.
Uesair, M.
Vahvr, Morris
Valkanen, Veda
Vaitti, Jalmar
Verstad, T. P.
Wahlberg, Rud
Wall, Erik
Wallin, John
Walluer, T.
Waltzer, John
Wapper, John
Wenson, B. S.
West, Henry
Westman, A.
Wheateroft, L. E.
Zandell, Chas.
Zechel, Walter
Zoe, Francis
Strandquist, Luis
Strauss, W.
Strom, Leonard
Stuart, James G.
Sullivan, Axel
Sundberg, John
Svinding, Peter
Swan, Albert
Swanson, -2675
Sundquist, W. W.
Thorstensen, Konrad
Tietjen, B. H.
Tiller, E.
Tollefsen, Andreas
Tollefsen, Hans
Tommola, Vaino
Torbjornsen, A.
Trede, Hans
Tvede, Jens
Tydeck, Carl
Vesgaard, Jens.
Vinter, G.
Vold, O. P.
Voss, Bernhard
Wilhelmsen, Hans
Willmainn, Wm.
Willkas
Wilson, J.
Wilson, R.
Wirta, John
Wittenborn, Hans
Wold, Olaf.
Work, John
Zoe, Frank
Zoerb, Walter
Zunderer, Theodor

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Anderson, Victor
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Blixham, S.
Bjorseth, Knut
Christoffersen, Olaf
Ellefsen, Otto
Forde, S. C.
Guldbrandsen, Jack
Hansen, Chr. M.
Hansen, Karl
Hanson, Marins
Haugen, Lars
Heiberger, Morgan
Helmer, F.
Hendriksen, H. -1333
Hernas, Knut.
Iversen, Reidar
Johansen, J. -2021
Johanson, Nils A.
Jorgensen, Oluv
Kenny, J.
Kristiansen, Jacob
Krogsett, Svend
Laydon, D.
Lindroth, Erik
Madson, Olaf
Mansen, Martin
Markley, Paul
Martensen, J. C.
Nelson, Hasmund
Nilsen, Emil
Olsen, -1244
Olsen, Carl -1101
Petersen, K. -1598
Petersen, Olav
Raasch, O.
Rarly, Frans.
Rasmussen, E
Rathke, Reinhald
Rimmer, Chas.
Roslin, Robert
Ruter, P.
Summers, J. J.
Thorsen, Jens
Torkildsen, Jonas
Van Pratwijk, Johannes
Wakely, R. E.
Walters, Albert B.
Willmann, Wilhelm

INFORMATION WANTED.

Johannes Puun, born in Oesel, Arensburg, Russia, supposed to be sailing on the Pacific coast, is asked for by his mother. Anyone knowing his whereabouts please notify A. Lepp, Sailors' Union, San Francisco.

George Albert Vaughan, age 47, of Handsworth, Birmingham, England. Was in New York City in 1902; worked as steward on New York and South American boats. Important. Address, Rev. R. C. Cookson, 96 Monroe street, Brooklyn, N. Y.

William Fayette White, whose mother died recently, is inquired for by his brother. Anyone knowing his whereabouts please address S. A. White, 106 W. Salem Ave., Roanoke, Va.

William McGrail, of Baltimore, Md., who sailed on the Atlantic and Gulf Coasts as cook for a number of years, is inquired for by his brother, George McGrail, 603 Decatur street, New Orleans, La.

Francis Robert Bassett, a native of England, last heard of in San Francisco, Cal., in 1901, was well known around the water front as "Liverpool Frank." Any information regarding this man will be gladly received at the office of the British Consulate, San Francisco, Cal.

Arthur Griffith, alias Simmons, a British subject age 28 years; 5 feet 6 inches in height, fair complexion, stout build, blue eyes, top false teeth, clean shaven, who is believed to sail on a coasting vessel between San Francisco and Portland, is inquired for by H. B. M. Consul-General. Anyone knowing his whereabouts please notify the British Consulate-General, San Francisco.

Any one knowing the whereabouts of Enoch Joseph Horsfold, 18 years old, native of New Zealand, please communicate with Coast Seamen's Journal.

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Isralson, Isak	Partanan, Alex
Larson, Claus Ludwig	Richards, James
	Snorsvold, Lars

Seattle, Wash.

Abolin, Adam	Osterlund, Albert
Borgen, K. Sigurdsen	Olsson, Sigfrid
	Peterson, Andrew K
Dahl, Ben.	Phister, Albert
Fister, Johannes	Polhome, Mr.
Finnigan, I. H.	Ridderstaff. Ernest
Hagen, Gunder	Rye, F. M. J.
Jensen, Gustav	Selback, Chris.
Johansen, Ingvald	Slinning, Rasmus O
Johnson, Axel	Spellman, Tom.
Nelson, Nels Wilhelm	Starks, John
	Stein, George G.
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Pt. Townsend Letter List.

Andersen, E. T.	Mertz, George E.
Alango, John	Nachtigall, H.
Hermansen, L.	Rosbeck, Gustaf
Johansen, John	Varner, C.
Johnson, Ole	Wilson, Gus
Moore, George	

INFORMATION WANTED.

A. J. Nielson, who was injured on the "Minnie E. Kelton" at the time of her loss, please communicate with H. W. Hutton, 527 Pacific Building, San Francisco, Cal.

Ten dollars reward will be paid by Johnson & Higgins, 244 California street, for information locating John Anderson and George T. Nelson who were members of the crew of the steamship "Asuncion" in October, 1908.

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INFORMATION WANTED.

Nils Johnson, who was wrecked in the American bark "Oasis," Sept. 2, 1887, is inquired for by W. F. Hohenschild, Berkeley, Cal.

Albert Christensen, native of Byrum Laso, last heard of in San Francisco in 1910, in inquired for by his brother. Address, H. C. Christensen, Scandinavian Sailors' Home, San Francisco.

Carl Janson, age 36, born in Wastervik, Sweden; last heard of in Seattle six years ago. Any one knowing his address please communicate with Erika Askenberg, 2280 86th street, Cleveland, Ohio.

Richard Ryan, who left the British steamship Candida at San Francisco in July last, is inquired for by the British Consul-General.

News from Abroad.

The French war office announced that a flour reserve of 10,000,000 pounds would be stored in Paris.

Two serious defeats were inflicted on the Haitien rebels, General Paul, their commander-in-chief, being killed.

A bill for the enfranchisement of women was defeated in the South African House of Assembly by one vote.

The Hamburg-American and North German-Lloyd steamship lines decided to bury their differences on a "community of interests" plan.

The Italian Minister of Marine issued orders for the preparation of an Italian squadron to attend the opening of the Panama Canal.

The Swedish Premier and the remaining members of the Cabinet tendered their resignations to King Gustav, who accepted them.

Torpedoes two miles away were exploded by means of ultra-violet rays in experiments carried out by the Italian Government at Florence.

Riotous scenes occurred in the Japanese Diet, members of the Opposition destroying the ballot-box to prevent the adoption of the business tax.

The abolition of compulsory sports in British schools was said to be because there has been a marked deterioration in the stamina of English boys.

A mutiny occurred in Sylvia Parkhurst's "people's army," some of the men deserting the suffragette cause when forbidden to smoke at a meeting.

It was announced that Prince and Princess Henry of Prussia would visit Argentina next month, the visit, according to reports, having been planned to counteract that of Colonel Roosevelt.

Threats of civil war were made in the House of Commons at the reassembling of Parliament. Premier Asquith declined to accept the challenge to go before the country on the home rule bill.

The movement for the omission of the word "obey" from the Anglican marriage service found considerable support among Bishops attending the House of Convocation, in session in London.

Dr. Knut Hammarssjold finally succeeded in forming a Swedish Ministry which is regarded as representing no political party, but whose chief aim will be to carry out the King's policy on national defense.

Three thousand students from the leading Swedish universities marched through Stockholm to the royal palace, where they pledged their loyalty to the King in his conflict with the Cabinet over armament increases.

According to the Dagbladet, which is a government organ, the government will shortly lay before the Parliament proposals for strengthening the defense of Norway. The expenditure in connection with the scheme will be obtained, the Dagbladet says, by progressive, direct taxation of incomes and inheritances.

Four thousand men were killed in two separate battles between Chinese Government troops and the White Wolf brigands on the Konan-Anhui border, according to official telegrams received recently. Aeroplanes were employed by the Government forces to locate the rebels, who afterward were attacked and dispersed.

With the Wits.

Necessarily Healthy.—"Yes," said Mr. Bliggins, "my wife had hay-fever as usual this year, and my daughter had brain-fag from over-study, and my son had insomnia."

"And wasn't there anything the matter with you?"

"No. There isn't any ailment that you can cure by going down-town every day and working on the books."—Washington Star.

The Modern Hero.—"Grace, you know, always said she'd never marry a man until she felt he would be willing to go through fire, water, wreck, and disaster for her."

"She finally found him, I suppose, because I hear she is engaged."

"Yes. His name is Jack something. Comes to see her three times a week over the New York, New Haven & Hartford."—St. Louis Republic.

The year after coming to Nebraska, in 1888, says William J. Bryan, I delivered fifty speeches against the Republican candidate for governor, and in each one I made it clear why he should not be elected. He was elected, however, by the usual majority.

On the following St. Patrick's Day I was to make a short speech, and Governor Thayer (whom I tried to defeat) presided. It was a varied program, consisting of songs and speeches and vaudeville numbers. It was the first time I had been in the presence of the governor, and I wondered whether he felt any resentment toward me for all the work I had done against him.

At last my turn was reached. The governor, having been prompted by another man, arose and said: "The next person on the program is W. J. Bryan," and as I came forward he stepped toward me, smiled and extended his hand. I felt greatly pleased that he did not harbor any resentment against me, and grasped his hand warmly as he drew me toward him and whispered: "Quick! Do you speak, sing or dance?"

He had never even heard of me.

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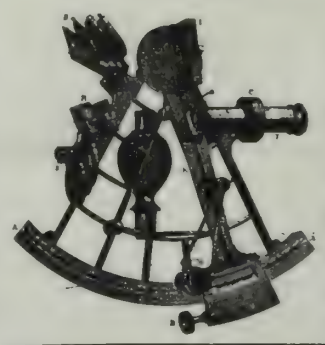
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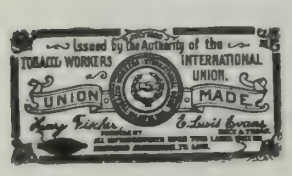
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Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XXVII, No. 26. SAN FRANCISCO, WEDNESDAY, MARCH 11, 1914. Whole No. 2268.

THE IMMIGRATION BILL.

Congressman John I. Nolan of San Francisco has favored the Journal with the following interesting contribution:

During the time that the Burnett Immigration bill was under consideration by the committee on immigration of the House of Representatives, and while the bill was pending before the House, and at the present time while the committee on immigration of the United States Senate has the bill under consideration, a very active campaign has been carried on to strike out the literacy test. The campaign has been carried on with a view of stirring up racial and religious prejudice, and this campaign has been largely due to the activities of the newspapers printed in this country in foreign languages, the main support of which comes from subsidies contributed by the large transatlantic steamship companies who profit largely through the carrying of the million or more immigrants to this country yearly. These newspapers themselves carried on a wide publicity campaign and stirred organizations and individuals to protest, their sole desire being to serve their patrons, the steamship companies, and in no sense in the interest of the poor immigrant who was induced to come to this country with the belief that he is going to find "the promised land."

In the committee of the whole I voted to retain the literacy test and also voted for the bill on the floor of the House. I had given this matter my very best attention and voted to retain this provision, as I believe it is the only thing in the bill that is an improvement on our present laws in the way of restriction. I did not vote for it just for that reason, but for the reason that I believe it is right, notwithstanding the fact that if a provision of this kind had been in existence fifty or sixty years ago, myself and a great many others might not have been in this country to-day. However, if a provision of this kind had affected my parents I believe it would have been better for them and for me, if the conditions existing then were what they are today, because economic conditions in this country to-day are not such that a man and woman like my father and my mother, who were both unskilled, can raise a family of eight children on the wages paid to unskilled laborers to-day, considering the great advance in the cost of living as compared with the wages paid to unskilled laborers when they arrived here fifty or sixty years ago and the cost of living at that time. That, also, is not my particular reason for voting to retain the literacy test. Through our various States we are passing school laws, making it necessary for children to go to school up to as high as sixteen years of age—which is the law in California—before they be permitted to become wage earners. We also exact of every man and woman who goes to the polls on election day in this country, the literacy test. We provide that they must be able to read and write; and as one of the qualifications for naturalization in this country is the literacy test; and I do not believe that immigrants, no matter how sound in mind or body they may be, who are not qualified to become citizens of this country ought to be permitted to land here.

Another reason, and to my mind the principal reason, is an economic one: The immigrants who come over here, and especially those who are illiterate, are at the mercy of the unscrupulous exploiters of labor. These men and women have been exploited and are being exploited to-day, and the more ignorant are the most easily exploited. I believe we should have some consideration for the millions of immigrants in this country to-day seeking an existence, and conditions ought to be made better for them on our shores, instead of allowing untold millions to come here so that an overstocked labor market will be the means of keeping up our ever-increasing army of unemployed.

I believe, also, that the inclusion of the literacy test will awaken these people in their own countries and make them more determined in the future that they may be given the benefits of free institutions, so that they may acquire the learning necessary to fit them for the battle in this world. This is one of the principal causes of the numerous uprisings in Mexico. The people there for centuries have been denied the opportunity of education; and those who are really interested in the welfare of the common people of Mexico are waging their fight and urging a lack of educational facilities as one of the reasons for reform.

I attended the hearings before the committee on immigration, especially when that clause of the Burnett bill was under discussion which seeks to exempt from the operation of the test refugees from religious persecution, and the general opinion was that it is broad enough in its terms to give the immigration officers all the opportunity they need to admit those seeking refuge from religious persecution.

Let us go back to the first of July, 1907, and take the immigration from that time up to and including June 30, 1913. The United States during practically all of that period was in the throes of a serious financial and industrial panic, and while hundreds of thousands of people all over this country were out of employment, a steady stream of immigrants was pouring in from foreign countries; 5,498,877 immigrants landed on our shores during those six years, adding to an already overstocked labor market and making conditions worse, not alone for themselves but for those workers already here. During the six months from July 1 to December 31, 1913, with the unemployed problem confronting every large city in our country, 734,869 immigrants landed on our shores, and this during a time when a way to meet this unemployed situation had taxed the brain of the thinking men and women of this country, without evolving any solution.

Recently a nation-wide conference was called in New York City to devise ways and means of taking care of our unemployed problem in the future, and it remains to be seen whether any beneficial results will be obtained in relation to a condition that is not local or even confined to the nation; it is world wide.

Self-preservation is the first law of nature, and our first duty is to those who have been born here and to those who have been induced to come here in time gone by. Secondly, we owe it to those people who come to save them from the exploiter; and the worst offenders along these lines are the monopolists and the captains of industry, who cry loudly for protection to American industry, but want no interference with their right to free trade in labor. They find it easier to exploit the illiterate and consequently take offense at any legislation that might bar him from our shores.

I do not believe any man or woman who is not eligible for citizenship, except those who are escaping from religious or political persecution, should be allowed to land on our shores. And, as I have stated before in this article, I believe it will be the greatest step toward stamping out illiteracy in those countries where the common people are now deprived of the educational privilege, as it will stir them to demand, when they can not emigrate to this great country, the right to go to school to educate themselves and their children in their own land; and no country, no matter how rich or powerful, can withstand very long the demand of the people for these rights.

There was a time when the people of our country encouraged immigration, and that was due primarily to the fact that the industrial conditions of this country, as well as the agricultural interests, needed both skilled and unskilled labor for their development. In our anxiety to take care of this situation we have over-reached ourselves, the result being that as long as immigration continues, as it has continued during the past several years, we will have an overstocked labor market with men migrating from center to center, a menace to our social and industrial well-being.

This problem has to be met fairly and squarely and without resort to prejudice. There will always be, under the new law, opportunity for more than enough desirable immigration to fill the wants of our industrial life; and it might be after a few years' experience we will find it necessary to adopt more stringent restrictions, and this ought to apply to all immigrants, no matter what their color, creed, or nationality might be.

THE SPIRIT OF ADVENTURE.

When Henry M. Stanley proposed to go to Africa on his second venture to find Emin Pasha, hundreds of persons offered to provide a ludicrous variety of inventions for making his progress easy in the land of dense malarial jungles and hostile savages. But he could only make use of a few picked men—men who knew how to shoot and manage a boat and control disaffected porters and find latitude and longitude with the sextant and cure tropical ailments, if need be, with drastic surgical operations.

Exploration is increasingly a matter of exact science, and geographers do not give a high rating to the traveler who emerges from strange lands with a picturesque narrative and no technical observations or data for a map of the country. He is expected to be something of a natural historian and an ethnographer, a competent surveyor, a photographer, a meteorologist and a dozen other things—or else to have in his party men who look upon the flora and fauna learnedly, and are versed in the use of recording instruments.

For the British Antarctic Expedition of 1914 there are 4800 applicants for berths, including 16 peers.

Those eminently fit will be taken and the others left: and the only qualifying title will be personal merit. The ice-bound plateaus where lie the bodies of Scott and his comrades are no respecters of artificial distinctions between man and man. The geologic enigmas of the Antarctic are only to be read by men of the stern stuff of heroes, with a scholar's erudition.

Many similar enterprises in all parts of the world have failed because of the collapse of some individual believed reliable. A large proportion of those who want to go to the Antarctic are applying for places from sheer curiosity to "see the world" or from restlessness and love of excitement. Labor at home is prosaic and does not fire the imagination. There is the call of the wild and the lure of the unknown in the project of exploring distant lands. Hence the overwhelming rush of applicants utterly ignorant and unskilled in their prospective duties, men who could only hinder and not help in work that calls for self-control and fortitude and all the manly virtues that Captain Scott, Evans, Campbell, Bruce and the others of Scott's party so nobly exemplified.—Philadelphia Public Ledger.

STATE INSURANCE PAYS.

After seven weeks of operation, the Compensation Insurance Fund of the State of California, with offices in San Francisco and Los Angeles, has on hand a fund of approximately $400,000, and has collected actual premiums on industrial accident policies amounting to $230,000. The balance of the fund consists of two appropriations of $100,000 and $68,000 made by the Legislature for its use.

The State Compensation Insurance Fund was established in the interest of California employers and employes, and is not in any sense engaged in the insurance business for money. Many of the employers of the State realizing its advantages have insured with the State Fund. Up to date more than 2,500 applications for insurance have been made and most of these have been granted, making the State responsible for policies on payrolls estimated at more than $30,000,000. In many instances where large sums are involved, the full premium for the year has not been paid, settlement being made quarterly to determine the actual payrolls involved. The State Insurance Fund has already had nearly forty claims presented to it, most of which have been for small amounts, involving only medical care and hospital fees. One claim for an amount slightly in excess of $2,000 has been incurred on account of a fatal accident.

Manager C. W. Fellows stated yesterday that applications were being received at the rate of from 40 to 50 a day, and that the business written averaged between $4,000 and $5,000 a day. The branch office in the Hollingsworth Building, Los Angeles, is also doing a good share of business, and has accepted several large risks that have brought in premiums amounting to thousands of dollars.

JOSEPH FELS.

Long has the prediction of Henry George been fulfilled that the truth he made clear "will find friends—those who will toil for it; suffer for it; if need be, die for it. Such is the power of truth." One of these friends was Joseph Fels. Those who think of him merely as a rich man giving what he could easily afford, fail to do him justice. A rich man he surely was—but what he gave was not merely what he would never miss. He gave what to most men must seem to be all that make riches worth possessing. He let his riches bring him no better living than a modest income would have brought. He gave—not to relieve for the moment distress caused by unjust conditions. Had he done this he could have enjoyed the applause and flattery which comes to all who are called philanthropists. But he gave instead to remove the cause of distress. He gave to the cause of justice—that charity might not be required. He gave to put an end to a system that takes from those who toil and gives to those who toil not. He felt as Henry George so well expressed:

> What is there for which life gives us opportunity that can be compared with the effort to do what we may, be it ever so little, to improve social conditions and enable other lives to reach fuller, nobler development?

He did not stop with giving money. He gave much more. He gave to the cause all the prestige that wealth gives to its possessor. He gave to it all of his ability as a writer, speaker and solicitor from others of contributions. He left nothing undone which lay within his power to do to forward the movement. He forgot himself entirely in this work. He literally gave himself, as well as his money, and in giving himself he gave far more than his money could buy.

His work does not stop with his death. His acts, while living, have put forces in motion that can not be stopped until the ultimate goal will be reached. Although he has not lived to see the final triumph of the Single Tax movement, yet because he lived and worked, the earth will surely become a better place for others to live upon. No man can accomplish greater good than that.

For fair products of all kinds consult the JOURNAL'S ad columns.

THE ISLAND OF COZUMEL.

The Agricultural Board of Yucatan has compiled interesting information relating to the island of Cozumel, which is in the Caribbean Sea off the eastern coast of the Peninsula of Yucatan, from which it is separated by a channel ten miles in width, through which flows the Gulf Stream. The island is a part of the Mexican Territory of Quintana Roo, and, with its 1300 inhabitants, is the most populous center of that Federal division.

Cozumel is 270 miles from either Progreso, Mexico, or Belize, British Honduras, and is passed by fruit steamers from Mobile and New Orleans. The area of the island is 105,222 acres, most of which is covered with forests, where hardwoods such as cedar, mahogany, etc., are found. Cocoanuts are grown for export, the largest plantation being owned by Mrs. Engracia F. Anduze de Perez, while Coldwell & Bonastre have a four-year-old cocoanut plantation containing 25,000 trees. The former also has 618 acres in henequen, the plantation being equipped with the most modern machinery for extracting the fiber. The only large commercial house on Cozumel is Coldwell & Bonastre. What Cozumel needs is set forth by the board as follows:

"Cozumel needs laborers to cultivate the soil and experienced men in the cultivation of different products, for the native farmers work the soil with the most primitive methods and ignore the use of modern machinery and agricultural implements, by the use of which they would obtain larger profits. A telegraphic station is also urgently needed and a steamship line connecting the island regularly with Progreso, Vera Cruz, and New Orleans. Mexican transports call at Cozumel twice a month, but only to bring passengers, and never convey cargo."

SWEDISH MERCHANT MARINE.

In the size of its merchant marine, Sweden ranks fourth among European countries, being surpassed by England, Germany and Norway. The number of Swedish steam vessels of over twenty tons register increased from 1066 of 459,664 tons (net) in 1905 to 1219 of 610,000 tons in 1911, while in the same period the number of sailing vessels decreased from 1915 of 263,425 tons to 1539 of 154,968 tons.

These vessels carry paper, chemicals, artificial fertilizers, dairy implements, and machinery to South Africa and Australia; timber and cutlery to South Africa; wood pulp to South America; and timber and matches to the Levant. They bring back wheat, wool and hides from South Africa and Australia; wheat, coffee, and rubber from South America; grain from the Russian Black Sea ports; beans from Vladivostok; and rice from Saigon.

The line to the Far East is subsidized to the extent of the sum paid out for toll dues in passing through the Suez Canal. With the other lines, however, an arrangement is in force which stipulates that the amount granted by the government shall be refunded provided net earnings exceed 9 per cent. As all the lines have been prosperous recently, the assistance rendered by the government has been nominal.

Demand the union label upon all purchases!

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

What the Miners Gained.

Because of the continued statements by a paper in Charleston, W. Va., that the miners gained nothing as a result of the West Virginia strike settlement, a joint statement has been issued by district officials and members of the International Executive Board. The unionists show that for eight years prior to the strike no union organizer dared to go into the Cabin Creek section. The miners could not say their lives were their own, and Baldwin guards were in complete control. The strike resulted in abolishing the guards, wages raised 17 per cent., hours reduced from ten to nine, check-weighman furnished when the men so desire, employes not compelled to patronize company stores, companies to furnish meeting places for the miners and adjustment of disputes by representatives of union and operators. In the New River field, after a campaign that forced unionists to take their lives in their hands, the principle of organization was accepted by the operators and the following conditions were established: Wages increased, semi-monthly pay days agreed to, check-weighman to be selected by the miners when they so desire, reinstatement of all employes discharged for agitating, board created to settle disputes, and the right of workers to join the union established. In this field ninety-four new locals have been organized. Attention is also called to the investigation conducted by the United States Senate, the first of its kind in the history of this country and the forerunner of what will, in time, be a universal practice in exposing those who oppress the workers.

Condemn Low Wages.

"No woman can live properly and be self-sustaining on a wage of $5 or $6 or even $7 a week, yet we find thousands of women receiving these amounts," said Lieutenant-Governor Wagner, chairman of the New York Factory Investigating Commission, which has just reported to the Legislature the results of its investigation in the confectionery and paper box industries of the State. It is shown that the general wage for girl confectionery workers in Greater New York is $5 a week. Male workers receive between $8 and $14. More than one-half receive less than $10 a week. One-half of the women are paid less than $6 a week, while less skilled ones receive as low as $4.50 a week. Deductions for absence and fines and lack of employment during slack periods lower the incomes. In the paper box industry the majority of women workers are rated under $6.50 a week. More than 700 girls under 18 earn less than $5. "These figures that we have obtained up to the present," said Chairman Wagner, "show conclusively the necessity for an improvement in wages." The Commission recommended that the hours of labor of children between 14 and 16 years of age, in mercantile establishments, be limited to 48 hours a week, instead of 54 hours, as at present, and that the provision limiting the hours of women in second class cities to 54 hours a week be extended to all the cities of the State. Drastic changes in labor law penalties are favored. The maximum penalty was increased for a first violation from $50 to $500 and a prison sentence of 10 days made possible; for a second offense the penalty was raised from $250 to $2,500.

Signs Eight-Hour Law.

The District of Columbia eight-hour bill, passed by both Houses, has been signed by President Wilson, and is now a law. The bill provides that no female shall be employed in any manufacturing, mechanical or mercantile establishment, laundry, hotel, restaurant, telegraph, or telephone establishment, office, or in any other express or transportation company in the District for more than eight hours in any one day or more than six days of more than forty-eight hours in any one week, and that no female under eighteen years of age shall be employed before 7 o'clock in the morning or continue after 6 o'clock in the evening. Provision is also made for a record of wages paid these workers, and these records shall at all times be open to three inspectors, who will be appointed to enforce the law. Senator La Follette introduced the bill in the Senate, and Congressman Peters introduced the bill in the House of Representatives.

Canal Force to Be Reduced.

Reductions of the Panama Canal force are pending because of the near completion of this work, and the permanent force will become effective on or about April 1. All persons who receive over $75 a month or over 40 cents per hour must be citizens of the United States or of the Republic of Panama, and such citizens will be given preference for employment in all grades. Aliens will be employed in cases of emergency and they will be replaced as early as practicable. Eight hours will be a day's work, with time and one-half for overtime for Sundays and holidays. This does not include persons employed on a monthly or annual basis. After three years' service, employes who are citizens of the United States will be entitled to free transportation to any port in the United States upon termination of service. In case of illness or injury they will receive free medical care and attendance in a hospital. Annual leave privileges will be granted. These privileges are divided into three classes and range from twenty to thirty days each year. An extra privilege of seven days is granted employes who travel outside the tropics.

A Coal Road's Profits.

At a hearing before the Interstate Commerce Commission in Philadelphia it was shown that the New Jersey Central Railroad made a profit of more than 62 cents a ton above the cost of transportation, which amounted to a fraction over 59 cents. The latter figures applied to a haul of 160 miles and included assembling cost, line haul, terminal cost and return of

(Continued on Page 11.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeland Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts Maritimes de France, 33 rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S, Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

The Desborough (England) Co-operative Society has purchased the whole village of Harringworth with a view to starting their own productive enterprises there. The valuable deposits of iron which are thought to exist there will be worked by the society itself.

Trade Unions in the United Kingdom with a net membership of 962,242 reported 24,548 (or 2.6 per cent.) of their members as unemployed at the end of January, 1914, compared with the same percentage at the end of December, 1913, and 2.2 per cent. at the end of January, 1913.

The Federation of the Swiss Co-operative Societies has entered into an arrangement with the greatest slaughter-house in the country, under which the federation enters into partnership with the Slaughter-house Company, which will have the providing of practically all the co-operative societies with meat, etc.

A bill has been introduced in the Canadian House of Commons making it illegal to employ armed men in the works or around the premises of any industry without having first received the consent of the Attorney-General in writing. Heavy penalties are provided for violations of this amendment to the criminal code, which do not apply, however, to night watchmen who have licenses to carry weapons.

The Dutch trade unions have, on the whole, made the most satisfactory progress during the past year. The membership of the Metal Workers' Federation, for instance, rose from 4,000 to 6,000, the bakers from 1,700 to 2,500, the cigar makers to 6,000, the municipal workers from 5,400 to 6,600, the transport workers from 1,400 to 2,200 and the mechanical engineers and stokers from 1,100 to 1,700, etc.; that is a total of considerably over 70,000.

Delegates from Germany, Austria, Hungary, Denmark, and Switzerland took part in the Third International Conference of Carpenters which met in Hamburg in December. The number of membership of the affiliated organizations is as follows: Denmark, 4,668 (only seventy-two non-organized carpenters were counted in all the ninety-six towns covered by the federation!); Holland, 5,000; Austria, 8,113; Hungary, 2,184; Switzerland, 1,714; Germany, 65,102.

The Trades' Hall Council of Melbourne (Victoria) decided upon the establishing of a co-operative wholesale, retail and productive union throughout the county. According to the regulations, members failing to purchase at least one-half of their goods from the union may be fined $2.50 per half year unless they can show good reason for purchasing elsewhere. Any member neglecting to send in his ballot paper when requested to do so is liable to a fine of 60 cents.

Of the 2,100,000 German co-operators, recorded at the beginning of the year 1913, no fewer than 1,483,811, registered in 1,155 societies, belonged to the Central Federation of the German Co-operative Provision Societies, which is closely bound up with the modern labor movement. The societies of the Central Federation employed 22,794 persons in the year 1912. The year's turnover was 423,000,000, the value of the wares produced by the affiliated societies was 84,000,000 marks (mark equals 25 cents).

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To prove my appreciation of your patronage a REDUCTION of $2.50 will be allowed on the regular price of ANY SUIT you order. Tear or cut out this AD and present it to me as a cash payment of $2.50 after you have selected your cloth and placed your order.

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United Hatters of N. A.

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JOHN A. MOFFITT, President, Orange, N. J.
MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

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SAN PEDRO, CAL.

PATRONIZE
HOME
INDUSTRY

INFORMATION WANTED.

Andrew Wilne, native of Dundee, Scotland; about 28 years of age, dark complexion, last heard of about nine years ago, sailing as steward, also as fireman, is inquired for by his relatives. Address A. S. Milne, 1122 Rose street, Grandview, Vancouver, B. C.

Nils Edmund Johansen, a native of Tansberg, Norway, aged about 50, last heard of at Melbourne, Australia, is inquired for by his brother. Address, Martin Johansen, 839 Centennial avenue, Alameda, Cal.

Charles Harold Allen, who has served as an apprentice in a British ship, age about 21 years, medium height, brown hair, last heard of in San Francisco November 9, 1911, is anxiously inquired for by his father. Please notify British Consul-General at San Francisco.

San Pedro News Co.

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INFORMATION WANTED.

Adolf Theining, a native of Vannersborg, Sweden, is inquired for by his mother. Address, Coast Seamen's Journal.

Walter Jorgesen Clang, born in Aaland Yetta, Ostro Yetta, is inquired for by his uncle, John Clang. Address Coast Seamen's Journal.

George Alfred Hall, last heard of on the Sch. "Sehome" in June, 1913, will please communicate with his brother, Walter Hall. Address 790 18th street, Oakland, Cal.

Rudolph Kurella, born January 5th, 1868, at Grabowo, Germany, is inquired for by the German Consul-General at San Francisco, Cal.

Oscar Osolin, John Lind, M. Elone, John Anderson, Thomas Pukki, Alex. Tuominen, Chas. Grouberg, who were on board the steamer "Fifild" April 7, 1913, please communicate with the Coast Seamen's Journal.

Johannes Larsen, age 22, born in Fitje, Norway, is inquired for by his brother, Ingolf Vestrick. Anybody knowing his whereabouts please notify his brother at 9 Mission street, San Francisco.

Lasker Munter, of Spokane, Washington, born 1884, left home in 1903, is inquired for by his father, Adolph Munter, Spokane, Washington.

San Pedro Letter List.

Alexandersen, Paul	Moe, John M.
Anderson, A.	Muller, W. -2039
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Hovi, Andrew	Roth, Svend
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Hansen, Herald	Rudowitz, H.
Hansen, Johannes	Rignell, J. V.
Heeshe, Henry	Sandy, Oskar
Heide, Tom	Samuelsen, Victor
Hansen, Oskar	Sjostrom, Gust
Holmroos, W.	Seirewaag, Halvor
Hansen, Karsten	Schreff, Paul
Hermans,	Senger, G.
Iversen, Iver	Swenson, Axel
Johansen, Gust	Schultz, Axel
Johnsson, John A.	Soderlund, Uno
Jalonen, John	Sparkes, A.
Janson, Leonard	Sellers, Wm.
Jansson, A. R. -58361	Strahle, Chas.
	Svendsen, S. -1714
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Kron, Arvid H.	Wahl, J.
Karsami, Niglas	Wilhelm, Ewald
Klaessen, K. A.	Westvik, Johannes
Kashlun, Franz	Zimmerman, Fritz
Lewis, George H.	Zoe, Frank
Lindholm, Erik A.	Zorning, A.
Loining, Herman	Packages.
Larsson, Axel	Byberg, Nels Hansen

Honolulu, H. T.

Anderson, Fred	Kayer, Charles
Austin, Frank	Kolaed, Geo.
Anderson, Anders	Langen, Robt
Bergman, Ivar	Lundberg, T.
Beinink, H.	Lintenon, Ernest
Carlson, Ed	Licks, Ernst
Clancy, James	Nilsen, Nils
Carlson, Axel	Nordling, C.
Christensen, Anton	Nilsen, C. O.
Erickson, Edward	Paty, Geo. W.
Edgerton, J. E.	Perm, E.
Hanson, Max	Rasmundson, Fredrick
Hanson, Nils	
Hanson, Christ	Richard, Jim
Hanson, Jorg	Reinunk, Herman
Hapstold, Sigurd	Russel, Wm.
Haven, Francis	Remmerdahl, Knud
Johnson, Ole	Scott, Emil
Jensen, Hans	Schneider, Henrick
Ivans, Carl	Sundquist, Ernest
Irwin, Robert	Stalbery, Wm.
Kjarsgaard, Hans	Sunders, O. F.
Karlson, Oscar	

INFORMATION WANTED.

Fred (Albin) Swanson, a native of Malmo, Sweden, aged about 25, is inquired for. Address, Coast Seamen's Journal.

Fred W. Larsen is inquired for by his brother John. Anybody knowing his whereabouts please notify Chas. Hammarin, care Fishermen's Union.

John Dickson, who left Greenock, Scotland, about 10 years ago, his last address was Melrose House, Lower Boxhill, Brooklyn, New Zealand, is inquired for by his mother. Anybody knowing if he is alive or dead please notify the Secretary of the National Sailors' and Firemen's Union, Greenock, Scotland.

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, 84 Embarcadero, San Francisco, Cal.

Pacific Coast Marine.

With nearly all her sails gone, helpless and drifting before dangerous currents along Vancouver Island coast, the schooner "Andy Mahoney," fifty-seven days from the West Coast, was towed to Port Townsend by the steamer "Oliver J. Olson," on March 4.

The Maple Leaf Line, which has been running between Avonmouth and Pacific ports of North America for about three years, will accelerate its service when the Panama Canal is completed. At present the vessels leave the coast about every 60 days, but with the shorter route available they will run every 30 days.

By a ruling formulated by the Seattle Port Commission, all cannery vessels undergoing overhauling while their cargoes are being assembled, are granted a ten-day exemption from the tolls charged ships lying at the port docks while out of commission or awaiting cargo. After ten days, the vessels will be subject to the same charges as other ships.

J. Monigan, first engineer, and P. McCue, fireman, of the steamer "Aurelia," were brought to the Harbor Emergency Hospital at San Francisco on March 5 suffering from severe burns, which they sustained earlier in the day when the "Aurelia," bound for San Pedro from Knappton, was off Point Arena. The men were given first aid treatment on the ship. Both are in a serious condition.

The Pacific Mail Company has announced a reduced round trip rate of $150 to the Canal zone, taking effect with the departure of the steamer "Newport," which is to leave March 21st via stops in Mexico and Central America. The present rate for the same trip is $216. It is expected that the reduced tariff will result in the "Newport," which was recently placed in first-class condition, going out with a capacity list of travelers.

Repairs to the British oil tanker "Cowrie," which nearly met her fate on the Potato Patch several weeks ago, have been going on at San Francisco for the last month and will be completed within a week, it is expected. The vessel was on Hunter's Point drydock for some time while bottom repairs were being effected and is now at the Union Iron Works, where the job will be completed. The contract for repairing the damaged tanker is said to amount to $122,000.

Yachting clubs in every part of the world are responding to the invitations of the Panama-Pacific International Exposition to participate in the international regatta to be held from April 5 to 24, inclusive, as a feature of the universal celebration. This regatta will be held under the auspices of the Exposition and cups will be offered as prizes. The President of the United States has offered a cup for the winner of the 12-meter international race, to be known as the President Wilson cup.

The Pacific Mail Company announces that its attorneys will get a transcript of the evidence in the Western Fuel case and if the record discloses that the Pacific Mail Company was short-weighted, steps will be taken to recover. Papers are already being prepared in a Government civil suit against the Western Fuel Company for $33,098.45. This is the first outcome of the conviction of three officials of the company. They were found guilty of conspiring to defraud the Government of customs duties.

Two fine new ferryboats, each larger, faster and finer in every particular than any now in operation on the Key Route, are now being designed for the San Francisco-Oakland Terminal Railways by John S. Hopps of San Francisco. They will be ready by February 1, 1915, in time for the handling of Exposition crowds. The boats will have a seating capacity of 2000 persons each. They will be provided with steel hulls, will be of the propeller type now in use, and will be designed especially for quick "getaways" at the slips.

Civil Engineer Frederic R. Harris, U. S. N., now Public Works officer at the New York Navy Yard, and Leonard M. Cox, U. S. N., stationed at the Norfolk Navy Yard, have been named as a special board to revise the plans proposed by Alfred Noble, for the completion of the Pearl Harbor drydock in Hawaii. A year ago the Pearl Harbor drydock subsided in such a manner that the whole work was imperiled and an expenditure of a much larger amount than was originally estimated for the project was at once made necessary. The Navy engineers are confident that the dock can be completed.

The well-known schooner "F. M. Slade," owned in San Francisco, is ashore on the West Coast, South America, and will probably be a total loss, according to advices received via London cable. The dispatch added that the vessel's lumber cargo might be saved. The "F. M. Slade," which is owned by the Slade Lumber Company, sailed from Gray's Harbor December 11th. The place at which she went aground is a little north of Callao. Possibilities for reclaiming a vessel once hard and fast aground on the West Coast are slim, and it is not expected that the schooner will be floated. The "F. M. Slade" is a vessel of 650 net tons, 189 feet long, 39 feet beam with a depth of 14 feet, and was launched at Aberdeen in 1900.

Dead Man's Island, rocky tomb of nine men and one woman, located at the entrance to the San Pedro harbor channel, will be dynamited if an item in the general harbor appropriation bill now before Congress calling for widening of the channel to 1000 feet is passed. This historic rock bore its name as long ago as Yankee merchant shippers began to round South America to buy hides on the California coast. Five men from Commodore Stockton's fleet were buried on the island in 1846, after a battle which resulted in the recapture of Los Angeles from the Mexicans. Dead Man's Island is mentioned in Richard Henry Dana's "Two Years Before the Mast." Dana tells of the burying of an English sea captain there in the early thirties.

The compromise by which the six corporations in the Alaska steamship and railway combine pleaded guilty and were fined, while the individual officers were dismissed, was forced upon the Department of Justice, because it was apparent no conviction of the individuals could be obtained. In the case tried last year ten jurors favored conviction of the corporation and only five would convict the individuals. The conspiracy case, brought upon the complaint of the Humboldt Steamship Company, was started February 15, 1912, and charged the six companies and the individual officers with restraint of trade by monopolizing wharf facilities at Skagway, Alaska, and by making lower through rates over their lines than could be made by those not in the conspiracy. The fines assessed by United States Judge R. W. Jennings, at Juneau, Alaska, aggregated $25,000, being as follows: Pacific Coast Steamship Company, $6,250; North Pacific Wharves & Trading Company, $10,000; Pacific & Arctic Railway & Navigation Company, $2,000; Canadian Pacific Railway Company, $500; Pacific Coast Company, $1,250.

Professor George A. Clark, Secretary of Leland Stanford University, in testifying on Pribylof Island fur sealing before the House Committee on Expenditures in the Department of Commerce, presented to that committee a formal statement setting forth rather frankly his claim that the present policy of the Government in prohibiting a land season is a blunder. The present closed season for land sealing in Alaska is the result of a bill introduced in the House February 11, 1912, which has since become a law, to give effect to certain provisions of the treaty of July 7, 1911. This treaty, which was finally ratified after long continued effort, obtained for the United States the co-operation of Great Britain, Russia and Japan in abolishing pelagic sealing for fifteen years. In this treaty the United States and Russia, as owners of the principal fur seal herds, agreed to pay to Great Britain and Japan 15 per cent. each of the product of their land sealing operations. This treaty went into effect with the season of 1912, and as a result of its actions the number of breeding females has increased on the Pribylof Islands. No land killing is allowed from 1913 to 1917, although a small and limited number of seals may be killed for food for the natives on the islands.

Anticipating an urgent demand for additional docking space, factory and warehouse sites that the opening of the Panama Canal is reasonably certain of bringing about, a syndicate of San Francisco capitalists have consummated a deal by which it becomes the owner of 275 acres of land, including approximately 3500 lots, along the water line of the peninsula that forms Hunter's Point. The property bought has been held by the South San Francisco Dock Company in one ownership for more than forty years. In the neighborhood of a half-million dollars was paid for the land back in 1870, when it was believed the growth of the city would most likely extend in a southerly direction. The land involved takes in practically all of the water front property at Hunter's Point and includes ninety-seven blocks or fractions of blocks, all within the county line and will give its owners approximately two miles of frontage on deep water. The price paid for the tract is in the neighborhood of $600,000. The new owners will immediately start development work on their holdings, with a view of speedily preparing it for use as an addition to the city's water front. Soundings will be made for future dock construction, such as has already been made at the apex of the point where the Union Iron Works is to build the proposed new Navy drydock. The expected building of this drydock, by the way, is said to have not a little to do with the purchase of the adjacent territory by the syndicate.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

International Seamen's Union of America.

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.
THOS. A. HANSON, Secretary.
570 West Lake St., Chicago, Ill.
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TOLEDO, O., 54 Main St.
DETROIT, Mich., 7 East Woodbridge St.
PT. HURON, Mich., 517 Water St.
CONNEAUT, O., 922 Day St.
OGDENSBURG, N. Y., 70 Isabella St.
N. TONAWANDA, N. Y., 152 Main St.
SUPERIOR, Wis., 1721 N. Third St.
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ERIE, Pa., 107 E. Third St.
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Coast Seamen's Journal

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BY THE
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Established in 1887

PAUL SCHARRENBERG.....Editor
JACK ROSEN.....Manager

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, MARCH 11, 1914.

RESTRICTION OF IMMIGRATION.

In pleading for free and unrestricted immigration an Eastern organ of pronounced standpat tendencies makes the naive plea that the Burnett Immigration bill, now pending in the Senate should be defeated because—

The original purpose of framing a proper restrictive measure has been lost sight of in a futile and mistaken effort to appease union labor demands. Labor should be protected against its narrow-visioned leaders. This country needs sound and energetic workers. An adequate supply of labor is an absolute essential for the promotion of prosperity, great enterprises and that industrial activity which is labor's surest reliance for high wages and good times.

In the same issue of the sheet in which the foregoing sophistry graces (?) the editorial page appear a number of news items describing in more or less detail the serious condition of the unemployed workers in the principal cities of the country.

The editorial utterances of a newspaper which makes the statement that this country needs sound and energetic workers—in the face of the undeniable fact that thousands of willing workers are starving for lack of employment—are scarcely worth while reading and much less deserving of serious attention.

However, there are unfortunately quite a few opponents of immigration restriction who are at least sincere in contending that this country is very far from having reached the point when it can dispense with "new labor supplies."

An analysis of the latest annual report of the Commissioner-General of Immigration shows that immigration into the United States for the year ending June 31, 1913, amounted to 1,197,892 aliens, and was much larger than in any fiscal year since 1907, and was 359,720 larger than that of 1912. Not only did more aliens come, but more have remained in the country than heretofore.

Under the provisions of the immigration law it was possible only to exclude 19,938 aliens during the year, the principal grounds of rejection being: Likely to become a public charge, of which class 7,941 were excluded; afflicted with physical or mental defects affecting ability to earn a living, 4,208; contract laborers, 1,624; afflicted with contagious diseases or tuberculosis, 2,564; and afflicted with serious mental defects, 753.

From northern and western Europe the immigration was 182,886: Belgium, 7,405; Denmark, 6,478; France, 9,675; German Empire, 34,329; Netherlands, 6,902; Norway, 8,587; Sweden, 17,202; Switzerland, 4,104; England, 43,363; Ireland, 27,876; Scotland, 14,220; Wales, 2,745. The total of these figures constitutes about 15 per cent. of the entire immigration. On the other hand, 896,553, or about 75 per cent., came from eastern and southern Europe and western Asia, divided as follows: Italy, 265,542; Russia (principally southern) including Finland, 291,040; Austria, 137,-245; Hungary, 117,580; Greece, 22,817; Turkey in Europe, 14,128; Turkey in Asia, 23,955; Portugal, 14,171; Spain, 6,167; Bulgaria, Servia and Montenegro, 1,753; Roumania, 2,155. It is deeply significant that 26 per cent. of the aliens admitted were totally illiterate.

Immigration from Asia, not including the extreme portion included in the foregoing figures, amounted to 11,403, constituted of 8,281 from Japan, 2,105 from China, 179 from India, 838 from other portions of Asia.

Nowhere in the report is there a hint that this country needs "new labor supplies."

Commissioner Caminetti points out, however, that "the congested conditions in our cities, the result mainly of the concentration of our own people from interior sections and that of the numerous aliens who come from foreign lands requires attention," and that the "back-to-the-land" movement "has not had any appreciable effect in correcting the unfavorable conditions, labor and other, that often disturb our populous centers."

It would seem needless to point out that "the unfavorable conditions" referred to by Commissioner Caminetti, are in the main due to the present policy of practically unrestricted immigration. The recent convention of the American Federation of Labor, representing more than 2,000,000 workers (a large percentage of whom are immigrants) went on record by an almost unanimous vote for greater restriction. This was done on the theory that the workers of this country, both native and immigrants already here, will be fully able to work out their own salvation if given an opportunity to do so. It is nonsense to declare that they have this opportunity at present—because the million and more of annual arrivals described in Commissioner Caminetti's report are a standing menace to the wages, hours and working conditions which America's toilers have established through the power of unionism. And it is obvious that those who shout for unrestricted immigration are more concerned in securing cheap and servile labor than in "an adequate supply of sound and energetic workers."

Local conditions are poor bases by which to judge principles. He who confines his observations on the subject of gravitation to the operations of a kite or a balloon is likely to be seriously at fault in his conclusions.

BLAME IT ON GOMPERS!

When a union is on the toboggan because its members fail to attend meetings and fall in arrears with their dues—blame it on Gompers!

When a union takes a referendum vote to assess its members for the purpose of aiding other workers on strike, and if the assessment fails to carry and the strike is lost—blame it on Gompers!

When union men vote to endorse a strike called by another union in violation of its own laws, and later make the discovery that "hot air" alone does not win strikes—blame it on Gompers!

When the workers in New Zealand, South Africa and Dublin are walloped because their so-called "general strikes" failed to dethrone capitalism—blame it on Gompers!

When things go wrong anywhere and you can think of no one else upon whom to shoulder the responsibility for the occasional defeats sustained by the workers of the world—always think of Gompers!

Gompers can stand it.

He has been a target for abuse for more years than most of us have lived. He has been vilified and denounced by every plutocrat and every labor crusher in the land. Burns has threatened to "get him." The National Manufacturers' Association has attempted to bribe him and caused their hirelings to search his record from A to Z. But it was found that this grand old man, now in his sixty-fourth year, had ever been straight and true to Labor.

Here's to Samuel Gompers, a man who needs no defense at our hands! May he long continue to fight Labor's battles—as fearlessly, intelligently and courageously as he has for so many years past!

The following self-explanatory resolutions were adopted at the recent meeting of the Sailors' Union of the Pacific, and copies ordered forwarded to the Senators and Representatives from California:

Whereas, There is now pending in Congress a bill (S. B. 3988; H. R. 12743) to appropriate the sum of $500,000 for the erection at San Francisco of a new Marine Hospital building in place of and on the site occupied by the present structure; and

Whereas, The building now occupied by the Marine Hospital is old, insanitary, incommodious and in every way unfitted for the purpose of caring for the sick; and

Whereas, The growing commerce of this port and the near prospect of a great increase in the number of seamen arriving and sailing on American ships, necessitates prompt action in providing proper accommodations for seamen incapacitated by sickness or accident; therefore be it

Resolved, By the Sailors' Union of the Pacific, in regular meeting assembled, at San Francisco, March 9, 1914, that we approve said bill and respectfully urge its passage at the earliest possible date.

Under the caption "Purblind Shipowners" the JOURNAL reprints an article from a recent issue of The Public of Chicago. The shipowners' unreasonable opposition to the La Follette Seamen's bill seems to puzzle the editor of The Public. But the shipowners' attitude toward this bill should cause no surprise. Shipowners have been quite consistent upon this subject. They have at all times bitterly opposed all legislation which had a tendency to improve the Seamen's condition. Like the famous character who is always "agin the Government," so the shipowners are first, last and all the time against anything and everything in the shape of legislation if it emanates from the men who man their ships.

In one of the numerous cheap flings which the San Francisco Chronicle has taken at the Seamen's bill, the old stale lie —that there are no American seamen anyhow—is repeated and the challenge issued: "Will anyone furnish the public with a census of American-born seamen in the merchant service? Or even of naturalized Americans?" The JOURNAL is glad to render this service. The report of the Commissioner of Navigation for the year ending June 30, 1913, states that 198,024 were shipped by Shipping Commissioners on vessels of the United States. Of this number 63,040 were American born and 32,780 were naturalized Americans. In other words, during the period referred to, 48.4 per cent. of all seamen serving in the United States merchant marine were Americans. If the Chronicle had its way, those 95,820 American seamen would be driven from the sea in order to make room for the Oriental hordes who are admittedly cheaper and consequently more desirable from the point of view of "Business"!

There is a whole lot of difference between launching a boat in smooth water and under the excitement of an accident. A landsman can do the former, but it takes a real seaman to do the other.

The foregoing significant remarks were made by Captain R. H. Sargent, Chairman of the Board which sat at Philadelphia recently to try Captain Berry of the ill-fated steamer "Nantucket," who was charged with having caused the sinking of the steamer "Monroe" off the Virginia capes on the morning of January 30, with a loss of 41 lives. The views of Captain Sargent seem to be in striking contrast with the opinions recently expressed by a certain other Captain before the Committee on Merchant Marine and Fisheries. Can it be possible that a master mariner will trim, hedge and actually change his views upon such vital subject in order to ingratiate himself with his employer?

A news item, which tells its own story, appeared in a recent issue of the Wellington (N. Z.) Evening Post, as follows:

Berthed at Clyde-quay Wharf, the American lumber ship "King Cyrus" was an object of much curiosity all day yesterday. Remarks were passed regarding the height at which the timber is piled on the deck. However, this is not unusual for the class of vessel coming from the Pacific Slope; in fact, the timber is generally stacked much higher. When the "Koko Head" visited Wellington, for instance, the decks were piled to a height of 14 feet. On the "King Cyrus" the stack is only 11 feet high. No gangway is left on the deck, and the cook's galley is almost invisible from the wharf. The lumber is lashed to the deck with chains and battens, which held well during the voyage to New Zealand. It is interesting to note that a boat would not be permitted to leave a New Zealand port loaded as the "King Cyrus" is. The Dominion's regulations regarding the carrying of deck cargo are very stringent, and no vessel trading from these Islands has a license to carry even half the quantity of deck cargo which is on board the "King Cyrus." In America practically no limit is placed on the piling of the decks.

By the death of Joseph Fels, who was known everywhere as an ardent advocate and a practical exponent of the single tax, the disciples of Henry George lost one of their most active workers. Fels contributed large sums toward the land tax reform movement but always maintained that he was not a philanthropist. He contributed to the single tax movement because he believed it would ultimately make charity needless. If there were more men of Fels' type there would be less suffering due to unemployment.

THE SIXTH OF MARCH.

The twenty-ninth anniversary of the founding of the Sailors' Union of the Pacific was celebrated with fitting honors at San Francisco last Friday, the Sixth of March.

In accordance with time-honored custom the Sailors' hall had been tastefully decorated for the occasion, and promptly at 8 p. m. Edward Andersen introduced the chairman with a few remarks on the early history of the Sailors' Union. Comrade Andersen stated that it was a real pleasure and a genuine honor to him, as one of the survivors of the men who organized the Union at the "lumber pile" on Folsom-street wharf twenty-nine years ago, to take part in this day's celebration. He briefly reviewed the principal events in the Union's birth and growth, and pointed out the important part which the organization had taken as a forerunner of unionism among the seamen of the world.

The chairman, Paul Scharrenberg, congratulated the Union and those present upon the splendid record of achievements, and made the point that there always had been and was to-day before the organization a definite program, and that at the top of the list was the demand to make the calling free from those repressive and ancient laws which had kept the toilers of the sea in subjection to repulsive and servile conditions.

The chairman introduced the first speaker, John O. Walsh, as a life-long trade-unionist, at present Chairman of the Organizing Committee of the San Francisco Labor Council, and recently elected a member of the Board of Supervisors of San Francisco. In the course of his address, Supervisor Walsh spoke of the contrast between the days of 1885 and 1904. He painted a word picture of the times when trade-unionism was practically outlawed. He traced the growth of Unionism and the moral and material advancement of the seamen during the past quarter of a century, and said it was needless for him to assure this gathering that the organized seamen of this day were in a position in which their power for their own and the common good commanded the respect and confidence of all.

Walter Macarthur, for many years editor of the COAST SEAMEN'S JOURNAL and now United States Shipping Commissioner at San Francisco, was the next speaker. Comrade Macarthur had the closest attention of the meeting in his vivid description of the long struggle which finally led to the determination to change the maritime laws. This, it was found absolutely necessary in order to be able to make full use of the Seamen's economic power. In closing his address Comrade Macarthur paid a fine compliment to several "real friends" of Seamen. Among those he mentioned were Senator La Follette, the father of the present Saemen's bill, and ex-Congressman James G. Maguire, who introduced and fought for the measure which abolished imprisonment in the coastwise trade.

The next speaker, James H. Barry, editor of "The Star," was introduced as a man who had ably advocated the Seamen's cause by word and pen for twenty-nine years. Mr. Barry brought a message of hope, encouragement and congratulation from James G. Maguire, who is now unfortunately confined

(Continued on Page 10.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Mar. 9, 1914.
Regular weekly meeting came to order at 7 p. m., J. Faltus presiding. Secretary reported shipping slightly improving, but lots of members around. Robert Tunnell was elected delegate to the Labor Council, vice C. Peterson.
JOHN H. TENNISON, Secretary pro tem.
84 Embarcadero. Phone Kearny 2228.

Victoria, B. C., Mar. 2, 1914.
No meeting. Shipping dull.
ARCHIE KING, Agent.
518 Yates St.

Vancouver, B. C., Mar. 2, 1914.
No meeting. Shipping and prospects uncertain.
W. S. BURNS, Agent.
N. E. corner of Hastings and Main streets. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Mar. 2, 1914.
Shipping dull; prospects uncertain.
H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, Mar. 2, 1914.
Shipping and prospects poor.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Mar. 2, 1914.
Shipping and prospects fair.
J. PEARSON, Agent.
P. O. Box 6. Tel. Main 557.

Portland Agency, Mar. 2, 1914.
No meeting. Shipping fair; prospects uncertain.
G. A. SVENSON, Agent.
P. O. Box 2100. 51 Union Ave. Tel. East 4912.

Eureka Agency, Mar. 2, 1914.
No meeting. Shipping and prospects uncertain.
JOHN ANDERSEN, Agent.
227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, Mar. 2, 1914.
Shipping dull; prospects uncertain.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Feb. 24, 1914.
Shipping dull; prospects poor.
JACK EDWARDSEN, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Mar. 5, 1914.
Regular weekly meeting was called to order at 7 p. m., Harry Frazer in the chair. Secretary reported shipping slow.
EUGENE STEIDLE, Secretary.
Kearny 5955.

Seattle Agency, Feb. 26, 1914.
No meeting. Shipping slow.
LEONARD NORKGAUER, Agent.
Grank Trunk Dock, Rooms 203-205. P. O. Box No. 214. Phone Main 2233.

San Pedro Agency, Feb. 27, 1914.
No meeting. Shipping slow; plenty of members ashore.
HARRY POTHOFF, Agent.
P. O. Box No. 54.

Portland Agency, Mar. 2, 1914.
No meeting. Shipping medium; few members ashore.
THOS. BAKER, Agent.
27½ 2nd St., Bickle Bldg., Room 10. Phone Main 9731.

DIED.

Charles Starr, No. 2602, a native of the United States, age 23, died at Aberdeen, Wash., March 4, 1914.

THE EARTH'S INTERIOR.

A strictly scientific contribution to knowledge, in the form of a discussion of some of the results incidental to the triangulation work done by the Coast and Geodetic Survey, is presented by Grove Karl Gilbert, of the United States Geological Survey, in a short paper on the "Interpretation of Anomalies of Gravity," recently published by the Geological Survey as Part C of Professional Paper 85.

After stating the anomalies of gravity, which are also expressed graphically on the map of the United States accompanying the paper, Mr. Gilbert discusses the interpretation of these anomalies under the assumption of imperfect isostatic adjustment, vertical heterogeneity of the crust, and variation of depth of compensation. The geologic relations suggested by the map showing the geographic distribution of the anomalies are next set forth.

The speculative nature of this scientific contribution is well expressed by Mr. Gilbert in the few sentences that introduce the section discussing interpretation by nucleal heterogeneity:

"The inner earth is the inalienable playground of the imagination. Once it contained the forges of blacksmith gods; or it was the birthplace of our race, or the home or prison of disemboweled spirits. Later Symmes hollowed from it a vast habitable empire, concave like the world of Koresh. Science now claims exclusive title but holds it chiefly for speculative purposes; and the freedom of speculation practically recognizes but two limitations: The inner earth is dense, and it is rigid. As to all other properties opinion is untrammeled.

"It is my own view that the inner part of the nucleus is not merely hot, but very hot. If the law of compression by pressure and the law of expansion by heat, as we know them at the surface, apply equally to the nucleus, then the mean temperature of the earth must be enormous in order to afford a mean density so low as 5.6. An enormous temperature implies an enormous store of heat."

THE "PRIVATEERS."

At the present time, when the question of a larger Navy is occupying the public mind, the appearance of "A Naval History of the American Revolution," by Gardner W. Allen, is most opportune. The author has his subject well in hand, and has produced a very interesting historical work. Indeed, in the matter of references there is little, if anything, to be desired, while the detailed description of all actions by Sea during the Revolution should be fascinating reading to young and old America.

Most prominent in the days around seventy-six were the privateers, of which probably more than two thousand were American, and, as their work is reviewed, one naturally agrees with the conclusion of the writer. "Privateers," he says, "accomplished much independently in scouring the sea, but were ill adapted for cruising in squadrons and failed in nearly all attempts at co-operation with regular ships or with each other. One-half the men, money, and energy absorbed in privateering, if it could have been put into a strong, well-organized Continental Navy, would have provided a force able to act offensively against the British Navy to some purpose. The other half, devoted to privateering, would have been able to accomplish more in destroying commerce than all the privateers actually did, and would have suffered fewer losses because of the protection afforded by a strong, regular Navy against British cruisers."

The first American armed vessels commissioned by any public authority were two sloops fitted out by Rhode Island, June 15, 1775, and promptly sent to sea in search of British frigates. Beginning with the opening of hostilities, the writer surveys many of the important events during 1775, and then turns to Washington's fleet in 1775 and 1776. The New Providence expedition of 1776 is the subject of a well-filled chapter, and another is devoted to other events of that year. The Massachusetts Navy began its service in August, 1776; and the adventures of the "Machias Liberty" and the "Diligent" under Jeremiah O'Brien have been set forth several times, but never in more stirring fashion. Inland waters, too, needed attention, and the battles on Lake Champlain in 1776 are of no little importance. The operations of 1777 also are considered in a broad way, and in that year foreign relations required more attention. In the spring of 1783 only five vessels were left in the Continental Navy. These were gradually disposed of and their crews disbanded, and thus passed the Continental Navy. Paul Jones's letter to Robert Morris on September 22, 1782, has some good advice for the "little navy" men of to-day: the sum of it is in the closing line, "In time of peace it is necessary to prepare and be always prepared for war by sea."

The appendix contains a great deal of interesting and valuable matter: Sources of Information; Rules for the Regulation of the Navy of the United Colonies; Instructions to Commanders of Privateers; a list of Vessels in the Continental Service, and officers in the Continental Navy and Marine Corps. Here is "a list of the private armed vessels to which letters of marque were issued by the Continental Congress":

Number of Privateers		1697
Ships	301	
Brigs and Brigantines	541	
Schooners, Ships, etc	751	
Boats and Galleys	104	1697
New Hampshire	43	
Massachusetts	626	
Rhode Island	15	
Connecticut	218	
New York	1	
New Jersey	4	
Pennsylvania	500	
Maryland	225	
Virginia	64	
South Carolina	1	1697
Number of Guns		14,872
Number of Men		58,400

SEWAGE FARMING AT LIVERPOOL.

Nine-tenths of the sewage of Liverpool is discharged into the Mersey without treatment of any kind. The remaining one-tenth comprises the sewage of districts known as West Derby and Walton and is treated on the West Derby and Walton sewage farms, the system adopted being broad irrigation without chemical treatment, but assisted by bacterial and storm-water beds. The West Derby farm has an area of 207 acres and receives the sewage of about 56,000 inhabitants. The Walton farm has an area of 183 acres and receives the sewage of about 61,800 inhabitants. The crops on both farms consist chiefly of rye grass, cabbages, potatoes, mangel-wurzels, and beets.

THE ANDAMAN ISLANDS.

The following interesting account of the Andaman Islands was written by Mr. F. M. Mackwood, who recently returned to Ceylon from a visit to that colony.

Port Blair, the principal port and center of activities in the islands, is one of the prettiest places in the world. There is a large bay running into numerous creeksfi and looking from the top of Mount Harriett—1200 feet high and a superb natural sanitarium—the harbor and creeks appear like the Lakes of Killarney.

Port Blair is unique in the British Empire for any tourist going to make a stay there. He must first obtain a permit to land, and net get his rations, servants, and conveyances to go about, from the Supply and Transport Department of Government. Consequently anyone going there must stay with friends. Except a few bazaar people, there are no free laborers in the Andaman Islands. The convicts are 12,000 in number, and there are about 4000 self-supporters, who are time-expired convicts, settled in the island with their families. These are mostly small farming squatters who also draw their rations from the Government. In return these squatters offer their crops to the Government for sale in the first instance.

The wealth of the Andaman Islands, whose area is about 2600 square miles, lies in its forests; and their chief forest tree is the Padouk, a very valuable wood. During the last 20 years a fair amount of land around Port Blair has been planted in cocoanuts, Liberian coffee, anr rubber, but in the absence of proper agricultural knowledge concerning these products the results are very poor and depressing to look at, especially to one who has seen them properly grown. A small quantity of the rubber eight years old is as good as any to be seen elsewhere, but the rest has been planted in unsuitable ground, which appears to have been previously cropped onie or twice with other products and with disastrous results. Liberian coffee gives two crops a year, but no pruning or draining has been attempted, and a greater part of the area is dying out, partly due to the absence of shade.

Cocoanuts have been planted in many instances in very unsuitable places. Some are in tidal swamps and probably half the acreage can be written off as useless. The soil of the islands is good and if properly planted and worked these three crops should be a mine of wealth. Labor is the great drawback. During the last two years the number of convicts sent to the Andaman Islands has been much less than in previous years. Roughly speaking, there are about 12,000, including those serving their earlier sentences; 8000 are needed for the settlement work, leaving only 4000 available for forest and agricultural development, etc. With more convicts coming down and employed on these profitable works there seems no reason why the Andaman convict establishment should not be self-supporting. The soil is good, and in the middle Andaman Islands it is said to be superior. All the islands are practically a mass of forests, in which there is a great scarcity of mammal life. Strange to say, there are in the Andamans no types of leopard, or bear, no mongoose, monkey, or jackal.

ONE MAN'S VIEWS.

Rebating is illegal, and punishable with fine or imprisonment, or both. This as a result of the scandalous exposures of railroad rebating some years ago. Comes now the Interstate Commerce Commission and declares that rebates totaling $15,000,000 a year have been granted to certain big shippers by the railroads. Because of this the Commission very properly refuses to authorize a raise in railroad rates. With honest management, intimates the Commission, the railroads could get along very well with present rates. So far, so good. But nobody seems as yet to have suggested, or even intimated, that the rebate criminals should be punished, as the law requires. The rebating is presumably still going on. No doubt the railroads and big shippers consider it good business. And the contingencies of Big Business sanction everything. That, at any rate, seems to be the view of the Federal courts. In nearly every instance where a State Legislature has enacted a two-cent rate for railroads the Federal court has promptly decided against the State and for the railroads. Which explains why the rebaters will not be punished. When the courts take sides with proved criminals against the people who is there to punish them? By the way, how do you stand on the popular election and recall of judges?

Before we can have a truly democratic form of government the courts must be shorn of their self-appointed power to nullify the laws enacted by the people's representatives. Judges must be made to understand that their sole function is to obey and administer the laws as they find them, not to pass upon their constitutionality. Either that, or we may as well quit the business of self-government. Of what earthly use is it for us to go to all this fuss and expense of making laws if some ermined puppet of Big Business may at his own discretion declare any one of them "unconstitutional"? For the courts are notoriously the main stronghold of "the invisible government" which shapes our destinies these days. And the motto of that government is, Let who will write the nation's laws, so we but may construe them. Which is the real and only basis of the opposition to the election and recall of judges. Special privilege and a democratically controlled judiciary cannot both exist together.

Between "government by judges" and "government by militia" popular government is in a fair way to soon "perish from the earth." Maybe it deserves to. When a people becomes so supine and indifferent to its rights as we have, self-government is bound to be more or less of a solemn farce. It is passing strange, though, that an idea born of loftiest patriotism and consecrated by "a baptism of blood" should in so short a time have degenerated into a farce. It well exemplifies the truth that there is but a step from the sublime to the ridiculous.

Why is unemployment? Only 27 per cent. of the tillable land of the United States is under cultivation. The other 73 per cent. is held out of use for speculative purposes. That bars poor men from settling on the land. That's why we have unemployment on a scale never before known among us. Yes, as "Uncle Joe" Cannon said, "this country is a hell of a success"—for landlords and other owners of the sources of production.

Say, have you heard anything lately of the fad to "do things as Christ would have done them"? No, you have not. There was no money in doing things that way—leastways not as much as in doing them the other way. What a soft-headed, pitiful mutt of a failure Christ must appear to those hustling business sharps who, according to Secretary Lane of the Interior, "are the men who really do things"!

If capitalism has demonstrated nothing else it has at least made plain beyond the peradventure of a doubt that the law of the survival of the fittest really works out in the survial of the cheapest. Not how good, but how cheap, is the moving spirit of our times. And a cheap spirit maketh "cheap guys." Which is why we have a "cheap guy" civilization.

When the redlight district in Washington was put out of business the unco guid took the scarlet women in hand and found them jobs at $8 a week. But the decent girls who have never broken faith with their Maker have to struggle along as usual on $4 a week. Yep; "be good and you'll be lonely," as Mark Twain used to say.

"No man liveth to himself and no man dieth to himself." You see, even in those days they saw pretty clearly the utter inhumanity of individualism. It has remained for profit-crazed capitalism to promulgate the creed that every man is his brother's exploiter. A fine, godly, christian creed, ain't it?

About the only device for increasing the safety of life afloat that shipowners are unanimous in praising is the wireless. And why? Because they can get any amount of kid operators for $25 a month.

A little work, a little play;
A little peace, a little strife;
A little suff'ring 'long the way—
Behold the littleness of life!

The more you learn the less you'll earn —for landlords and other parasites who now wax fat and sleek on your ignorance.

"The crowning glory of democracy"—A government of the many for the benefit of a few. Yep, 'tis true; and 'tis a pity 'tis true.

"Kerosene costs more." Sure; Standard Oil needs the money to finance the revolution in Mexico.

It's a wise voter who knows his own political party.

Good morning. Have you tried the "new freedom" yet?

What has "always been" isn't always right.

"Back to the land!" Yes, but how?

EL TUERTO.

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships. Fraternally yours,

LAKE SEAMEN'S UNION,
V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION

570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y.....55 Main Street
Telephone Seneca 936 R.

CLEVELAND, O.....1401 W. Ninth Street
Telephone Bell Main 1842.

MILWAUKEE, WIS.....133 Clinton Street
Telephone South 240.

ASHTABULA, O.....21 High Street
Telephone 552.

NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

DETROIT, MICH.....7 Woodbridge Street, East
Telephone 3724.

SUPERIOR, WIS.....1721 N. Third Street
Telephone, New, Broad 385.

BAY CITY, MICH.....108 Fifth Avenue
OGDENSBURG, N. Y.....70 Isabella Street
CONNEAUT, O.....922 Day Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue
PORT HURON, MICH.....517 Water Street
ERIE, PA.....107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

HEADQUARTERS.

71 Main Street, Buffalo, N. Y.
Telephone Seneca 48.

BRANCHES:

CLEVELAND, O.....1185 W. Eleventh Street
CHICAGO, ILL.....445 LaSalle Avenue
MILWAUKEE, WIS.....151 Reed Street
DETROIT, MICH.....27 Jefferson Ave., East
SUPERIOR, WIS.....1814 Fourth Street
OGDENSBURG, N. Y.....70 Isabella Street
BAY CITY, MICH.....108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.

HEADQUARTERS:

BUFFALO, N. Y., 55 Main St. Tel. Seneca 2295

BRANCHES:

CLEVELAND, O.....1401 W. Ninth Street
MILWAUKEE, WIS.....151 Reed Street
CHICAGO, ILL.....314 N. Clark Street
ASHTABULA, O.....74 Bridge Street
TOLEDO, O.....54 Main Street
DETROIT, MICH.....7 East Woodbridge Street
PORT HURON, MICH.....517 Water Street
CONNEAUT, O.....922 Day Street
OGDENSBURG, N. Y.....70 Isabella Street
NORTH TONAWANDA, N. Y.....152 Main Street
SUPERIOR, WIS.....1721 N. Third Street
BAY CITY, MICH.....108 Fifth Avenue
ERIE, PA.....107 E. Third Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue

UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS.

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS.

Ashland, Wis.
Ashtabula Harbor, O.
Buffalo, N. Y.
Duluth, Minn.
Escanaba, Mich.
Grand Haven, Mich.
Green Bay, Mich.
Houghton, Mich.
Ludington, Mich.
Manistee, Mich.
Erie, Pa.
Menominee, Mich.
Ogdensburg, N. Y.
Oswego, N. Y.
Port Huron, Mich.
Manitowoc, Wis.
Marquette, Mich.
Milwaukee, Wis.
Saginaw, Mich.
Sandusky, O.
Sault St. Marie, Mich.
Sheboygan, Wis.
Superior, Wis.
Toledo, O.

THE SIXTH OF MARCH.

(Continued from Page 7.)

to the sick bed. The speaker said he was just 29 years old when called upon to attend the first meeting of the Sailors' Union in 1885. He had since attended many of the Union's anniversary celebrations and hoped to live to help celebrate the Seamen's emancipation from those laws which still bound him to the ship like the galley slave of ancient times. He referred to the opposition which had arisen to the La Follette bill and said it was quite in keeping with the well established policy of the Chambers of Commerce, Boards of Trade, etc., to oppose everything that spelled progress. If shipowners had to go out of business, said Mr. Barry, because of the establishment of humane legislation, then the American people can run their own ships. Marked attention was given to Mr. Barry's address throughout; and his closing reference to the late Senator Stephen M. White elicited generous applause.

John O'Connell, Secretary of the San Francisco Labor Council, concluded the list of speakers for the evening. Brother O'Connell brought the congratulations of the labor movement of San Francisco and said he was glad to bear testimony to the fact that the organized Seamen—sailors, firemen and cooks—had not only been able, for many years past, to take care of themselves, but had also rendered loyal assistance to the workers ashore.

The chairman then announced the receipt of a number of congratulatory telegrams, as follows:

Washington, D. C., March 15, 1914.
Sailors' Union, San Francisco:
Hearings on La Follette bill are progressing nicely. Testimony properly construed proves our contention; things looking good. Congratulations on birthday. I have information that our bill will come out later in good shape.
ANDREW FURUSETH.

Seattle, Wash., March 6, 1914.
Chairman 6th of March Meeting,
Sailors' Union, San Francisco:
Seattle Branch joins in extending congratulations on this our twenty-eighth birthday. Let all members remember that united we stand, divided we fall. Let us all get into the band wagon of the Sailors' Union, and work for the progress of our craft, and pay less attention to those that are always promising us Heaven on earth, but fail to deliver the goods.
P. B. GILL, Agent.

Seattle, Wash., March 6, 1914.
Chairman 6th of March Meeting,
Sailors' Union, San Francisco:
Seattle Branch, Marine Firemen, Oilers and Watertenders' Union, sends greetings. May your union live forever, and continue to work for the best interests of the craft, as you have so ably done in the past.
JOHN CARNEY, Agent.

Vancouver, B. C., March 6, 1914.
Sailors' Union,
84 Embarcadero, San Francisco:
Congratulations from British Columbia together with all best wishes for another twenty-nine years.
VANCOUVER BRANCH.

Seattle, Wash., March 6, 1914.
Sailors' Union of Pacific,
San Francisco:
Seattle Branch, Marine Cooks and Stewards, sends greetings and best wishes for further progress.
LEONARD NORKGAUER, Agent.

Seattle, Wash., March 6, 1914.
Sailors' Union of Pacific,
San Francisco:
Seattle Branch of the Alaska Fishermen's Union extends greetings and hopes that members will ever work in harmony to better conditions for all crafts of Seamen.
P. E. OLSEN, Agent.

Seattle, Wash., March 6, 1914.
Chairman 6th of March Meeting,
Sailors' Union, San Francisco:
Halibut Fishermen's Union extends best wishes. We are one year old and have fifteen hundred members. If our hopes materialize we will soon become a part of your international movement.
P. B. GILL, Temporary Secretary.

Before closing the meeting the chairman briefly called attention to the fact that the Seamen's trade-union movement is now world-wide in scope. Everywhere, except in Asia, the Seamen are perfecting their unions and looking forward to the day when the "International Brotherhood of the Sea" shall become a power rather than an ideal.

The meeting then adjourned with three hearty cheers for the Sailors' Union of the Pacific and the International Seamen's Union of America. The cheers were given with a will and the twenty-ninth anniversary became an event in the toilers' historic struggle for "more"—an event which teaches the lesson that every class of labor may advance and emancipate itself by the simple, old-fashioned means of getting together and sticking together!

COAL IN WASHINGTON.

Along Cowlitz River, Washington, northward from its junction with the Columbia, lies an area of coal land 30 miles long and 15 miles wide. Probably a large part of this area is not underlain by coal, but beds are exposed at so many places in the field that all of it is considered possible coal land. This field, says A. J. Collier in a report on the coal resources of Cowlitz River valley, just issued by the United States Geological Survey as Bulletin 531-L, is probably continuous with that about Centralia and Chehalis, although for a few miles south from Chehalis no outcrops of coal have been found. The whole region was formerly covered by forest, and although much of it has been logged off, the surface is still strewn with material left by the rank growth.

The evidence of coal in this region is found in natural outcrops, in prospects, and in mines. The material is lignite except at a few places where it has been improved by intrusions of igneous rock. Near the old openings are commonly found fragments of coal that appear to be merely fragments of wood. In one locality lignite was found which had only a slight change of color from the initial wood.

A description of the mines and outcrops in this area is contained in Bulletin 531-L, a copy of which may be obtained free on application to the Director of the Geological Survey, Washington, D. C.

LAKE TANGANYIKA.

Soundings in Lake Tanganyika, Africa, as reported in the Geographical Journal, are among the most striking of inverse mountain measurements. It has been realized that the lake lies in a great trough that is very deep, but precise data have been wanting. Captain Jakobs, of the "Möwe," has recently spent six weeks on the lake, primarily for the purpose of determining whether there are serious obstacles to navigation. In this matter he reports favorably and at the same time notes that soundings reach a depth of 4189.6 feet, which is much greater than previously estimated. Livingston recorded depths a little more than two thousand feet. This new measurement places Lake Tanganyika second in point of depth among the fresh-water lakes of the world, Lake Baikal, in Siberia, at almost five thousand feet, being first. The bottom of the African lake lies at about 1600 feet below sea level.

PURBLIND SHIPOWNERS.

The employer of labor who, as a wheel in the great industrial machine, finds it necessary to pay low wages or give up his business, may salve his conscience with the thought that low wages are better than no wages; but what shall be said of employers who have it in their power to pay living wages, yet persist in ways and methods that keep wages down to the lowest possible point? Such is the role now played by the American shipowners. If conditions were such that the American shipowners had to meet the competition of foreign shipowners with cheaper crews, they could not be blamed for their opposition to the demand of the Seamen's Union for higher wages. But the Seamen's bill, now before Congress, provides a means for equalizing wages on American and foreign ships. Why the shipowners' opposition to that bill?

The disappearance of the American ship from the deep-sea trade has been attributed to three principal causes: Lack of subsidies to offset foreign subsidies; dearer ships made in American yards; and higher wages of American seamen. The importance of the first reason may be measured by the fact that the great mass of foreign shipping receives no subsidies at all. The second handicap has been overcome by the Panama bill, which admits foreign-built ships to American register. This leaves remaining the question of wages. American shipowners complain that they cannot man their vessels with forty-dollar men and compete with foreign shipowners who pay but twenty. This is a valid objection that must be met by the men. The men have offered a way out of the difficulty by providing in the Seamen's bill for the repeal of the compulsory servitude clause in our marine laws. This provision, which is a relic of the brutal past that has been eliminated from all occupations on land, enables a shipowner to hire a crew in a low-wage port and compel their return to that port. But with the repeal of the compulsory service clause foreign sailors coming to our ports will demand the American scale, or quit the ship. This will very quickly equalize the wages on all ships coming into American ports.

But the American shipowner objects to this equalizing of wages because it means a raising of the scale. Yet why should they really object? Their competitors would be subjected to the same conditions. If the increased expense of crews cannot be met with present revenues, the rates will advance automatically and to the prejudice of no one. Here is an opportunity to advance wages to a living scale and put a once-honored calling upon a basis that will attract to the sea men who understand handling ships. This simple act of justice on the part of Congress will not only restore the American flag to the high seas, but it will bring back that pride of the nation, the American sailor. This is an opportunity to relieve a long-oppressed class of labor, and by recalling better men to the service, increase the safety of travel at sea. Why do the shipowners hold back?—The Public.

A typewriter is being introduced into India which will write 360 characters and signs of the Bengali alphabet.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

empty cars. In the case of the Reading Railway it was shown that it paid to the Reading Company since 1896, $17,297,881 to replace equipment it leased from the Reading Company, which had an original cost of $11,205,787. In addition the exhibits showed that the railway company paid the Reading Company 8 per cent. on $18,000,000 on equipment leases and from 4 to 6 per cent. on an additional $17,000,000 for equipment leases. The commission is holding hearings for the purpose of deciding whether certain hard coal freight rates are reasonable or excessive.

Plea to Pension Clerks.

"I can itemize every cent I have spent for the last seventeen years. I have not had a salary increase in nine years, and I have not been able to save one cent in ten years. I have two children to whom I hope to give a decent education, but the struggle is almost too great. You have kept us with salaries based on conditions of thirty-nine years ago, and still demand that a Government clerk shall make a presentable appearance," said Daniel Goldschmidt, a clerk in the New York postoffice, while urging pensions for clerks before the Committee on Reform in the Civil Service. The speaker favored a plan that would retire clerks from the Government service at sixty-five years, with a contributory feature. There are at present 6,523 clerks who would be retired under this law. William E. Russell, president of the United States Civil Service Retirement Association, favored the contributory pension plan. He said: "The time has come when Congress will have to meet this issue. The average Government salary in Washington is $1,079, and the average all over the country is $948." The speaker gave instances of where employes in the New York customs service work from eleven to seventeen hours a day. It would appear that the majority of the committee favors some sort of a retirement plan. Speaker Clark, of the House of Representatives, is quoted as favoring such scheme. He says: "The trouble is that the young men in the service do not want to help bear the cost of retirement pensions for the older men. It will take a lot of work to prepare such a plan that will be acceptable."

Colored, Eh?

Under the above caption the Evening Express of Denver prints the following editorial: "And now we have another distinguished citizen who propounds 'immortal truths.' He is Quincy A. Shaw, president of the Calumet & Hecla Mining Company. The public has never heard much about Quincy, hitherto, because Quincy has been quietly devoting himself to squeezing out abnormal dividends for the big copper syndicate, but Quincy is a real quince, just the same, and he gets off this, which is likely to go thundering down the corridors of time: 'After Secretary Wilson's speech in Seattle, it was to be expected that his subordinates would make a report which would be highly colored in favor of the strikers.' It is a tremendous discovery that Quincy has made. After Baer's speech declaring that God had put minerals in the ground as an exclusive blessing for Pennsylvania's 400, Quincy naturally expected Secretary Wilson to cuss the miners who wouldn't take out copper at slave wages. The 'color' of official speeches and reports has been so everlastingly pro-trust that Quincy is fully justified in believing that he has discovered a new thing in the new administration. Behold a report 'colored' in favor of men rather than dividends! A lemon for Quincy! But, let's have some more high coloring of things in favor of laborers! This policy is entirely novel and may have tremendous possibilities."

Abolish Convict Labor.

The convict contract labor system, in vogue in Chicago at the House of Correction, known as "the Bridewell," will be abolished May 1 next. City officials have taken this action after repeated requests by the Chicago Federation of Labor. For twenty-one years contractors have controlled the labor power of the inmates of this institution. Prior to 1909 the wage rate was 25 cents a day. Since then 50 cents a day was paid in the broom factory and much less in the purse factory. The contractors were given free heat, light, power and rent. A committee of the Federation of Labor began an active campaign some months ago, and demanded that the system be abolished and that the prisoners be employed in the manufacture of commodities needed for city use. It was also urged that more convicts be employed in the stone quarry supplying crushed stone for city use and in the disposal of city garbage. As a result of this agitation a subcommittee of the City Council's finance committee has announced that all contractors would be notified to vacate their plants at "the Bridewell," by May 1 and that the inmates would be employed as suggested by the Federation of Labor.

Immigration Figures.

The Department of Labor reports that for the month of December last year 95,387 immigrants were admitted, and from the first of July till the last of December 734,869 came to our shores. During December southern Italy maintained its lead by furnishing 18,416 immigrants of the total number admitted. The occupations of these immigrants furnishes interesting reading. The number of farm laborers is 17,833; laborers, 16,911, and servants, 11,959. The largest number of workers who possessed skill was tailors, 2,985. The number of seamstresses, carpenters, clerks and dressmakers averaged 1,200 each. Shoemakers were next with 985. The number of unskilled admitted can be better appreciated when it is shown that only 405 immigrants professed a knowledge of one of the following important skilled trades: Brewers, cigarmakers, jewelers, metal workers, plasterers, plumbers, harnessmakers, stonecutters, upholsterers, woodworkers and tobacco workers.

During the year 1913 the Royal National Lifeboat Institution maintained a fleet of 274 lifeboats and saved forty vessels of various sizes. Since the institution was established in 1824 it has been granted rewards for the saving of over 51,400 lives from shipwreck on the coasts of the United Kingdom.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to bodv or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

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Headquarters:
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Agencies:
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The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA

29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

The Federal Department of Labor on February 23 arrested six Roumanian laborers of the Calumet and Hecla mining company at Houghton, Michigan, on the charge of being foreign contract laborers.

The Supreme Court of Colorado denied the petition for the writ of habeas corpus in behalf of "Mother" Jones, held without warrant, as a prisoner by Adjutant General Chase at Trinidad. The decision was rendered by a vote of five to two.

The New England Typographical Union, composed of locals in that section, announces that out of 4,073 members of their International, only ninety-seven are actually unemployed, and that business throughout the jurisdiction is brisk, with good job printers in demand.

From the report of Mr. James Lynch, Labor Commissioner in the State of New York, we learn that, for the fiscal year ended September, 1913, there were more unemployed in the ranks of organized labor than in any year since 1896, with the exception of 1908. The number of union men on which last year's figures were based was 627,094. The number of unemployed reported, not including members on strike or locked out, was 101,149. Some continue to call this a prosperous condition of industry.

Organized labor in New Jersey is aroused over the proposal of Senator Ramsey, who has introduced a bill in the State Legislature to create a State constabulary or police patterned after the one in Pennsylvania. A State chief of police at a salary of $4,000 will have charge of the force, and an appropriation of $200,000 is asked for. The men will enlist for a term of two years. Officers of the State Federation of Labor are calling on trade unionists and sympathizers to express their views on this bill, which is receiving the support of large corporations. The author of the bill is declared to be "opposed to anything that will favor the toilers."

The three divisions of the Amalgamated Street Car Men's Association in Chicago, expended last year $119,640.17 in benefits of all kinds. Of this amount, but $3,747 was used for strike benefits. The largest item was for funeral and disability benefits, for which $85,900 was expended among 129 members, who received on an average $665 during the year. Of this number, forty-nine received the maximum death benefit, $1,000. The lowest disability benefit paid was $100. Members in distress through other causes were not overlooked, and collections to the amount of $26,575.17 were raised.

The West Virginia and Pittsburgh Coal Company has failed in its efforts to eject striking employes from houses they are occupying and compel them to pay damages and rent for the last several months. The workers claim this is part of a campaign to break their strike and drive them back to work. The cases were tried by juries. In three instances the jury returned verdicts for the miners, in three others the jury disagreed, and in one it was decided that the striker was unlawfully occupying a company house, but the company was not entitled to any damages or back rent. The strikers believe that the pending cases will also be decided in their favor.

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Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Alquist, E.
Anderson, Hjalmar
Andersen, Peter F.
Anderson, K. E. V.
Anderson, T. H.
Anderson, H. -1352
Aholin, A.
Andersen, Allein
Andersen, S. A.
Arbucle, Daniel
Behrns, Herm.
Bishop, Patrick
Burholtp, F.
Backman, A. A.
Bervik, P. G.
Blackwood, R.
Blair, F.
Brunstrom, G.
Davidson, Jacob
Duffy, John
Edvards, C.
Erikson, O. H. -837
Edwardsen, J. B.
Eskale, H.
Fredriksen, H.
Gjentz, P.
Glencross, H. B.
Grant, John
Graae, P. C.
Hillisen, H.
Hughes, Walter
Hansen, Olaf
Heynes, Hans
Holm, Fred
Ingebretsen, E.
Jacobsen, Thos.
Jacobsen, Johan
Jensen, J. J. -1668
Johnson, F.
Johnsen, Gustaf
Jorgensen, Carl
Jansewitch, J.
Kalning, J.
Klebnikoff, I. W.
Knudsen, Lorentz
Korsvik, John
Kristiansen, N. -1093
Kristiansen, H. F. 573
Larsen, A. -1746
Lersten, J.
Lundgren, Carl
Larsen, John
Morse, H. W.
Moonan, John
Monsen, M.
Matson, M.
Martinsen, Chr.
Martinsohn, P. A.
Mathisen, Nils
Newland, E.
Nielsen, Jalk
Oher, John
Olsen, Julius
Olsen, O. P. -1141
Olsen, M. E. -1231
Osterberg, Gust
Osterhoff, H.
Pedersen, Hedley
Petterson, John M.
Parkhudst, Thos.
Petersen, Chr.
Reckman, H.
Stegeru, P.
Sullivan, J.
Swenson, L. G.
Samuelsen, W. -1346
Seppola, T. -2752
Siebert, Gustaf
Simminghjelmi, G.
Skedsmo, A.
Strand, L.
Stolsvik, J.
Steine, I. L.
Swarbley, J.
Taede, A.
Torgerson, T. E.
Voldby, P.
Williams, Chas.
Wychell, J.
Wald, S.

INFORMATION WANTED.

Frank Melson, who went as fireman on the S. S. "Maye" from Philadelphia to New Orleans, in May, 1913, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. G. W. Paruin, 4309 Westminster avenue, W. Philadelphia, Pa.

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Tacoma Letter List.

Berglind, Ed.
Bjorklund, Eric S.
Christensen, Albert
Englund, Gust. E.
Flinkenberg, Uno
Freeling, Chas.
Hansen, C. M.
Hansen, Johannes
Haro, Aaro
Hetman, Walter
Iceberg, Theo.
Janson, H.
Johansson, Chas.
Jurgensen, Peter A.
Kallas, Alex.
Kalberg, Wm.
Kirwan, M. L.
Knappe, Adolph
Kutan, Alexander
Kierth, Hans
Linea, W.
Line, Hjalmar
Lundstrom, Samuel
Nielsen, C. V.
Petterson, I. M.
Petterson, Chas. -1287
Petrow, A.
Plesner, Levi J.
Ridderstoff, Ernest
Seblom, John
Swansson, August
Thoresen, Axel L.
Wessman, John

INFORMATION WANTED.

Axel Peterson, F. Lundberg, J. Gustafson, M. Garcia, crew of the steamer Riverside, at the time she towed in the Oceana Vance, kindly call at the office of the Charles Nelson Co. for money due them.

Victor N. Kvenen, a native of Belgium, age 32, last heard of in Ashtabula, Ohio, April, 1909, inquired for by his brother John Kvenen, Route 2, Raleigh, Tenn.

Valetine (Walter) Zima from Lubiachowo, Kreis Schrimm, Province Posen, Germany; last address Sailors' Union Hall, Seattle. Please communicate with Imperial German Consul, Seattle, Wash.

Anyone who was on the schooner "Americana" on January 29, when Louis Buttner was injured, is respectfully requested to communicate with the injured man. Address Sailors' Union of the Pacific, San Francisco, Cal.

Carl Julius Carlson, born in Sweden in 1877, is inquired for by his mother. There is about $2000 due him from his father's estate. Last heard of in September, 1902, on the Atlantic Coast. Previously sailed on the Clifford between St. Johns and New York. Address Fru Sophia Carlson, Klubbegard, Hallands Lan, Heberg, Sweden.

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Eureka, Cal., Letter List.

Allstrom, Harry
Breien, Hans
Eriksen, Anton
Hansen, Harald
Hansen, Harry -1827 (photo)
Ismas, Richard
Midling, Marecizh
Robertsen, A.
Thorssen, Fredrik N.

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Portland, Or., Letter List.

Anderson, Gust -1808	Klemgland, Borge
Anderson, Rasmus	Kaas, Otto
Anderson, Mike	Koap, Nick
Baker, Geo.	Kristensen, Otta
Bergman, Karl W.	Laine, Frank
Berglund, Ed.	Larsen, John
Boyard, C. E.	Lemarchand, Louis
Bohm, Franc	Lundeman, Ruktie
Bultz, Ernest	Lipclasey, John
Bakkensen, Peter J.	Lallwer, Alexander
Brown, J.	Macrae, Alexander
Backman, P. W.	Mikalsen, Andreas
Carlmark, Barthols	Miller, H. B.
Christensen, H. P.	Miller, Chas.
Corty, Carl	Meckerman, Ernest
Carlsen, Charlie	Mathiassen, Sigurd
Carlson, Jack	Mynchmyer, Henry
Cagdell, D. J.	McLellan, John
Day, Aca	Neuling, Albert
Dahl, Henry	Nelson, C. J.
Drenkholn, M.	Nielsen, Kristian
Edstrom, John	Nilsson, Axel
Erikssan, Erik	Norberg, John
Erman, A.	O'Brien, Jack
Ekham, Frans	Olsen, Ansgar
Forde, S. C.	Olsen, John A.
Goralia, Piet	Petrow, A.
Gynther, John	Petersen, John
Hansen, Hans M.	Palmer, Jas. W.
Hansen, Bernhard	Petterson, Einar -1437
Helin, Waldemar	Peterson, Hans
Hanola, Eino	Pillman, Frank
Hansen, Oskar	Pohland, Max
Hafke, Hernes	Rantion, Jacob
Henriks, Waldemar	Rhodes, F.
Hansen, Max O.	Rincke, Sperman
Henke, Ernest	Runge, Axel
Hellman, Albin	Schroda, Peter H.
Hogstad, Andreas Mikalsen	Sellin, William
Hock, Garve	Schulz, Alfred
Johanson, John F.	Semens, O. L.
Jansen, Harry	Swanson, John
Johnson, Ole C.	Svenson, Martin
Johansen, Chris.	Swanson, Carl O.
Karson, K. E.	Thomel, Martin
Karlson, August	Warren, C.
Kluge, Frank	Welson, J.
Kirker, Alexander	Wishart, John
Kaiser, Fred	Wieprecht, Ernest
	Wilson, James

Aberdeen, Wash., Letter List.

Anderson, Ernest	Larsen, H. P.
Andersen, F. C.	Lindroos, A. W.
Armstrong, Harry	Larsen, Peter
Anderson, George	Martin, James
Behn, Alfred	Murphy, Daniel
Brown, C.	Martinell, Walter
Bergman, Edwin	Nikolin, E. Miko
Bjorkholm, A. M.	Nord, Karl
Bowen, J. J.	Nielsen, N. C.
Burmeister, John	Nerby, Kristian
Burkland, John	Neddemeyer, John
Bjerkman, C.	Olsen, Nils
Bodahl, Hans	Oksanen, Juko
Christensen, Albert	Osterholm, J. W.
Christensen, Hans P.	Olsen, Oswald -1059
	Peterson, Axel
Christensen, Harry	Petersen, S. J.
Dobbs, Paul W.	Petersen, Erik -903
Eklund, Chas.	Pettersen, Karl
Engfors, Gustaf	Pettersen, Olaf
Eriksen, Olai H. -837	Richendsen, Hilmar
	Rundblad, Oscar
Finth, Richard	Rosbeck, Gustaf
Forde, S. C.	Sandstrom, Hugo
Granberg, Eric	Schacht, H.
Graf, Otto	Siven, Wictor
Glase, Gustav	Sorensen, T. B. G.
Hohn, Arthur	Sutse, M.
Herman, Axel	Schreff, Paul
Hansen, Ove	Sim, Gunder
Hopstad, S. -2101	Slenman, Richard
Hansen, Torleif	Wind, Jacob -1357
Jensen, Harry	Walder, Olsen N.
Johansen, Hans	Williams, J.
Kristiansen, Nils	Walenious, Pete
Loining, Hermand	Zebe, G. V.
Lengtssen, Gottfried	Packages.
Laine, Herman	Hansen, John
Lorsin, G. L.	MacGuire, O. F.
Larsen, Lars	Zebe, G. V.

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Mrs. Alice Phillips wishes to hear from her husband, Tom Phillips. Write to 35 Sussex St., Sydney, N. S. W., Australia.

Albert Smith, a native of Cork, Ireland, who left the American ship John C. Meyer, on Feb. 20, 1911, is very anxiously inquired for by his wife. Please notify British Consul General at San Francisco.

W. A. Goodrich, who left the British ship Puritan at San Francisco, February 6, 1911, is inquired for by the British Consul-General at San Francisco.

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INFORMATION WANTED.

James McFerran, native of Eden, Carrick-fergus, Ireland, inquired for by J. Brady, box 1356, Vancouver, B. C.

Carl Alex Eduard Malmberg, born Malmo, Sweden, 50 years old, tall, blond. Mr. Malmberg has been a member of the Sailors' Union of the Pacific in 1908.

W. Kahlberg, No. 688, and C. Monsen, No. 1964, are inquired for at the Standard Oil Company's office, at San Francisco.

The present whereabouts of the following named persons, if living, or if dead the date and place of death and such information as will enable the locating of their next of kin is desired by Lea Bleakmore, 223 Balboa Building, San Francisco. The information is for the purpose of clearing up estates:

John Hansen, who was lookoutman on the S. S. "Argyll" some months ago, is wanted by the Union Oil Co. Anyone knowing his whereabouts please notify the manager Marine Department, Mr. Walter G. Tubby.

Anderson, Carl A. This man has been traced up to the year 1897, when we learn he was employed as a seaman on the Str. "Farallone," residence address given as No. 6 Howard street, San Francisco.

Marcus Andersen, a native of Norway, age 24, five feet seven inches tall, dark hair, fair complexion; sailing on the Lakes when last heard from, in 1911. Any noe knowing his whereabouts please notify Geo. Johnson, 5727 Sangamon street, Chicago, Ill.

Home News.

Lincoln Beachy, the aviator, while "looping the loop" at Santa Barbara, Cal., fell 1600 feet but escaped death.

Hiram C. Gill was reelected Mayor of Seattle by a majority of 14,329. Gill was first elected in March, 1910, and recalled in February, 1911.

Joseph Fels, the noted single-taxer, died on the morning of February 22 in Philadelphia. He had been ill but a short time with pneumonia.

The United States Industrial Commission began the study of labor conditions and labor disputes in other countries to get data which may lead to remedial legislation in America.

The annual Agricultural appropriation bill, completed by the House Committee, and aggregating $18,947,000, advocated the reorganization of the Weather Bureau and the systematizing of the Agricultural Department.

District Attorney Whitman subpoenaed twelve witnesses in the New York Grand Jury investigation, seeking to know why the city had to pay $2,000,000 in fees for the condemnation of $1,900,000 of property for the Catskill aqueduct.

The Massachusetts Free Employment Bureau, maintained by the State, found work for approximately 21,000 persons in the fiscal year of 1913. The plan has worked so well that other States have copied it.

Final warning was sent to the 170 national banks who had failed to signify their intention of joining the Federal reserve system that they must make application or else prepare to go into liquidation within ten months.

In rival factions totaling about 1500, the unemployed "army" of San Francisco Tuesday afternoon, March 3, crossed the Bay by the Southern Pacific's creek route on the first leg, as the leaders claimed, of the transcontinental march to Washington, D. C.

The Supreme Court of the United States handed down a decision restricting the conditions under which prosecuting officials may seize papers belonging to persons accused of crime; it may affect the "dynamiters" cases against Frank M. Ryan and other trade-union officials.

Senator Norris charged that $200,000,000 had been stolen from stockholders of the New Haven Railroad. A hot debate was precipitated on his resolution requiring the Attorney-General to furnish the Senate with facts of the proposed divorce of the Boston and Maine.

A resolution urging the establishment, in the Federal Department of Labor, of a bureau of distribution, with the power to establish employment exchanges throughout the country to supplement the work now being done by State and municipal bureaus, was adopted by the National Conference of Unemployment at New York after a two days' consideration of the problem. This bureau would act as a clearing-house of confirmation and would further the distribution of labor. The resolution, which placed principal emphasis on an efficient central labor bureau, further recommended that the existing private employment agencies, run for profit, be brought under the inspection and control of the Federal and State authorities.

Domestic and Naval.

The U. S. gunboat "Sacramento" was launched at Philadelphia Feb. 21. The vessel is 225 ft. 8 in. long. Her contract calls for a speed of twelve knots an hour.

The Hamburg-American liner "Vaterland" will sail from Hamburg June 4 and from Southampton and Cherbourg June 5 for New York on her maiden voyage.

After lying for fifty-one years beneath the waters of Galveston Bay, the hulk of what is believed to be the American barque "Prince of Boston," sunk during the Civil War, is now being brought to light.

The number of Rhine craft entering at Amsterdam in 1913 was 1,712, with cargoes measuring 1,168,614 cubic meters, as against 1,548 vessels with cargoes of 1,042,357 cubic meters in 1912.

From the Austro-Americana Company the Cantiere Navale Triestino, Monfalcone, have received an order for four large cargo boats of 15,000 tons each, with accommodation for a number of passengers; also for three smaller vessels of a similar type, all to be delivered in 1915.

Contracts have been awarded by Secretary Daniels to the Boston Navy Yard for the construction of a supply ship at $1,171,713, and to the Philadelphia Navy Yard for a transport at $1,458,305. These vessels will be the first of their types ever built for the Navy. Their designs were developed to embody characteristics recommended by the Navy General Board.

The Naval Appropriation bill for the fiscal year 1915 will provide for the construction of two battleships. Eight submarines will be authorized, instead of three called for by the Navy Department, and the number of destroyers will be reduced from eight to six. An inquiry into the cost of establishing a Government armor plate mill will also be authorized.

A screw steamer of 4,300 tons gross, named "Transvaal," has been launched at Leith to the order of the East Asiatic Steamship Company, Copenhagen, for the Bangkok service. The dimensions are—length, 360 ft.; breadth, 61 ft.; and depth, 31 ft. The steamer will be fitted with reciprocating engines, taken from a modern steamer owned by the Danish firm. The latter vessel is being fitted with motor engines.

It is announced that the Swedish shipowning firm of Dan Brostrom, Gothenburg, has recently concluded an important contract with the Bethlehem Steel Company, according to the terms of which the firm takes over for a number of years the transport of ore from Cruz Grande, in Chile, through the Panama Canal, to New York. The firm is to build two steamers with a deadweight capacity of 17,000 tons, specially adapted for the purpose.

In a report on the proposed purchase of the Chesapeake & Delaware Canal, presented in the House February 24 by Chairman Sparkman, of the Rivers and Harbors Committee, the significant fact is pointed out that if the present owners of the canal refuse to accept the $1,300,000 allowed by the Rivers and Harbors bill for the property, the Government may build a new canal on an alternative route which has been considered by the army engineers.

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San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify Jack Rosen, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Abolin, Chris.
Abrahams, A. M.
Abramsen, Aleck
Ahl, Theodor
Andersen, Albertinus
Andersen, -1549
Andersen, K. J. -1890
Anderson, Albin
Anderson, Andrew
Anderson, Abbe
Backman, Paul
Bakkansen, Peter J.
Ballod, Pete
Baumert, Heinrich
Beck, Andrew
Beling, Oscar
Bellanger, Karl
Bell, John
Bendegaard, Frank
Bendesen, Johan
Bengtsson, L. P.
Benson, Sigurd
Bentsen, Julius
Berge, Peter
Bergholm, Edw.
Berg, S.
Bergslin, Kristian
Berlin, W.
Berner, Axel H.
Bertelsen, Olf.
Binder, Herbert
Bjorklund, Erik
Callahan, D. A.
Campbell, Donald
Carey, Ed
Carlsen, Jack
Carlson, Gustag
Carlson, Julius
Carlson, O. S.
Carlson, Walter
Carlstrom, J. O.
Ceelan, John
Centers, W.
Cerg, A.
Christensen, Erling
Christensen, L.
Dahlstrom, -749
Dahlman, J. A.
Davidson, H.
Derengowski, Julius
Deswert, William
Dickens, D. W.
Eaton, William
Eckstrom, Geo.
Edolf, C.
Egenes, Nils
Eggers, John
Einerradt, John
Eliasen, C.
Elholm, Peter
Ellingsen, Fritjof
Ellison, Sam
Fagerlund, G. E.
Fay, F.
Finkson, Chas.
Floernann, Anbert
Follan, Thomas
Forde, S. C.
Gabrialsen, Peder
Gansen, H.
Ganserud, O. K.
Garbes, Gustav
Garden, George
Gasch, Willy
Gibbes, L. W.
Gjesdahl, Elling
Greenbeck, John
Glen, James
Graiff, Ed.
Grambow, Gustav
Grant, Otto
Grant, Wm.
Hagstrom, W.
Hakansen, Emil
Hakansson, Axel
Hakensson, C.
Hall, Emil
Hall, W. I.
Hallberg, N. B.
Halvorsen -1677
Halvorsen, Olaf
Hannus, M.
Hansen, Fred
Hansen, -968
Hansen, A.
Hansen, -1869
Hansen, Alf
Hansen, Chas.
Hansen -2115
Hansen, Bernhard
Hansen, C. P.
Hansen, Helmer
Hansen, O. R.
Hansen, Walter
Hansen, W. H. C.
Hanson, August
Hansen, Wm.
Illig, Gust
Ilsemann, H.
Iversen, Carl
Jackson, John
Jacobsen, Joakim
Jade, H.
Jakobsen, Anders
Jansen, Hans
Anderson, C. A.
Anderson, H.
Anderson, Harry
Anderson, Henry
Anderson, John
Andersson, P. A.
Anderson, Victor
Anderson, Wm.
Andreasen, Ole
Antresen, Gustav
Aske, John
Azapose, D.
Blodsing, August
Blomberg, Chas.
Bohm, Emil.
Bohnhoff, Heinr
Borden, Jas.
Bore, Sovrin
Borgen, John
Bortils, Otto
Bowman, K. H.
Brander,
Branz, Alex.
Broberg, Chas.
Brockman, Erick
Brooke, Oswald A.
Brown, Dave
Brown, Frank
Bryan, Geo. F.
Bryning, Wm.
Brynjulfsen, Halvar
Buchtmann, Fritz
Burgess, A.
Byglin, Oiva
Christiansen, Lauritz
Christiansen, Pefer
Classen, Henry
Clausen, Fred
Claussen, I.
Clover, Wm.
Conlon, Tom
Conners, Chas.
Conoby ,Obirt
Coss, D. C.
Cransen, H.
Cudan, John
Curran, Nicholas
Dixon, John
Domke, W.
Dracar, E.
Drexel, Dan
Duglass
Dunn, W.
Engblom, John
Entomsen, Herman
Erickson, Eric
Erickson, Konrad
Ericson, Edw.
Eriksen, Fred
Eskildsen, N. P.
Furlong, Peter
Evensen, Louis
Frainer, Frank
Frances, George
Franke, Karl
Freidland, C. J.
Fredrickson, Geo.
Grigoliet, Edw.
Grinberg, T.
Guarmdel, O.
Gumoes, Frederick
Gundersen, A.
Gundersen, C.
Gundersen, C. A.
Gundersen, Ingvald
Gustafsen, Olaf
Gundersen, Ole
Gundersen, P.
Gunderson, Krist
Gustafson, Gust
Gustafson, Olf
Hanson, Harold
Hay, James
Heeske, Henrey
Helgesen, Einar
Helin, Paul
Hellesten, Ingval
Helmer, Fred
Hem, Jens
Henny, James
Hermansson, C. P.
Hesse, R.
Hiks, Gustaf
Hillig, Albert
Hogan, A.
Holberg, John
Holden, Nils
Holmer, Fred.
Holm, Arthur
Holm, Peter
Holmberg, O.
Holst, L.
Hopgard, Hans
Hrelja, Josef
Hubert, Emil
Hunt, Gust
Iversen, Thom.
Irving, James
Janssen, Henry
Jensen, C.
Jensen, Fredrike
Jensen, George
Jensen, J. F.
Jensen, M. P.
Jespersen, Martin
Johansen, Anton
Johansen, H. B.
Johansen, J. A.
Johansen, J. Ingwald
Johansen, Thos. W.
Johansen, Willy
Johanson, Oscar
Johannessen, -1487
Johansson, -1710
Jonassen, John
Johnsen, Andrew
Johnsen, Bernhard
Kallberg, Arvid
Kalnin, Edw.
Karger, Fritz
Karlgren, August
Karsten, H. B.
Karlsen, Hans
Kercha, August
Kesber, Karl
Kine, Conrad
Kluge, Frank
Klocker, Theo.
Klausen, C.
Klemsen, A.
Lahmeyer, Herman
Lajs, Johanes
Landberg, F.
Lane, T.
Lange, de I.
Lapouble, Jean P.
Langscheid, W.
Larka, Edvard
Larsen, Gus
Larsen, Johannes
Larson, F. W.
Larsen, H.
Larsen, H. P.
Larsen, Herman
Larsen, Louis T.
Larsen, M. -1710
Larson, G. O.
Larssen, Finval
Lartowa, I. A.
MacCarthy, P. J.
Macaulay, Hugh
MacDonough, Thos.
Mackay, Alexander
Macomber, Herbert
Maljant, R.
Malm, G.
Marchand, Louis
Markus, Gottfrid
Martin, Dan
Martin, Geo. S.
Mathias, Albert
Mathisen, Ludwig
Mathisen, Nils
Mathison,
Mattson, Chas.
Mayes, J. B.
McCarl, F. A.
McKeating, R.
McMahon, Jack
Melgaard, R.
Nell, John
Nelsen, Hans F.
Nelsen, Hans
Nelson, Henning
Nelson, N.
Nelson -1141
Nerlicht, Arthur
Nerner, P.
Netras, Rudolf
Neuman, F.
Never, August
Nielsen, Chas.
Nielsen, E. C.
Ochile, Mersman
Oettcher, John
Ohlson, E. W.
Olango, Pedro
Olman, P.
Olsen, Ferdinand
Olsen, Frank
Olsen, Fred
Olsen, Gus
Olsen, G. N.
Olsen, Karl
Olsen, Martin
Olsen, Nils
Olsen, O.
Olsen, Olai
Parly, Frans.
Pearson, J. T.
Pedersen, A. L.
Pedersen, C. E. -1286
Pedersen, Ole
Pedersen, P. A.
Pedersen, Vilhelm
Pederson, S. R.
Pedersen, -1263
Peil, J. A.
Person, -1508
Peters, J.
Petersen, H. A. R.
Peterson, J. G.
Petersen, Karl
Rade, Alfred
Ramberg, Barney
Randrop, John
Rasmussen, Arthur
Rasmussen, Emil
Redpath, A.
Reinhold, Ernest
Reitan, Pete
Renvall, A.
Richardson, E. C.
Ries, Heinrich
Rimmer, Chas.
Rivera, John
Saarde, Alex.
Sahke, John F.
Sahlman, Chas.
Salzer, Julius
Sandberg, N. A.
Sandberg, Tom
Sandseth, O.
Sandstrom, Hugo
Johnsen, -2183
Johnsen, C. W.
Johnsen, -983
Johnson, Antony
Johnson, Berdines
Johnson, C. A.
Johnson, Chas.
Johnson, C. R.
Johnson, Henrey
Johnson, John A.
Johnson, Saml. O.
Jones, Alfred
Jones, D. H.
Jones, Reas
Kleuschmann, F.
Knudsen, Daniel
Knopp, S.
Koch, R.
Kolt, Chris
Koso, Peter
Krane, Anton
Kristiansen, Arndt
Kristiansen, Hans
Kristiansen, Johan
Kristiansen, Peder
Krohn, Henrich
Krutman, K.
Law, Harry
Laydon, D.
Lersten, J. O.
Liberg, R.
Lie, A. H.
Lindholm, Axel
Littlestone, Gus
Lohm, E.
Lordows, A.
Lorenzo, Henrey
Lorenzen, Henry
Lovera, Paul
Ludrof, Otto
Lund, Chr.
Lund, Wm.
Lundholm, Frans
Lundmark, Helge
Luoma, W. E.
Mennicke, Fritz
Meyer, W.
Metzler, Louis
Meyers, Ernest
Michelson, J.
Miles, P.
Miller, Henry
Moen, Robert
Mollyhus, Ingvar
Monsen, Andr.
Monsen, Martin
Moore, C. C.
Morris, F.
Morris, O. R.
Mortensen, -2191
Muller, Albert R.
Muller, John
Murray, C. P.
Mushaar, Hans
Myrhoy, J. P.
Nielsen, Ed.
Nielsen, W. J.
Nilsen, Anton
Nilsen, H. H.
Nilsen, Michael
Nole, Sigvald
Nor, -1077
Nordberg, Hilding
Nordin, Gus.
Norris, Edw.
Nurken, H.
Nyland, Karl
Olsen, Olaf D.
Olsen, Olair S.
Olsen, -1047
Olsen, -1159
Olson, M. B.
Olsson, -705
Olsson, -1187
Olsson -1101
Olsson, Ernest
Olsson, Gustaf B.
Opitz, Gustav
Orman, Verney
Osterholm, J. W.
Osterhoff, H.
Petersen, L. -1389
Petersen, -1560
Petersen, -1589
Petersen, S. A.
Peterson, Fred
Peterson, S. B.
Pettersen, A.
Pettersen, Sigurd
Petterson, C. W.
Petterson, Oscar
Petterson, Otto
Pomer, A.
Preusse, Fred
Primo, Gotfrid
Publicatus, August
Roberts, J.
Robertson, John N.
Rogenes, S.
Rokus, J.
Rommerdahl, Knud
Rose, H.
Rosenquist, A.
Rospersen, Henrich
Rudbeck, Otto
Rundkvist, Oscar
Runte, O.
Rytka, Otto
Rytko, Otto
Sane, Fred
Sane, Thorsten
Santo, Manuel
Santoz, Ben
Saunder, Jas. B.
Saunders, Jim
Savaje, Roland
Saxton
Schacht, H.
Scheins, Hans
Schellenberg, H.
Scher, G.
Schmidt, A. R. B.
Schneider, H.
Schultd, Albert
Schultz, -2685
Schultz, John O.
Schutze, Paul
Scott, Ed.
Seaman, Carlie
Self, Arthur
Selen, J.
Seppanen, Alexander
Sieleff, H.
Sieversen, Chas.
Sigvartsen, Arthur
Silverle, E.
Sjoblom, Karl A.
Slettingdalen, Einar
Smith, -2105
Smith, Archie
Smith, Max
Sorensen, Chr.
Sorensen, James
Sorensen, Mike
Sorensen, Soren
Sorensen, Soren P.
Soutjen, -1229
Sparks, Albert
Sparks, Tom
Speckman, Max
Staaf, Louis
Steel, John
Stein, Emil
Stenberg, Alfred
Stevensen, Julius S.
Stewart, James L.
Strand, Louis
Strasdin, Hans
Strauss, W.
Strom, Leonard
Stuart, James G.
Sullivan, Axel
Sundberg, John
Sundquist, W. W.
Svanson, -2675
Svendsen, C. L. E.
Svinding, Peter
Tamisar, P.
Tanberg, Einar
Theorin, J. E.
Thomasen, Benjamin
Thomsen, Emil
Thomson, H. J.
Thorsen, Herman
Thorsen, Jens
Tietjen, B. H.
Tiller, E.
Uesair, M.
Vahvr, Morris
Vaikanen, Veda
Valtti, Jalmar
Velure, Hilge
Verstad, T. P.
Wahl, Bob
Wahlberg, Rud
Wall, Erik
Wallgren, M.
Wallin, John
Walluer, T.
Wapper, John
Wenson, B. S.
Werner, Paul
West, Henry
Westman, A.
Wetting, R.
Zandell, Chas.
Zazan, G.
Zirnbauer, Chas.
Tobiansen, Joel
Tollefsen, Andreas
Tollefsen, Hans
Tomkin, Frank
Tommola, Vaino
Torvik, Olaf
Trede, Hans
Tvede, Jens
Tydeck, Carl
Vesgaard, Jens.
Vinter, G.
Vold, O. P.
Voss, Bernhard
Wheatcroft, L. E.
Wifstrand, C. F.
Wilhelmsen, Hans
Willmainn, Wm.
Willkas
Wilson, R.
Wirta, John
Wittenborn, Hans
Wold, Olaf.
Wold, S.
Wurthmann, M. L.
Zoe, Frank
Zoerb, Walter
Zunderer, Theodor

PACKAGES.

Apply to Secretary of Sailors' Union of the Pacific.

Anderson, A.
Anderson, Victor
Balda, A
Beling, Oscar
Berg, John
Blixham, S.
Christiansen, F. R.
Christoffersen, Olaf
Ellefsen, Otto
Finnelly, Wm.
Forde, S. C.
Freiberg, P.
Guldbrandsen, Jack
Hannus, Alx.
Hansen, Chr. M.
Hansen, K.
Hansen, Karl
Hansen, Marius
Haugen, Lars
Heiberger, Morgan
Helmer, F.
Hendriksen, H. -1333
Hernas, K.
Iversen, Reidar
Jacobsen, Joakim
Jersb, B.
Johansen, J. -2021
Johanson, Nils A.
Jorgensen, Oluv
Krogsett, Svend
Laydon, D.
Lindroth, Erik
Maatson, Olaf
Mansen, Martin
Markley, Paul
Mortensen, -2191
Nelson, Hasmund
Nilsen, Emil
Olsen, -1244
Olsen, Carl -1101
Petersen, K. -1598
Petersen, Olav
Raasch, O.
Rarly, Frans.
Rathke, Reinhald
Rimmer, Chas.
Roslin, Robert
Ruter, P.
Summers, J. J.
Thorsen, Jens
Torkildsen, Jonas
Van Pratwijk, Johannes
Wakely, R. E.
Walters, Albert B.
Willmann, Wilhelm

INFORMATION WANTED.

William Fayette White, whose mother died recently, is inquired for by his brother. Anyone knowing his whereabouts please address S. A. White, 106 W. Salem Ave., Roanoke, Va.

William McGrail, of Baltimore, Md., who sailed on the Atlantic and Gulf Coasts as cook for a number of years, is inquired for by his brother, George McGrail, 603 Decatur street, New Orleans, La.

Francis Robert Bassett, a native of England, last heard of in San Francisco, Cal., in 1901, was well known around the water front as "Liverpool Frank." Any information regarding this man will be gladly received at the office of the British Consulate, San Francisco, Cal.

Arthur Griffith, alias Simmons, a British subject age 28 years; 5 feet 6 inches in height, fair complexion, stout build, blue eyes, top false teeth, clean shaven, who is believed to sail on a coasting vessel between San Francisco and Portland, is inquired for by H. B. M. Consul-General. Anyone knowing his whereabouts please notify the British Consulate-General, San Francisco.

George Albert Vaughan, age 47, of Handsworth, Birmingham, England. Was in New York City in 1902; worked as steward on New York and South American boats. Important. Address, Rev. R. C. Cookson, 96 Monroe street, Brooklyn, N. Y.

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Employees' Pension Fund...	166,570.12
Number of Depositors.....	64,639

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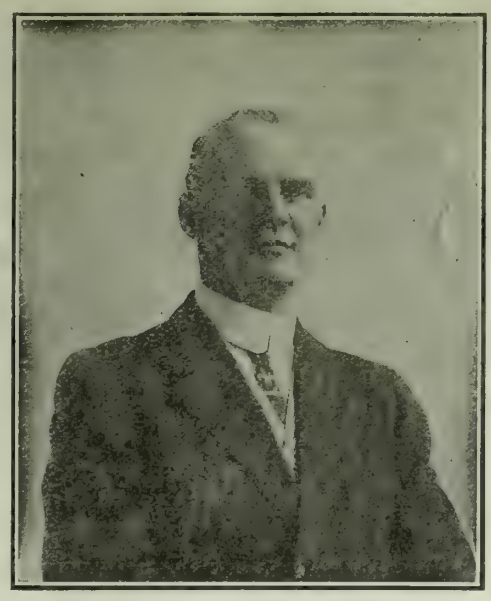
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Pt. Townsend Letter List.

Andersen, E. T.	Mertz, George E.
Alango, John	Nachtigall, H.
Hermansen, L.	Rosbeck, Gustaf
Johansen, John	Varner, C.
Johnson, Ole	Wilson, Gus
Moore, George	


Capt Chas. J. Swanson

CAPT. CHAS. J. SWANSON
Classy Clothier
Hatter and Furnisher
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	Snorsvold, Lars

Seattle, Wash.

Abolin, Adam	Osterlund, Albert
Borgen, K. Sigurdsen	Olsson, Sigfrid
	Peterson, Andrew K
Dahl, Ben.	Phister, Albert
Fister, Johannes	Polhome, Mr.
Finnigan, I. H.	Ridderstaff, Ernest
Hagen, Gunder	Rye, F. M. J.
Jensen, Gustav	Selback, Chris.
Johansen, Ingvald	Slinning, Rasmus O
Johnson, Axel	Spellman, Tom.
Nelson, Nels Wilhelm	Starks, John
	Stein, George G.
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INFORMATION WANTED.

Nils Johnson, who was wrecked in the American bark "Oasis," Sept. 2, 1887, is inquired for by W. F. Hohenschild, Berkeley, Cal.

Albert Christensen, native of Byrum Laso, last heard of in San Francisco in 1910, in inquired for by his brother. Address, H. C. Christensen, Scandinavian Sailors' Home, San Francisco.

Carl Janson, age 36, born in Wastervik, Sweden; last heard of in Seattle six years ago. Any one knowing his address please communicate with Erika Askenberg, 2280 86th street, Cleveland, Ohio.

Richard Ryan, who left the British steamship Candida at San Francisco in July last, is inquired for by the British Consul-General.

News from Abroad.

A quaking mass of bog, several miles in area, was reported to be moving near Carrich, Ireland, and threatening the inhabitants with disaster.

H. W. Thornton, the new American manager of the Great Eastern Railway, was designated as an "undesirable alien" duiring a debate in the House of Commons.

Guillermo Billinghurst, driven from the Presidency of Peru by the recent revolution, was sent into exile, being placed aboard a cruiser, which sailed for Panama.

Sir Arthur Conan Doyle forwarded to Premier Asquith a petition, signed by prominent British authors, asking British participation in the Panama-Pacific Exposition.

William O'Brien, leader of the Independent Irish Nationalists, was re-elected to Parliament for Cork City, he having resigned when the loyalty of his constituency was questioned.

A representative of the German Government informed a Parliament Committee that Parliament had no power to propose legislation to prohibit the intervention of troops in civil matters, as at Zabern.

At a conference in London it was practically resolved to renew the North Atlantic shipping pool for five years. The Hamburg-American and North German Lloyd lines reached a "community of interests" agreement.

Members of the Besley expedition, which explored the uncharted regions of South America, returned and reported they had found the bones of members of the Cromer expedition in the wilds of Peru and also had found traces of the last Seljan expedition.

The British Government suspended judgment in the matter of the killing of William S. Benton, an English subject, by Villa's order, until a full investigation had been made by the State Department at Washington. General Villa, in his defense, telegraphed that he had been attacked by Benton, and, under precedent of the United States, had classed him as an "armed prowler" and that he had executed him as such.

Sir Max Leonard Waechter, born in Germany but naturalized and knighted in England, has founded the European Unity League, in the hope of promoting the unity of Europe and reducing the intolerable military burden. Warlike expenditures of Europe, he declares, amount to $2,500,000,000 a year, and estimates that the 5,000,000 men engaged in the armies and navies might earn a like amount in peaceful pursuits, which makes the real cost of armaments $5,000,000,000 a year.

Prince William of Wied, after long hesitation, finally accepted the throne of Albania, the new autonomist state erected by the great powers out of the debris of the last Balkan war. William was nominated "Prince," but his subjects saluted him as "King." Albania has a population slightly less than a million, and an area of about 20,000 square miles, or a little more than twice the area of the State of Vermont. The country borders the eastern shore of the Adriatic, and was wrested from Turkey during the recent Balkan war.

With the Wits.

"Well, little boy, do you want to buy some candy?"

"Sure I do, but I gotta buy soap."—Life.

"I took a long walk yesterday," said Boreman, as he collapsed into a seat at Busyman's desk.

"Take another, old man," suggested Busyman; "it'll do us both good."—Puck.

The newly-married couple had just crossed the threshold of their home for the first time.

"This is our world, dear," he said softly. "In it we will accomplish great things."

His prophecy was correct. Inside of two months they were fighting for the championship of the world.—Judge.

The schoolmistress had spent quite a considerable time in her endeavors to explain to her children the meaning of the word "notwithstanding," and finally requested them to weigh in with a sentence in which the word occurred. A few minutes later a small boy raised his hand.

"Please, teacher," he bleated, "I've got a large 'ole in the seat of my trousis and it's notwithstanding!"

A man called at the postoffice the other day and asked for the postmaster. He was told by the clerk that the postmaster was not in.

"When will he be in?" was asked.

The postmaster would be in within half an hour. "Is there anything I can do for you?" the clerk asked.

"No; I want to see the postmaster."

After a while the man came back and asked again for the postmaster.

"He's not back yet," the clerk told him. "Is there anything I can do for you, or can I tell him something when he comes?"

"No, there ain't nothin' you can do, and I wisht the postmaster was here. I want to see if there's any mail for me, and I'm gettin' in a hurry."

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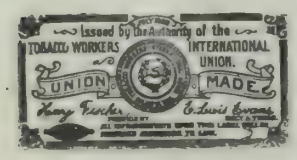
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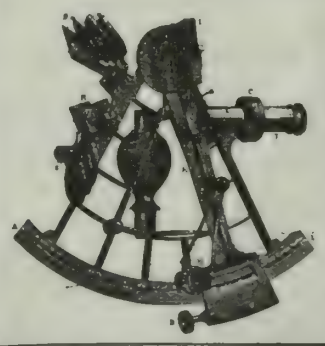
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COAST SEAMEN'S JOURNAL



FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XXVII, No. 27. SAN FRANCISCO, WEDNESDAY, MARCH 18, 1914. Whole No. 2269.

OUTLAWING ORGANIZED LABOR.

If there was any doubt that the Sherman Anti-trust law, as interpreted by the courts, threatens the very existence of organized labor, that has been effectually vanquished by the recent action of the federal grand jury in making an investigation into the affairs of the Allied Printing Trades Council of New York City. Those who have been opposed to the efforts of the American Federation of Labor to secure legislation which would remove labor organizations from the perverted application of the trust law have lost no opportunity to create the impression that the purpose of Labor's legislation is to secure legal sanction for acts of violence and destruction. They have ever tried to divert attention from the real significance of the facts as expressed in the opinion of the United States Circuit Court in the case of the Workingmen's Amalgamated Council of New Orleans, which made this plain statement of the menace to organized labor:

"I think the Congressional debates show that the statute had its origin in the evils of massed capital; but when the Congress came to formulating the prohibition which is the yard-stick for measuring the complainant's right to the injunction, it expressed it in these words: 'Every contract or combination in the form of a trust or otherwise in restraint of trade or commerce among the several States or with foreign nations, is hereby declared to be illegal.' The subject had so broadened in the minds of the legislators that the source of the evil was not regarded as material, and the evil in its entirety is dealt with. They made the interdiction include combinations of labor, as well as of capital; in fact, all combinations in restraint of commerce, without reference to the character of the persons who enter into them. It is true this statute has not been much expounded by judges, but, as it seems to me, its meaning, as far as relates to the sort of combinations to which it is to apply, is manifest, and that it includes combinations which are composed of laborers acting in the interests of laborers."

This was the initial endeavor to pervert the application of a law intended to benefit the working people by curbing combinations to increase profits, to manipulate and to speculate in the products of toil.

An opinion emphasizing that prosecution under the Sherman Anti-trust law was directed against combination, or what Labor terms organization, was rendered by the Federal Supreme Court in the hatters' case. In summing up the reasons for bringing the United Hatters under the terms of the Sherman law, the court said:

"That the conspiracy or combination was so far progressed that out of eighty-two manufacturers of this country engaged in the production of fur hats seventy had accepted the terms and acceeded to the demands that the shops should be conducted in accordance, as far as conditions of employment were concerned, with the will of the American Federation of Labor; that the local men demanded of plaintiffs that they should unionize their shop under peril of being boycotted by this combination, which demand defendants declined to comply with; that thereupon the American Federation of Labor, acting through its official organ and through its organizers, declared a boycott."

Now comes this investigation of the organization of the Printing Trades Council of New York and vicinity. It seems that these trades by causing union conditions to prevail generally in the printing shops of the city and by announcing through the union label what work was done under conditions that safeguard the lives, the health, and the welfare of the workers, have incurred the attention of the anti-union publishing house of Doubleday, Page & Co., and that this company complained to the agents of justice. The degree of success which the printing trade organizations attained was their offense in the eyes of the complainants and which were laid before the District Attorney and by him before the grand jury.

This effort to apply the provisions of the Sherman Anti-trust law to combinations of workers aims at the very existence of effective organizations. What shall it profit the workers to have an organization that is not effective? And what shall be the fate of the workers without an organization? Can any one with a mind and a heart, who knows the greed and the brutality of the industrial world, be so inhuman as to desire to strip the workers of their one protection? Would any humane person wish to force each printer or each bookbinder to make his own working agreement with the agents of the great wealthy publishing houses? Does any vainly imagine that the workers could secure any of their claims to justice if they did not have some way of making those claims effective? Few employers look upon industry as an economic laboratory for evolving principles of economic justice. Unorganized workers toil under conditions that destroy health, exhaust the working power, and make inroads upon the reserve forces. Organization of the working people is necessary not only for their progress and conservation but for the welfare of the whole nation.

Not only have combinations or organizations on the part of the workers been considered crime, but certain methods of attaining the normal, laudable purposes of the organization have been proscribed. At some time or other, the federal courts have assumed the right to declare illegal and criminal all the normal, necessary, beneficial, and protective activities of the officials and members of labor organizations. Free workingmen have been told that although each one has a legal right to stop work for any reason or for no reason, that when a number of them agree, for their common protection, to do that which they have a lawful and natural right to do, their action becomes a conspiracy.

In order to hold the activities of the organized workers illegal, it has been necessary to evolve a peculiar legal theory—although certain acts are deemed legal when performed by one person, by some legal legerdemain they become illegal when done by more than one.

Although labor organizations have been declared by courts "not only lawful but highly beneficial," legal proceedings have been instituted against its members and agents for distributing strike funds, that workers in revolt against intolerable conditions might have bread for themselves, their wives, and their children; workers have been forbidden to tell or to publish the reasons why they were willing to make a struggle for better conditions.

Let no one think that strikes are undertaken without seriousness and full consciousness of the hardships and the suffering to the striker and those dear to him. Yet it happened in Philadelphia that when sweated workers in the garment trades, after drudging long, weary hours for a pitiful pittance that was insufficient to provide the common decencies of life, asserted their rights as self-respecting free women and struck in order to secure any consideration of their needs and claims to justice, there were women who tried to help them because they were heartsick at the misery and exploitation of these needle-women, and their sense of justice revolted at the wrongs. What was the reward of these unselfish women, concerned about the welfare of their less fortunate sisters? They were proceeded against under the Sherman Anti-trust law for conspiracy in restraint of trade.

Are the people of these United States willing that human bodies, human minds, and human hearts shall longer be counted as of less value than trade and profits?

Of the creating of trade and profits there is no end, but who among men can heal minds that have been embittered and poisoned by injustice, health that has been wrecked by cruel drudgery, bodies that were not permitted to develop during the growing period?

Wrongs done to human bodies and souls can never be righted. The workers ask legislation that shall enable them to prevent the occurrence of these wrongs. Shall their rights be deemed of less value than property rights?

The men who are said to be interested in the proceedings begun against the printers of New York City have in interviews given to the press called attention to the printing trades label and the circulating of information regarding the attitude of employers toward organized labor. The union label is the proof that work was done under conditions which protect the health and the life of the workers, by workers who have been trained for their work, who have working hours that conserve vitality, and who receive wages that enable them to live like human beings with ideals and aspirations.

The organized workers must choose between two courses. They must either insist upon their standards, which protect the lives and promote the well-being of the workers, use every means to combat poorer standards that prevail under the unfair companies, or they must see better wages, better working conditions replaced by lower wages and poorer conditions. They must force poorer conditions to give way to the better or the poorer will force the better to give place to them.

Organized labor believes that these conditions should prevail. They wish to do all in their power to establish them. Have they not a right to information that shall enable them to spend their wages for articles that have been made under the best conditions obtainable? Each working man has not the time or the opportunity to get this information for himself. By co-operative effort, a natural, easy way has been established to protect the welfare of the workers. It has been effective.

Now because certain interests hostile to or-

ganized labor wish to withhold from the workers the leisure, the working conditions, the wages that are justly due them, shall the trade union label be proscribed as an illegal agency in restraint of trade? Are there those willing to assume the responsibility to deny the right to use the trade union label? Such an action would restrain trade in goods made under union conditions in order to facilitate trade in goods made under conditions that breed diseases which endanger not only the worker but all those who use the products they make, and that waste the vitality, the producing power of the people, which is the nation's greatest wealth.

Denying the right to use the trade union label is a way of restricting the rights of the workers to full control over their purchasing power. Surely the right to spend his wages in such a way as promotes his best interests is an inherent right of every man, yea, even of every burden-bearer of the country.

However the workers may wish to bestow their patronage, it is theirs to bestow. It belongs to no other man.

Patronage is a favor that must be sought and earned. No dealer can command it. No dealer can call it his property—'tis his, 'tis another's, according to the fancy of those who buy. It is a right which each buyer exercises according to his own conceptions and needs. The dealer who receives it is fortunate, but he cannot count himself illegally injured when it is withdrawn. Patronage is a personal right, not a property right.

Men of all ages have claimed and exercised the right to boycott for a principle. Our colonial forefathers boycotted English tea and English stamps. The Consumers' League boycotts the products of sweat-shops. The United States postoffice boycotts certain publications. The United States government boycotts the present Mexican government. The Anti-Saloon League boycotts certain products. Shall those who contribute a necessary work to American industry be denied the right to bestow their patronage in a way that furthers their interests? Why the discrimination?

This question of social and economic justice resolves itself into a clear-cut issue. Shall the rights of the working people, the great masses of the people of the United States, be withdrawn in order to bestow special privileges upon certain employers to assure them profits however unjustly to their employes their business affairs may be conducted?

That line of action is not the wish of the American people as they declared their desires in the last election. The candidates representing the principles enunciated in the two political platforms which declared in favor of the legislation which the workers demand received 10,412,977 votes, as opposed to the 3,484,974 votes cast for the other big party that refused to endorse Labor's demands. Can any one truthfully declare that the people are not in sympathy with that which the workers demand as necessary for their welfare? The spirit of the age is sympathetic, humane. The people desire the welfare of human beings and seek information how best to promote their purpose.

That which is most urgent, most imperative is the legislation which the organized labor movement is seeking—legislation which will safeguard to all the workers those fundamental rights without which they are helpless to maintain their freedom and to protect themselves.

Organized labor makes these demands not only for themselves but for all the workers, aye, for all the people. It is better able to interpret the needs of the workers than is organized capital. The farming interests of the country endorse Labor's position. These two elements represent a large and substantial proportion of the nation. They ask that they be accorded justice by the laws and the courts of the land. They ask that human beings shall no longer be classified in the same category with the things which they produce. They ask that printers, carpenters, hatmakers, shall not be treated as things, but as men and women with all of the desires, ambitions, feelings of other human beings. This is what they are pressing home upon the consciences of the lawmakers.

This is the principle which is embodied in the Bartlett-Bacon bill now pending in Congress. The workers of all parts of the country are demanding that the principle of this bill be enacted into law. That demand is founded upon the realization that this legislation is necessary to protect their right to make trade agreements. That demand is a plea for justice. Let those who make the laws for the people give heed to the demand for human rights. The invasion of one right means danger to all rights. Safeguarding this right means that all other rights shall be safer. Organized labor will be satisfied with nothing but full recognition of the principle for which it has been contending. It now appeals to the hearts, minds, and sense of justice of the lawmakers.—Samuel Gompers, in American Federationist.

There can not be any question of the "sacredness of contract" with a trade union whose actual existence is assailed. The contract itself is abrogated by the act of assault.

LIABILITY OF SHIPOWNERS.

Attorney F. R. Wall of San Francisco has favored the JOURNAL with a copy of a communication sent by him recently to the chairman of a sub-committee of the House of Representatives in relation to pending legislation upon the limitation of shipowners' liability, etc.

Mr. Wall's criticism of House Bill 6143 is deserving of careful perusal as it shows clearly that under present law the shipowner is well protected from bothersome damage suits—his frequent complaints to the contrary notwithstanding.

Mr. Wall's letter follows:

San Francisco, Cal., March 9, 1914.

Hon. E. Y. Webb, Chairman of Sub-Committee of Committee on Judiciary, House of Representatives, Washington, D. C.

Dear Sir:

Please permit me, as one who for many years has been deeply interested in the welfare of seamen, to suggest what seem to me pertinent criticisms of Bill H. R. 6143.

The bill provides for recovery in case there could have been recovery "By or in behalf of the decedent by reason of such act if death had not ensued." The effect of this part of the provision would be to leave the beneficiary in a worse position than he would be in were the bill not enacted into law.

The reason why this is so is that the laws of a great many of the States permit recovery for wrongful death in cases where the proximate cause is negligence of a fellow servant or risks of employment. In all such cases the libelant can now, if he chooses to do so, take his case into the admiralty court, where the tort has occurred on the Great Lakes or any navigable waters of the United States and within the actual physical boundaries of such States. Further, on a vessel owned in such a State, the libelant may now, under the decision of the Supreme Court in the case of "The Hamilton," 207 U. S., 398, go into the admiralty court, and, I think, any State court where he can get jurisdiction, when the tort occurs on such a vessel on the high seas. Under the proposed law, in case of death occurring on the high seas because of negligence of a fellow servant or assumption of risk, the libelant would be without any means of recovery.

Further, for all cases of death on the high seas, regardless of what may be the laws of the State where the vessel is owned, under the proposed law the libelant would be limited to a right of action, under the decision of the Supreme Court in the case of the "Osceola," 189 U. S., 175, to those cases where the death was caused "in consequence of the unseaworthiness of the ship, or a failure to supply and keep in order the proper appliances appurtenant to the ship." As every one knows, deaths resulting from such consequence or failure constitute a very small part of the accidental deaths occurring on board ship.

It must be clear, therefore, that the bill, taken as a whole, gives no new or additional remedy in any case whatsoever, unless it be that there are some States in the Union in which vessels are owned that do not give a right of action for wrongful death; and I know of no such States. It must be apparent that those who drafted the bill either had not examined carefully into the law applicable to seafarers or else they were strongly opposed to the abolition of the fellow servant and assumption of risk doctrines. The policy of the Government of the United States, as expressed in the Federal Employers' Liability Law, leaves no possibility for doubting that these outworn doctrines of the common law are regarded with pronounced disfavor in all cases relating to the safety of employes engaged in interstate commerce on land. And certainly, also, the laws of many of the States express the same disfavor. It is impossible for the ordinary person to understand, and there is no reason, why the fellow servant and assumption of risk doctrines should cling to the seamen after the workmen on shore have been released therefrom.

This brings me naturally to a criticism of Section 6 of the bill, which preserves all of the rights of the shipowner to limit his liability.

There is no limitation of liability on land, in similar cases, and the United States is perhaps the only government that allows its shipowners to limit their liability to the value of the vessel and her freight pending. England permits its shipowner to limit his liability to a value of 15 pounds sterling a ton in such cases, and there is every reason why we should have some similar provision. Our owner protects himself from all loss by insurance, and then if his vessel has been lost by the plain fault of his agents or servants, with great loss of life, he collects his full insurance and, under the decision of the Supreme Court of the United States in the case of the "Main," 152 U. S., 122, puts all of the insurance money in his pocket and keeps it there, free from all possible attack; limits his liability to the value of a few lifeboats; and the widows and orphans, made such by the negligence of his agents, are left practically without any remedy. The books are full of such cases as these, but I refer you to two from among those within my own experience:

1. Eight or ten years ago the steamship "Walla Walla" out of San Francisco, was in collision with the French bark "Max." The "Walla Walla" was plainly in fault, and the court so found. The claims for damages for loss of life (which was great) would easily have amounted to several hundred thousand dollars. The "Walla Walla's" owners limited their liability to a sum less than $1300, and that was the entire fund from which all of these claims could be satisfied.

2. The steamship "Columbia," out of San Francisco, was in collision with the steam schooner "San Pedro," off the California coast, on July 21, 1907. Both vessels were plainly in fault, and the court so found. The total of the claims proved was $234,481.45. These were about half of the claims that could have been proved against the vessel. Of the proved claims, those for loss of life amounted to about $30,000. The "Columbia" limited her liability to a sum less than $3500. The "San Pedro" limited her liability to $16,500. The claimants, all of whom were entirely without fault, were paid about eight cents on the dollar of their allowed claims. The owners of both vessels were, undoubtedly, fully covered by insurance, not only for this 8% that they had to pay, but for all of their losses resulting from the collision.

The two cases above mentioned are typical; not at all unusual.

In substance, the proposed bill takes away a right of action now given by many States where the death occurs on vessels of such States upon the high seas, and adds a thousand fold to the difficulties of proving such rights as it does give.

Yours very truly,

F. R. WALL.

UNMANNERLY OFFICERS.

Manners maketh the man, says an old adage. Manners maketh the slave, would appear to be the fact deduced from the following extraordinary news item:

Sir Thomas Sutherland, chairman of the P. and O. Company, speaking at a meeting of the shareholders in London this week, said he regretted that officers and gentlemen had resorted to the methods of workmen in downing tools. The strike of officers was a beautiful example of decadent manners, and its settlement had cost £20,000 per annum.

Sir Thomas makes a very nice distinction among the toilers for the P. and O. One section of the wage-slaves he describes as officers and gentlemen, and the other section as—workmen.

The Australian cannot possibly conceive the snobbish significance which the well-to-do Englishman imparts into his use of that word "workmen." He manages to convey in his tone of employing it a sense of great social difference. You feel that though they are two men with the same speech, impulses, and senses, there is an impassable gulf fixed between the "mere workman" and the "gentleman."

What though the gentleman in many cases be a mere parasite, so long as he does not soil his hands with useful toil he is regarded by the social snobs as miles above the workman.

"The strike of officers was a beautiful example of decadent manners," quoth the irate Sir Thomas. Strikes, you see, are really the special province of the—workman.

But those officers have "tumbled" to the fact that nice manners, while being a perfectly charming accomplishment, won't be accepted as legal tender over the savings bank counter.

Nice manners and small pay are not a combination to swell a nest egg at the bank, or pay the tradesman's bill. And this is a painfully practical age.—The Brisbane Worker.

Demand the union label upon all purchases!

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Justice Wright on Grill.

Charges involving his character as a citizen and as an occupant of the bench have been filed against the notorious labor crusher, Justice Wright, of the Supreme Court of the District of Columbia, by Wade H. Cooper, president of banking institutions in Washington, D. C. The charges, twenty-four in number, declare Justice Wright guilty of both private and official misconduct, and numerous incidents are alleged where this official is declared to have used his position for private gain. In his letter to President Wilson, Mr. Cooper says: "I am a banker, and, therefore, naturally conservative, and would not make a statement unless I thought the facts would support it. I do not hesitate to say that the conduct of this judge is a disgrace to the judiciary of the nation and he should be promptly impeached." Mr. Cooper insists that the facts he has gathered show Justice Wright has no regard for the dignity of his position; that he accepts favors from attorneys practicing before him; that street railway attorneys have endorsed his notes for several hundred dollars while defending their clients in his court; that he threatened a certain attorney with grand jury investigations and then permitted his note for $1500 to be presented to this attorney for discount; that he practices law and receives fees in violation of United States statutes; that he sacrificed personal estates because of personal friendships for certain attorneys; that he violated law to appoint personal friends attorneys for bankrupt institutions; that he committed larceny by taking his note for $1000 out of the assets of an insolvent company; that he uses his office for personal gain; that he intimidates lawyers practicing before him; that he is a tyrant in the trial of cases before him; that he alters his charges to the jury to prevent reversals by higher courts; that he contracts bills and refuses to pay them and his creditors are helpless and afraid to sue for fear of being mistreated by him as a judge should they have litigation before him.

Sensational charges are made that Justice Wright used his office to secure election on boards of directors of banks and other corporations. It is also charged that Justice Wright appoints his personal friends trustees or receivers in practically all cases where such appointments are required, and Mr. Cooper expresses the belief that an investigation will verify persistent rumors that Justice Wright receives a division of the fees retained by said trustees or receivers. In proof of the charge that Justice Wright uses his office to further personal dislikes, Mr. Cooper says that on one occasion a party who forced the payment of a bill was compelled to do jury duty for several weeks, despite protests that he was in no physical condition. An "equivalent to uttering forged paper" is the term used in describing Justice Wright's method of juggling court records. Mr. Cooper affirms the repeated statements made by President Gompers and his associates that Justice Wright was prejudiced, and therefore incompetent, to sit in the contempt cases against Messrs. Gompers, Mitchell and Morrison, when he pronounced jail sentences of twelve months, nine months, and six months, respectively, on these trade unionists. Mr. Cooper comments as follows on this incident:

"That the said Wright, as judge, as aforesaid, unlawfuly, wrongfully, and corruptly, and grossly abused his discretion in hearing said proceedings, as he was an interested party; that he grossly abused his discretion in pronouncing sentence upon said Gompers, Mitchell and Morrison, as the penalty imposed was grossly excessive, and oppressive, and cruel, and unusual, the issue in the said contempt proceedings finally being not so much over whether the defendants had done anything meriting punishment, but as to whether they should apologize to Judge Wright or not. Because the defendants would not apologize for what they had not done Judge Wright adjudged them stubbornly contumacious, and proceeded to impose the above-stated cruel and unusual penalty. It is respectfully submitted that the above contempt proceedings were more in the nature of judicial persecution for the sake of private revenge than for the vindication of the authority of the court; and it is respectfully submitted that such sentences seem so prejudiced and unfair as to bring the courts into contempt rather than to vindicate or maintain their dignity or authority."

President Wilson referred the charges to Attorney-General McReynolds for investigation. That official later forwarded the papers to the Judiciary Committee of the House of Representatives for action. Justice Wright has retained Attorney J. J. Darlington to look after his interests. This attorney represented the Anti-Boycott Association in the Gompers-Mitchell-Morrison contempt case, now pending in the United States Supreme Court. When this case was remanded to Justice Wright's court by the United States Supreme Court, Justice Wright appointed Attorney Darlington on a commission to hear evidence and report to him, as "friends of the court," whether Messrs. Gompers, Mitchell and Morrison had violated his orders. The unionists were found guilty.

Has a Wide Viewpoint.

The editor of The Annalist, published in New York, shows by the following editorial he has the ability to acquire the other fellow's viewpoint: "It is easy to theorize about the unemployed. Recently it was told in the news from Los Angeles that the unemployed struck for higher pay and better conditions on work that had been improvised for their benefit, and a great many people said, 'There is your unemployed. They do not want work.' Last week in New York there was difficulty in keeping men at work on the snow-removal job. They were continually falling out. Again one may say something ill of the unemployed. But if one had stopped in the street, on a day of thawing

(Continued on Page 11.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeland Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts Maritimes de France, 33 rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S, Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

The total number of fatal accidents to seamen reported to the British Board of Trade during January, 1914, was 63, as compared with 118 a month ago, and 163 a year ago.

All citizens in the Union of South Africa must undergo a certain period of training in time of peace for military service, and those between their seventeenth and sixtieth years are liable to serve in time of war.

According to returns supplied to the Danish Statistical Office, 8.2 per cent. of the 110,800 members of trade unions reporting were unemployed at the end of November, as compared with 5.0 per cent. at the end of the preceding month and 7.1 per cent. at the end of November, 1912.

Returns relating to unemployment in December were received by the Dutch Government Statistical Office from trade unions and municipal unemployment funds with a total membership of 70,318. The percentage of members out of work during the month was 9.1, as compared with 6.5 in the previous month, and 8.0 in December, 1912.

The total number of claims to unemployment benefit made in Great Britain and Ireland at Labor Exchanges and other local offices of the Unemployment Fund during the five weeks ended January 30th, 1914, was 163,300—a weekly average of 32,660. During the four weeks ended December 26th, 1913, the total was 90,615, and the weekly average 22,654.

During December, 1913, 12,890 British subjects left the United Kingdom for places out of Europe, while 26,315 entered the United Kingdom therefrom, the balance inward being 13,425, as compared with 5,277 in December, 1912. Compared with a year ago, there was a decrease in the number of passengers to British North America, Australia, and the United States.

Returns showing the number of members unemployed at the middle of December were received by the French Labor Department from 728 trade unions with an aggregate membership of 248,876. Excluding returns from the miners' unions in the Pas-de-Calais department, 4.5 per cent. of the members were unemployed in December, as compared with 4.3 per cent. in the previous month and 5.7 per cent. in December, 1912.

The number of paupers relieved in the United Kingdom on one day in January, 1914, in 35 urban districts corresponded to a rate of 191 per 10,000 of the population. Compared with December, 1913, the total number of paupers relieved increased by 4,817 (or 1.4 per cent.), and the rate per 10,000 by 2. The number of indoor paupers increased by 2,709 (or 1.6 per cent.), and the number of outdoor paupers by 2,108 (or 1.2 per cent.).

Returns received from certain selected ports in Great Britain (at which over 70 per cent. of the total tonnage in the foreign trade is entered and cleared) show that during January 44,095 seamen, of whom 4,730 (or 10.7 per cent.) were foreigners, were shipped on foreign-going vessels. Compared with January, 1913, there was a net decrease of 348. The largest decreases were at Liverpool (1,184), at London (659), and at Glasgow (472), and the most marked increases at Southampton (1,119) and at the Tyne Ports (521).

SAN PEDRO, CAL.

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United Hatters of N. A.

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MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

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PATRONIZE
HOME
INDUSTRY

INFORMATION WANTED.

Andrew Wilne, native of Dundee, Scotland; about 28 years of age, dark complexion, last heard of about nine years ago, sailing as steward, also as fireman, is inquired for by his relatives. Address A. S. Milne, 1122 Rose street, Grandview, Vancouver, B. C.

Nils Edmund Johansen, a native of Tansberg, Norway, aged about 50, last heard of at Melbourne, Australia, is inquired for by his brother. Address, Martin Johansen, 839 Centennial avenue, Alameda, Cal.

Charles Harold Allen, who has served as an apprentice in a British ship, age about 21 years, medium height, brown hair, last heard of in San Francisco November 9, 1911, is anxiously inquired for by his father. Please notify British Consul-General at San Francisco.

San Pedro News Co.

Sixth and Beacon Streets, San Pedro, Cal.
Dealers in
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Light and ventilation perfect.
Cool and pleasant at all seasons.

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INFORMATION WANTED.

Adolf Theining, a native of Vannersborg, Sweden, is inquired for by his mother. Address, Coast Seamen's Journal.

Walter Jorgesen Clang, born in Aaland Yetta, Ostro Yetta, is inquired for by his uncle, John Clang. Address Coast Seamen's Journal.

George Alfred Hall, last heard of on the Sch. "Sehome" in June, 1913, will please communicate with his brother, Walter Hall. Address 790 18th street, Oakland, Cal.

Rudolph Kurella, born January 5th, 1868, at Grabowo, Germany, is inquired for by the German Consul-General at San Francisco, Cal.

Oscar Osolin, John Lind, M. Elone, John Anderson, Thomas Pukki, Alex. Tuominen, Chas. Grouberg, who were on board the steamer "Fifild" April 7, 1913, please communicate with the Coast Seamen's Journal.

Johannes Larsen, age 22, born in Fitje, Norway, is inquired for by his brother, Ingolf Vestrick. Anybody knowing his whereabouts please notify his brother at 9 Mission street, San Francisco.

Lasker Munter, of Spokane, Washington, born 1884, left home in 1903, is inquired for by his father, Adolph Munter, Spokane, Washington.

San Pedro Letter List.

Alexandersen, Paul	Moe, John M.
Anderson, A.	Muller, W. -2039
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Askvik, Torgersen Ed	Moureaux, H.
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Carlson, Julius	Olsen, A.
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Grigoleit, Ed.	Pillman, Frank
Dallman, Hugo	Paulson, Gustaf
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Hogan, Mr.	Petterson, C. -1287
Hovi, Andrew	Paul, Peter G.
Hengst, Otto	Ritcshle, Frank
Hansen, Herald	Rommerdahl, Knud
Hansen, Johannes	Roth, Svend
Heeshe, Henry	Repson, Ed.
Heide, Tom	Rudowitz, H.
Hansen, Oskar	Rignell, J. V.
Holmroos, W.	Sandy, Oskar
Hansen, Karsten	Samuelsen, Victor
Hermans,	Sjostrom, Gust
Iversen, Iver	Seirewaag, Halvor
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Johnsson, John A.	Senger, G.
Jalonen, John	Swenson, Axel
Janson, Leonard	Schultz, Axel
Jansson, A. R. -58361	Soderlund, Uno
Johansson, A. -1874	Sparkes, A.
Johnson, J. H.	Sellers, Wm.
Johnsen, George	Strahle, Chas.
Jarawo, J. A.	Svendsen, S. -1714
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Lewis, George H.	Wahl, J.
Lindholm, Erik A.	Wilhelm, Ewald
Loining, Herman	Westvik, Johannes
Larsson, Axel	Zimmerman, Fritz
	Zoe, Frank
	Zorning, A.

Packages.
Byberg, Nels Hansen

Honolulu, H. T.

Anderson, Fred	Kayer, Charles
Austin, Frank	Kolaed, Geo.
Anderson, Anders	Langen, Robt
Bergman, Ivar	Lundberg, T.
Beinink, H.	Lintenon, Ernest
Carlson, Ed	Licks, Ernst
Clancy, James	Nilsen, Nils
Carlson, Axel	Nordling, C.
Christensen, Anton	Nilsen, C. O.
Erickson, Edward	Paty, Geo. W.
Edgerton, J. E.	Perm, E.
Hanson, Max	Rasmundson, Fredrick
Hanson, Nils	
Hanson, Christ	Richard, Jim
Hanson, Jorg	Reinunk, Herman
Hapstold, Sigurd	Russel, Wm.
Haven, Francis	Remmerdahl, Knud
Johnson, Ole	Scott, Emil
Jensen, Hans	Schneider, Henrick
Ivans, Carl	Sundquist, Ernest
Irwin, Robert	Stalbery, Wm.
Kjarsgaard, Hans	Sunders, O. F.
Karlson, Oscar	

INFORMATION WANTED.

Fred (Albin) Swanson, a native of Malmo, Sweden, aged about 25, is inquired for. Address, Coast Seamen's Journal.

Fred W. Larsen is inquired for by his brother John. Anybody knowing his whereabouts please notify Chas. Hammarin, care Fishermen's Union.

John Dickson, who left Greenock, Scotland, about 10 years ago, his last address was Melrose House, Lower Boxhill, Brooklyn, New Zealand, is inquired for by his mother. Anybody knowing if he is alive or dead please notify the Secretary of the National Sailors' and Firemen's Union, Greenock, Scotland.

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, 84 Embarcadero, San Francisco, Cal.

Pacific Coast Marine.

Authorization has been received for the changing of the name of the steam-schooner "Gualala" to "Cleone." The vessel is owned by the A. W. Beadle Company.

Repairs to the steamer "General Hubbard," damaged in a collision with the steamer "Portland" on the lower Columbia River, will cost between $6,000 and $7,000.

Captain John Henry Rinder, the ship broker, has come into possession of the old Pacific Mail steamer "Acapulco" on private terms. It is likely that the ancient craft will be used for barge purposes.

The California Harbor Commissioners have received advices from State Controller Chambers that he had deposited in the second San Francisco seawall fund $647,691.22 from the sale of harbor improvement bonds.

The Interocean Transportation Company announces the steam schooners "Nann Smith" and "Redondo" will in the future give Coos Bay three and a half day freight and passenger traffic between Coos Bay and San Francisco.

After a long idleness in Oakland Creek, the well-known brig "Lurline," which formerly flew the Matson house flag, has been returned to service. Purchased by Hickman and Masterson, the brig will be operated between the South Seas and this port.

H. P. Dutton of the Tidewater Mill Company was the highest bidder for the schooners sold at auction at Portland, Ore., on March 2 by Deputy United States Marshal Becker, at the direction of the Federal Court. Dutton bid $4450 for the schooner "Hugh Hogan" and $2950 for the schooner "Oakland."

Portland (Or.) stood second among the shipping ports of the United States in January wheat exports, according to the monthly table of exports received by Collector of Customs Burke recently. New York was first in the list. Portland exported during Jauary 1,024,588 bushels of wheat valued at $886,593, while New York sent 1,785,960 bushels valued at $1,777,100.

United States Local Inspectors of Steamboats James Guthrie and J. P. Dolan of San Francisco on March 10 handed down a decision suspending the license of Captain C. Erickson, master of the steamer "Redondo," for thirty days, as a result of a collision between the "Redondo" and the steamer "San Jacinto" off the Ferry building on January 31. Captain B. Carlson, master of the "San Jacinto," was exonerated.

The Swayne & Hoyt steamer "Camino" has been chartered by the Luckenbach Steamship Company to make a trip to Balboa with cargo for Panama shipment to the East Coast. The "Camino" is on berth to sail April 6. The Luckenbachs were compelled to fix an outside vessel on account of the delay caused in their service through the mishap to the steamer "Lewis Luckenbach," which put into Acapulco two weeks ago with her propeller gone.

A judgment of more than $4000 was entered in favor of the Columbia Contract Company against the steam schooner "Yellowstone," in an opinion given by United States District Judge R. S. Bean at Portland on March 9. The judgment is for damages suffered in a collision between a respondent's ship and the "Hercules," owned by the libelant. The collision occurred in the Columbia River near Barlow's Point, on the night of April 23 last year.

The new German trading schooner "Hermes," built for the Gilbert Island trade, was launched and had her trial trip on March 10. The vessel was turned out at the yards of Frank Stone in East Oakland, and is similar to a number of craft built there for the German company which controls the trade out of Jaluit in the Gilberts. The "Hermes" is of 148 gross tons, ninety-five feet long, twenty-four feet beam, with a depth of nine feet, and equipped with an eighty horsepower gasoline engine.

At a recent meeting of the Board of Underwriters in San Francisco, the following resolution was passed: "Resolved, that the Secretary convey to Captain F. G. Dodge, the officers and crew of the United States revenue cutter 'Manning,' the thanks of this board for the services rendered by them to the steamer 'Pectan' and the representatives of the owners and underwriters engaged in the salvage operations at San Miguel Island, Santa Barbara channel, California, from the 24th day of January to the 7th day of February, 1914."

After being in court more than three years, a decision in the case of Fred Benson, Harry Morse, Edward Jones, Wallace Stanners and Charles Peterson, sailors who libeled the schooner "Edward R. West," allowing the sailors each a judgment of $21, has been handed down by Judge E. E. Cushman at Tacoma. The sailors started the suit on the ground that they had almost starved on the trip from Callao to Grays Harbor. It was proved in court that the butter supply had been exhausted in twenty-one days, and Judge Cushman allowed each man $1 for each day he was deprived of butter.

The power of the Oregon Legislature to limit the liability of the port of Portland to $10,000 for injuries done by its tugboats to other vessels has been denied by Federal Judge Bean in an opinion handed down at Portland in the case of Wilhelmson vs. Thielbek. The suit was brought in admiralty by the owners of the Norwegian steamer "Thode Fagelund" for the recovery of $125,000 damages for injuries alleged to have been suffered in a collision in Astoria Harbor August 24, 1913, with the German barque "Thielbek." The latter vessel was in tow of a tug belonging to the port of Portland Commission. The "Thielbek" has also been libeled. The judge held that "State laws or decisions cannot deprive the individual of the right of recovery for a maritime wrong, which under the general principles of the admiralty law, he possesses."

Although the Pacific whaling industry has been on the wane for the last few years, its final knell has not yet been sounded, and there is still an occasional vessel dispatched to the seas north of fifty-three in search of the "bowhead," in spite of the fact that steel has usurped the use of bone for many purposes, putting the price on the toboggan. A combined whaling and trading voyage continues profitable, but the old fleet of over a score of whaling ships has dwindled to a very few. The steam whaler "Herman," outfitted by H. Liebes & Company, will get away in a few days for northern waters. The vessel is now overhauling for the long cruise to the Arctic waters. Captain C. T. Pedersen will take the steamer north on the cruise. He was master of the schooner "Elvira," which was lost in the great white wilderness last season, and was the man picked to take the Steffansson exploration craft "Karluk" on the first leg of her voyage in search of the blond Esquimaux.

Portland's harbor front suffered the most devastating conflagration in its history on March 12, when two wharves, laden with wheat, were completely destroyed, and two large vessels were ruined almost beyond repair and a dozen buildings were damaged by the driving flames. Scores of Chinese, members of the crew of the Royal Mail steam packet Glenroy, had narrow escapes, many of them jumping into the river in scant attire and being picked up by crews from the fireboat David Campbell and the harbor patrol launch. Four firemen barely escaped death under the collapse of a huge bulkhead, and one fire fighter was seriously injured when carried downward by crumbling timbers. The aggregate property loss was estimated at $1,000,000. The two wharves, Columbia No. 2 and Montgomery No. 1, are nothing but charred piling and smoldering grain. The steamer "Glenroy" is but an empty shell, with all her inner works gone, and the steamer "Cricket," with her cargo of 4000 barrels of asphalt, was cut adrift and burned to the water's edge.

Captain Henry Bune, formerly master of the American bark "Guy C. Goss" and now in command of the cannery ship "St. Paul"; H. H. Fried and J. T. Kikutake, a labor agent, were indicted by a Federal Grand Jury at Seattle on a charge of shanghaing Julian E. Bryant, John Mullen, John Middleton and James Grady. The accused were arrested and released under $3000 bail each. The indictment charges them with having induced the four complainants April 15, 1913, to go aboard the bark "Guy C. Goss," then lying in the harbor at Seattle, under a promise that they were to be given passage free to Nushagak, Alaska, where they were to be given employment in the canneries of the Northwestern Fisheries Company for a season of seven or eight weeks, for which they were to be paid $165 each. Instead of going as passengers, the indictment further alleges that the men, over their protest, besides having to work, were obliged to sleep in quarters below of dimensions 40 by 25, where they shared quarters with nearly 200 Japanese, Chinese and Filipinos; also that a commissary department was established aboard ship, and that they were obliged to pay 50 cents for a can of tomatoes, 25 cents for a 5-cent box of crackers, 25 cents for a 5-cent box of sardines; further, that they were allowed only one pint of water for both drinking and washing purposes, for which they were charged 10 cents. The indictment further recites that above their quarters on deck hogs were carried on the trip, and that besides being obliged to sleep three in a bunk in their narrow quarters, the quarters, as a result of the hogs, were made one of indescribable filth. It is also charged that one of their number was put in irons on account of trouble with the mate, and that while in irons he was beaten and his teeth kicked out.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

International Seamen's Union of America.

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.

THOS. A. HANSON, Secretary.
570 West Lake St., Chicago, Ill.

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New York Branch, 400 West St. Telephone 5153 Chelsea.

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TOLEDO, O., 54 Main St.
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PT. HURON, Mich., 517 Water St.
CONNEAUT, O., 922 Day St.
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SUPERIOR, Wis., 1721 N. Third St.
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ERIE, Pa., 107 E. Third St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.

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Headquarters:
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Branches:
VICTORIA, B. C., 518 Yates St.
VANCOUVER, B. C., Labor Temple, Cor. Homer and Dunsmuir, P. O. Box 1365. Tel. Seymour 8703.
TACOMA, Wash., 2218 North 30th St.
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BY THE
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PAUL SCHARRENBERG.....Editor
JACK ROSEN.....Manager

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

ALLIED PRINTING TRADES LABEL COUNCIL SAN FRANCISCO

WEDNESDAY, MARCH 18, 1914.

"MACKINAW" WAS WARNED.

The protest of the San Francisco Labor Council against the recent importation of alien contract labor in the shape of Chinese seamen into the United States has brought forth a reply from the Commissioner-General of Immigration which indicates that coolie lovers of the Robert Dollar type will not be permitted to go altogether unmolested in the future.

Congressman Nolan of San Francisco presented the Labor Council's protest to the Bureau of Immigration at Washington, D. C., and the attitude of that Bureau toward this method of securing cheap contract labor is clearly outlined in the following letter:

U. S. Department of Labor,
Bureau of Immigration,
Washington, March 3, 1914.

Hon. John I. Nolan, M. C.,
House of Representatives,
Washington, D. C.

My Dear Congressman:

Answering your letter of the 26th ultimo, with which you inclosed a copy of resolutions recently adopted by the San Francisco Labor Council, regarding the transfer of certain Chinese seamen from the British steamship "Bessie Dollar" to the American steamer "Mackinaw," I beg to state that as soon as the Department received full information regarding all of the circumstances attending the bringing of the Chinese in question to an American port and their transfer in American water from the "Bessie Dollar" to the "Mackinaw," instructions were issued to place the members of the crew under arrest, the object being to grant them a hearing at which there might be developed all available facts bearing upon the question whether they were subject to deportation under the general immigration statute as alien contract laborers. Unfortunately it was not possible to serve the warrants on the alien seamen when the steamship "Mackinaw" touched at Grays Harbor, and the officers of the vessel seem to have been warned in some way that the alien members of their crew would be arrested if the vessel touched at any other American port, whereupon they proceeded to a British Columbia port and have not since returned to American waters.

Under the circumstances, the Department's desire to make a test of the law on the basis of the said case cannot be carried out; but the intention to bring about a test has not been abandoned, and a further attempt will be made at the first favorable opportunity.

Very truly yours,
(Signed) A. CAMINETTI.
Commissioner-General.

It would be interesting to know who gave the tip to the Dollar Company. Most likely, however, that phase of the controversy will forever remain a secret.

In the meantime, the suit in the Federal court against the Dollar Company for the violation of the Alien Contract Labor law is progressing nicely, and Mr. Dollar's attorneys seem to entertain grave fear of the result. At any rate, they are disposed to deal with technicalities rather than with facts.

Altogether, the latest move of the Dollar Company to import cheap Asiatic labor in violation of the law will probably prove a costly experience.

SENATOR OWENS' "DEFENSE."

Senator Owens, of Richmond, California, who double-crossed his constituents and is now facing a recall election, has at last issued a "Defense" of his notorious legislative career.

Admitting that he broke his pre-election pledges, the Richmond statesman hopes to convince the voters that he did so to "conserve the best interests of the State."

The best interests of the State, in the opinion of Senator Owens, are the cement factories of his district. Not the workers in the factories, who toil twelve hours per day; but the smug gentlemen who sent an army of lawyers and doctors to Sacramento to oppose the so-called "Cement bill."

The double-dealing Senator's defense of his vote against the Cement bill has been promptly called by the Riggers and Stevedores' Union of San Francisco, and the Sailors' Union of the Pacific, at whose instance the bill was urged for passage at the last session of the California Legislature. Both organizations have adopted formal protests against the slander contained in the Owens defense, and called upon the voters in the Ninth Senatorial District to repudiate that notorious corporation tool.

The resolution adopted by the Riggers and Stevedores' Union speaks for itself, as follows:

Whereas, It appears from the published statement of Senator James C. Owens of the Ninth Senatorial District that he is proud of the fact that he voted against the so-called Cement bill, which was introduced at the last session of the California Legislature by the Hon. Edward F. Bryant at the request of the Riggers' and Stevedores' Union of San Francisco, organized in 1853, and now embracing three thousand five hundred workers along the shores of San Francisco Bay, and

Whereas, Said Senator Owens, in apologizing for his shameful record, made the false and malicious statement that said "Cement bill was a cinch measure drawn by Mr. Scharrenberg or some man of his caliber;" therefore, be it

Resolved, By the Riggers' and Stevedores' Union, in regular meeting assembled, that we hereby most emphatically declare said Cement bill (S. B. 134) was drawn and introduced for the purpose of saving the lives and protecting the lungs of those workers compelled to handle cement in the holds of ships, and that we deeply resent the unwarranted and libelous statement of said James C. Owens and demand a retraction; further

Resolved, That we call upon the press and the working people and lovers of fair play generally to give every publicity to this resolution and help to recall a misrepresentative who attempts to cover his disgraceful record by heaping slander and abuse upon the working people of California.

If the slogan "Safety first!" were put into general operation in the loading and unloading of ships, there would be fewer patients in the hospitals. The hurry in getting the last sling load of lumber on the steamer "Santa Monica," when loading recently at Eureka, resulted in maiming and almost killing a member of the crew. By all means, let us have "Safety first!"

Demand the union label upon all purchases!

DEPORTING LABOR LEADERS.

The Premier diamond mines of South Africa paid a dividend of 350 per cent. for the second half of 1913. The dividend for the first half was 400 per cent.—Press Item.

It will be seen by the foregoing that there was after all ample justification for the deportation of labor leaders from South Africa.

With dividends of diamond mines decreased fifty per cent., surely something had to be done to protect "society" from further annoyance by those "paid" agitators.

What a lesson to the workers of the world. Capitalism, triumphant and unabashed, dominating the government of South Africa and setting aside constitution and law in order to prevent a further decrease of dividends!

We have been told a great deal about certain "sacred rights" of British subjects, but it would seem that these imaginary "sacred rights" are likely to suffer very serious and severe jars when they interfere with 400 per cent. dividends. And it should be borne in mind that the events in South Africa are but a few links in a very long chain of similar occurrences. In almost every part of the world Capitalism is able to puncture the workers' constitutional and civil "rights," and as a rule without serious inconvenience to King Dividend.

Michigan deported Moyer and Colorado's tin soldiers exported "Mother" Jones because their presence had a tendency to interfere with dividends.

In the world-wide struggle of human rights against vested (property) rights, the mythical "liberty of person" and those "constitutional guaranties"—which we are told apply alike to rich and poor—are ruthlessly trampled upon whenever they get in the way of dividends.

Physical force—the army, navy, militia and police—has ever faithfully served the vested rights of Capitalism. Human rights may win at the ballot-box, but the policeman's club and the soldier's gun are still "the answer" to the workers' demands for more equitable conditions in life.

Think it over, you men of toil! Why is it that all organized physical force is always at the command of the few who propose to maintain property rights above human rights?

The Supreme Court of New Zealand has just affirmed the decision of a lower court to the effect that it is illegal for any "registered" union to render financial assistance to workers outside the industry in which the members of the particular union are engaged. No wonder that certain college-bred enthusiasts are so very anxious to have the workers of this country adopt New Zealand methods of dealing with labor disputes. The more we learn about the practical working out of compulsory arbitration laws the greater becomes our determination to prevent their spreading to this side of the Pacific.

The Bakersfield Union Labor Journal, one of the very best of the thirteen weekly labor journals in California, has just finished the first decade of its useful and eventful life. More power to our Bakersfield contemporary; may it continue to prosper and preach the kind of aggressive trade-unionism that will finally conquer the world for the workers.

Every additional function vested in the Government is a step backward toward despotism.

NEW COMPENSATION LAW.

In compliance with frequent inquiries, the JOURNAL herewith presents a synopsis of California's new Compensation, Insurance and Safety Act. The law, which is also known as the Boynton Act, is one of the most far-reaching pieces of legislation ever adopted in this country. It was passed at the 1913 session of the Legislature and became effective on January 1 of this year.

Limitation of space precludes more than an outline of those portions most likely to interest readers of the JOURNAL.

The fundamental principle of the law is compulsory compensation for industrial accidents. Thirty nations of the earth and twenty-five States of the American Union have adopted the principle in whole or in part and the remainder of the world is moving in the same direction.

The California compensation law applies to all employees except those engaged in agricultural work or in household domestic service, and those whose employment is both casual and not in the usual course of the trade, business, profession or occupation of their employers.

For all employees except the excluded classes, the right to compensation is the only remedy of an employee disabled as the result of an industrial accident, unless he be injured through the personal gross negligence of the employer. In the latter case the employee may sue at law for damages. If, however, the accident is caused by the wilful misconduct or intoxication of the employee, he shall be denied compensation.

The schedule of compensation is as follows: The employer shall pay for all medical care and attendance during the first ninety days after an accident, but the employe shall receive nothing else for the first two weeks. After that time, if temporarily disabled, he shall be paid sixty-five per cent. of wages lost during the period of disability, for a term up to two hundred and forty weeks. In such cases the total indemnity is limited to three times his average annual earnings.

In case of permanent disability the compensation is graded according to the degree of disability, ranging from sixty-five per cent. of the average weekly earnings for a period of forty weeks for a minor disability, to sixty-five per cent. of the average weekly earnings for a period of two hundred and forty weeks, and thereafter forty per cent. of such weekly earnings during the remainder of life for a total permanent disability.

The loss of the sight of both eyes, the use of both hands, total paralysis, injury to the brain resulting in incurable imbecility or insanity, shall be conclusively presumed to be total disability. Otherwise the degrees of disability are to be determined by the Industrial Accident Commission.

The law is so constructed that a death benefit may be considerably lighter than the compensation for permanent total disability. The death benefit and any disability benefit that has been paid before death shall together not exceed three times the average annual earnings of the employe at the time of the accident, and shall never exceed $5,000. The death benefit must be paid to dependents. If there are no dependents the burial expenses up to $100 only need be paid.

The act creates an Industrial Accident Commission of three members, who have full power to determine the compensation to be paid, and supervise both the Insurance Fund and the Safety Department established by the act.

The compensation due an employe cannot be assigned, no agreement by which an employe waives his right to compensation is of any force, and no settlement made after an accident shall be valid until approved by the Industrial Accident Commission.

Insurance against liability for compensation may be obtained from the State Insurance Fund, which was created by appropriating the sum of one hundred thousand dollars as a nucleus to which will be added premiums collected from insurers. The intention of the State is to make no profit from this fund, but to charge only the cost of carrying the insurance.

Perhaps the best work that will be done under the Workmen's Compensation, Insurance and Safety Act will be done under the safety department, which will insure against having the accident happen instead of insuring against the financial burden of the accident after it has happened. It is a reasonable hope that, within five years after the going into operation of the act, the number of serious and fatal accidents that otherwise would happen in the State will be reduced by one-half, but even if this result should be realized it will be difficult for the public mind to realize that it has been attained. The accidents that do happen will be recorded and the record will be published, but not so with the accidents that might have happened but did not. They leave no trace and for this reason it may prove difficult for the public to value at its true worth the activities of the new Department of Safety. Nevertheless, the personnel of the Commission gives ample assurance that its beneficent work will go on whether its praises be sung or unsung, its paths cheered by praise or uncheered through public unconcern and popular neglect.

Industrial accident, where it has not been adequately dealt with, has proven to be the third greatest cause of poverty in the world, and the great causes of undeserved poverty, such as sickness, unemployment, industrial accident and premature death, must be adequately dealt with by organized society or society will some day awaken to find itself disorganized and chaos reigning. European statesmanship has foreseen this truth and, with its far-reaching system of social insurance, has forefended against it. To do otherwise will be to live in a paradise of fools.

In preparing the Compensation, Insurance and Safety law California had the experience of the world to select from and nearly two years in which to do the selecting. Hence, it is believed that the act which was finally adopted is one of the very best.

Compensation, Insurance, Safety—they cover the whole ground, leaving nothing unprovided for, and yet there is practically nothing new in the act from beginning to end. Every feature of it has been tried out somewhere and its efficacy justified by experience.

California is in a position to lead the nation and other commonwealths are eager to follow that leadership,—provided that employers and employes throughout Cali-

(Continued on Page 11.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Mar. 16, 1914.
Regular weekly meeting came to order at 7 p. m., J. Faltus presiding. Secretary reported shipping good; hard to get men from the hall.
JOHN H. TENNISON, Secretary pro tem.
84 Embarcadero. Phone Kearny 2228.

Victoria, B. C., Mar. 9, 1914.
No report.
ARCHIE KING, Agent.
518 Yates St.

Vancouver, B. C., Mar. 9, 1914.
No meeting. Shipping and prospects uncertain.
W. S. BURNS, Agent.
N. E. corner of Hastings and Main streets. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Mar. 9, 1914.
No meeting. Shipping dull; prospects uncertain.
H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, Mar. 9, 1914.
Shipping and prospects poor.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Mar. 9, 1914.
Shipping and prospects uncertain.
J. PEARSON, Agent.
P. O. Box 6. Tel. Main 557.

Portland Agency, Mar. 9, 1914.
No meeting. Shipping and prospects uncertain.
G. A. SVENSON, Agent.
P. O. Box 2100. 51 Union Ave. Tel. East 4912.

Eureka Agency, Mar. 9, 1914.
No meeting. Shipping and prospects uncertain.
JOHN ANDERSON, Agent.
227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, Mar. 9, 1914.
Shipping dull; prospects uncertain.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Mar. 2, 1914.
Shipping dull; prospects poor.
JACK EDWARDSON, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Mar. 5, 1914.
Regular meeting was called to order at 7 p. m., Harry Frazer in the chair. Secretary reported shipping slow.
EUGENE STEIDLE, Secretary.
Phone Kearny 5955.

Seattle Agency, Mar. 5, 1914.
No meeting. Shipping medium.
LEONARD NORKGAUER, Agent.
P. O. B. No. 214. Grand Trunk Dock, Rooms 203-205. Phone Main 2233.

San Pedro Agency, Mar. 6, 1914.
No meeting. Shipping slow; prospects uncertain.
HARRY POTHOFF, Agent.
P. O. B. No. 54.

Portland Agency, Mar. 9, 1914.
No meeting. Shipping fair; scarcity of waiters.
THOMAS BAKER, Agent.
271 2nd St., Bickle Bldg., Room 10. Phone Main 9731.

DIED.

Thomas Eistrat, No. 305, a native of Russia, age 42, died at Fort Stanton, New Mexico, March, 1914.

SLAVES OF THE COAL MINES.

Southern Colorado to-day is in a state of anarchy. Men are held slaves in the coal mines, terrorized by murderous mine guards and robbed of practically every cent of the small pittance they are paid. The striking coal miners are intimidated and murdered by the hired assassins of the operators, denied their constitutional rights by the militia of the State of Colorado. These and many other outrages were brought out by the Congressional committee which closed its month's investigation of the Colorado coal strike Saturday.

For years the coal miners of the State have maintained that they had less personal liberty, less rights in Colorado than have the people of Russia. For the same length of time the prostituted press of the State, their personnel putrid with the blood money of the operators, have denied these reports.

If there was any doubt in the minds of the people of Colorado as to the real conditions in the coal fields those ideas were dispelled by the oppressed witnesses who appeared before the Congressional investigating committee.

The operators and their gunmen have run their lickspittles in office with such a high hand, with such utter disregard of the laws and human life that conditions as they exist seem impossible to the man who has not suffered or failed to spend some time in the district.

One of the just grievances of the miners, established by the men as well as mine superintendents and foremen, was that of short weights. Since the first mine was opened in the State it has been the common practice of the coal operators to steal from 400 to 800 pounds of coal from miners on each car. To offset this highway robbery the miners had a bill passed providing for a checkweighman. When the miners sought to take advantage of this law, they were promptly discharged or given such a poor room that they could not make a living and were forced to quit. Instead of abolishing this thievery of coal by the operators, the checkweighman law seemed to increase it, for the operators were filled with a desire to demonstrate how they were superior to the law and could do as they pleased in a State where they owned a majority of the officials body and soul.

Probably one of the most notorious works of the operators exposed by the witnesses was the blacklist system that has always been in existence against union miners. After the 1903-04 strike 6000 men were blacklisted and but few of them have been able to get work up to this time except where companies signed up with the union. Witnesses testified that superintendents at all of the mines in the State had a list of the union men. They told of going to mines, being refused work because they were union men and seeing scores of men employed while they stood there.

One of the most notorious conditions existing in the south has been the domination of politics by the coal companies. They own the courts, the juries and practically every other officer. An example of the rotten condition existing in these counties was exposed at Walsenburg. About a month ago Deputy Sheriff Miller, a thug who boasted that he has seventeen notches on his gun and has threatened to "get" 22 more "red necks," walked up to a young striker at 4 o'clock in the afternoon and broke his jaw. Miller was arrested, tried before a jury composed of seven deputy sheriffs and two members of his gang, and acquitted. To the resident of a State where laws are in effect this would seem like an exceptional case, but it is cases like these happening every day in the year for twenty years that have led up to the present strike.

Jack McQuarry, a witness and who was deputy sheriff of Huerfano County for seven years, testified that when a man or number of men were killed in the mines, he was ordered to take the coroner to the superintendent and find out who he wanted on the jury, as well as what the verdict was to be.

When Jeff Farr and his ring did not have sufficient votes to carry an election, they voted the sheep in the hills or else arrested enough of their opponents to carry the election and held them until they promised to vote the way Sheriff Jeff Farr wanted them to.

It has always been common practice for the superintendent to take his men to the polls and vote the entire gang one way.

This was accomplished as follows: A man who knew how he was to vote was sent in first. He marked the official ballot and instead of depositing it in the box placed another similar looking paper there. The marked ballot he took out to the superintendent. This was given to another man. He got a blank ballot, took it into the booth and stuck it in his pocket. The marked ballot was placed in the ballot box and the blank one taken to the superintendent to fill out and give to another man. Thus the endless chain system was kept going.

McQuarry told how in 1906 the deputies were told to "get" John R. Lawson, International Board member of the United Mine Workers. They could find no legitimate reason for arresting Lawson so two deputies went up to him, stuck a gun in his pocket and then arrested him for carrying concealed deadly weapons.

Tony Langowsky, a member of the union and spotter for the operators, threw a bomb into their camp when he testified that he and the mine guards framed up all the dynamite explosions which terrorized Sopris, Colo., for six weeks last fall.

The operators sent out the reports through their prostituted press that these explosions were the work of the "lawless" strikers. Langowsky's testimony absolutely fixes the blame for the outrages which have occurred in Southern Colorado on the operators, who have heretofore been convicted of every crime except that.

It is impossible to bring out even a small part of the testimony in one story. While the operators were convicted of every crime on the calender, the militia of the State suffered like exposure.

It was shown by the witness that these barrel-house bums and Baldwin thugs have robbed and plundered homes, have insulted the womanhod of the section, have beaten and dragged future mothers through snowy cold alleys, interfered with the United States mail, robbed postoffices and committed other crimes. Possibly the most notorious outrage of the militiamen was the riding down and maiming of scores of women and children on the streets of Trinidad. A woman carrying an American flag was trampled under the foot of a cavalryman's horse and the flag trailed in the dust; another woman had her ear severed by a saber, another woman received a terrible gash over her eye.

But if the terrible maiming of these defenseless mothers with babes in their arms was a disgrace to the name of Colorado, it was the action of Adjutant-General John Chase, commander of the militia, that brought down the condemnation of these dogs of war who are serving the coal operators.

Chase was riding down the street at the head of his scabherders when he saw the peaceful marching women. He became so excited that he fell from his horse and the women laughed. Losing his temper he gave this order, "Shoot those women and shoot to kill if they move another inch." It must be understood that this murderous assault upon women and children was made because of their line of march, according to Chase. It was a lame excuse, however, because Chase had approved of the line of march before the parade started.

Chase showed his fiendish glory in his saber and gold lace by his assault on Sarah Slater, a peaceful little 16-year-old convent girl. She was on her way from school when she stopped to see the fun. She was exhibiting the natural curiosity of a school girl. Although she was not one of the women in the parade, Chase ordered her to move on. She hesitated for a minute and this brute who is commanding the barrel-house-bum militia of Colorado kicked her violently in the breast.

To add to the infamous outrage Chase ordered her and several other women under military arrest and placed in the dirty, filthy Trinidad jail.

Mont Masingale, a private who as a mine guard of the C. F. & I. gives orders to his superiors, admitted that he and many other gunmen were members of the militia and drawing $3 a day from the company and $1 a day from the State of Colorado.

Annually about 15,000 pounds of spruce gum are gathered in Maine, and practically all of the crop is harvested in March. Gum pickers earn from $1 to $6 a day, and as the crop never fails, they do fairly well. The Maine crop is larger than all the other States combined produce. The gum picker wears steel climbing spurs on his boots and in his belt he carries a light hatchet. Strapped to his waist is a bag with a wide mouth for the reception of the gum. Climbing a tree, the picker proceeds from limb to limb, chipping off the lumps of gum as he finds them, until he reaches the top. Most of the gum is caught in the wide open bag as it falls from the tree, while all that goes to the ground stands out in such relief upon the snow that it is easily picked up.

By law a native Samoan is not allowed to sell his land, and the freeholds held by whites are seldom for sale. The German government is averse to planters coming in with a small amount of capital. Land on the beach in the municipality of Apia, a strip four miles in length, is valued at $1000 per acre.

SHIPBUILDING IN 1913.

The annual summary of the world's shipbuilding for the year 1913, just issued by Lloyd's Register of Shipping, shows that the world's output of new tonnage last year was 1750 vessels of 3,332,882 tons gross, or adding warships, 1930 vessels of 4,009,-791 tons. Of this total, the United Kingdom alone contributed 688 vessels of 1,932,153 tons and 49 warships of 271,376 tons displacement. The world's naval shipbuilding output last year (676,909 tons) was the second largest in 20 years, having been exceeded in 1911 (768,869 tons), while the world's mercantile shipbuilding for 1913 (3,332,882 tons) is the largest ever recorded; following the record year of 1912 which showed a total output of 2,901,769 tons. The world's new warship tonnage last year was 534,629 tons. Of the vessels launched during 1913, 654 of 2,070,415 tons (including 134 vessels of 506,913 tons launched outside the United Kingdom), have been built under the Society's inspection with a view to classification in Lloyd's Register Book. These figures show the enormous increase of 445,000 tons as compared with those of 1912, which were themselves up to that date the highest on record. The mercantile tonnage launched last year (3,332,882 tons) consisted of 3,188,578 tons steam and 144,304 tons sail. The figures given under the heading of sail are made up almost entirely of barges, lighters, and similar non-self-propelling craft. It may be pointed out that the gross tonnage of sea-going vessels depending solely upon their sails as a means of propulsion which were launched during 1913, does not amount to more than 36,500 tons, even taking into account the sea-going schooner barges trading on the East Coast of the United States. During the year under review 17 such barges with a total tonnage of over 16,000 tons have been launched. As the sail tonnage losses through wreck, breaking up, etc., amounted last year to 183,000 tons, it appears that the net loss to the world's fleet of sea-going sailing vessels for the year 1913 amounts actually to 147,000 tons gross. The steam tonnage of the world, however, increased by about 2,690,000 tons last year, figuring the losses through wreck, breaking up, etc., at 682,000 tons. As previously stated, the United Kingdom alone contributed 688 vessels of 1,932,153 tons gross (viz., 641 steamers of 1,919,578 tons and 47 sailing vessels of 12,575 tons) to the world's output of new tonnage in 1913. The sailing ship tonnage is composed, however, almost entirely of barges and similar craft. The output of mercantile tonnage in the United Kingdom during 1913 shows an increase of 193,639 tons on that of last year, and is the highest ever reached, exceeding the previous record (1906) by 104,-000 tons. Practically the whole of the tonnage launched has been built of steel, and over 99 per cent. is composed of steam tonnage. Of the total output, nearly 78 1-3 per cent., or 1,513,107 tons (1,509,080 steam tons and 4027 sailing tons), was built for registration in the United Kingdom. The amount of tonnage launched in the United Kingdom for other countries during 1913 was 419,046 tons, forming over 21½ per cent. of the total output, as compared with nearly 24 per cent. in 1912, 22 1-3 per cent. in 1911, 19½ per cent. in 1910, 24 2-5 per cent. in 1909, 40 per cent. in 1908, 34 per cent. in 1907, and 20 1-3 per cent. in 1906. Holland provided the largest amount of work for the shipbuilders of the United Kingdom, viz.: 13 vessels of 89,992 tons (nearly 5 per cent. of the total output). Norway occupies the second position with 54,111 tons, being followed by Greece (39,-999 tons), the British Colonies (37,118 tons), and Russia (31,217 tons). The returns for 1913 show that 84 vessels of 6000 tons and above were launched. Of these, 21 were over 10,000 tons each, the largest being the Cunard Liner "Aquitania," of 47,000 tons, and the Allan Line steamers "Alsatian" and "Calgarian," 18,485 tons each. The following are the other vessels of 13,000 tons and upward, viz: "Andes" 15,620, "Alcantara" 15,600, "Orduna" 15,-600, "Ulysses" 14,491, "Tubantia" 14,055, "Gelria" 13,868, "Alaunia" 13,450, "Andania" 13,405. Of the vessels launched in the United Kingdom 16 are capable of a speed of 16 knots and above. The fastest of these are the turbine vessel "Aquitania," and two other turbine steamers intended for service in the Irish Sea and for the English Channel, respectively, the three designed for a speed of over 20 knots.

THE OCEANS' POPULATION.

Besides determining the saltness of the sea, and so arriving at the character and direction of ocean currents, the Polar explorers make continual observations of the life in it. Professor Lohmann's researches in marine biology during the voyage of the "Deutschland" to the Antarctic have been published, and reveal rather surprising results as to the microscopic population of sea water. Lohmann's method, already employed in the Michel Sars expedition, consisted in bringing up from depths of twenty-five to two hundred fathoms samples of sea-water. These were "centrifugalized," and the result of this operation was then studied microscopically. The results obtained in this way were naturally more precise than could be made with nets of any kind. They confirmed the conclusions of a previous expedition in showing that the warm waters of the tropical regions are much more sparsely populated than those of the cooler waters of temperate latitudes. The tropical "desert zone" lies between the parallels 30 degrees north of the equator and 20 degrees south. This region is five times less populous than the temperate zones. Naturally, as one approaches coast lines, the differences are even more striking. A sample of water taken at seven fathoms near Kiel contained fifty times as many microscopic organisms as one in tropic seas. The greatest density of the sea vegetable organisms is found, not as one would have expected, at moderate depths, but towards the surface. The difference is very marked in temperate waters, much less so in tropical ones, where sometimes the maximum population is found at forty to fifty fathoms.

Cincinnati has decided to grant women teachers in the public schools equal pay with men teachers for the performance of the same kind of work, and to make no discrimination against women teachers because they are married. Those who say the world is not moving upward and onward are finding less and less ground to stand on.

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships. Fraternally yours,

LAKE SEAMEN'S UNION,

V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION

570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y.....55 Main Street
Telephone Seneca 936 R.

CLEVELAND, O.....1401 W. Ninth Street
Telephone Bell Main 1842.

MILWAUKEE, WIS.....133 Clinton Street
Telephone South 240.

ASHTABULA, O.....21 High Street
Telephone 552.

NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

DETROIT, MICH.....7 Woodbridge Street, East
Telephone 3724.

SUPERIOR, WIS.....1721 N. Third Street
Telephone, New, Broad 385.

BAY CITY, MICH.....108 Fifth Avenue
OGDENSBURG, N. Y.....70 Isabella Street
CONNEAUT, O.....922 Day Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue
PORT HURON, MICH.....517 Water Street
ERIE, PA.....107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

HEADQUARTERS.

71 Main Street, Buffalo, N. Y.
Telephone Seneca 48.

BRANCHES:

CLEVELAND, O.....1185 W. Eleventh Street
CHICAGO, ILL.....445 LaSalle Avenue
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DETROIT, MICH.....27 Jefferson Ave., East
SUPERIOR, WIS.....1814 Fourth Street
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ASHTABULA, O.....74 Bridge Street
TOLEDO, O.....54 Main Street
DETROIT, MICH.....7 East Woodbridge Street
PORT HURON, MICH.....517 Water Street
CONNEAUT, O.....922 Day Street
OGDENSBURG, N. Y.....70 Isabella Street
NORTH TONAWANDA, N. Y.....152 Main Street
SUPERIOR, WIS.....1721 N. Third Street
BAY CITY, MICH.....108 Fifth Avenue
ERIE, PA.....107 E. Third Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue

UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS.

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS.

Ashland, Wis.
Ashtabula Harbor, O.
Buffalo, N. Y.
Duluth, Minn.
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Grand Haven, Mich.
Green Bay, Mich.
Houghton, Mich.
Ludington, Mich.
Manistee, Mich.
Erie, Pa.
Menominee, Mich.
Ogdensburg, N. Y.
Oswego, N. Y.
Port Huron, Mich.
Manitowoc, Wis.
Marquette, Mich.
Milwaukee, Wis.
Saginaw, Mich.
Sandusky, O.
Sault St. Marie, Mich.
Sheboygan, Wis.
Superior, Wis.
Toledo, O.

LIBYAN SPONGE FISHERIES.

Because of hostilities between Italy and Turkey during the greater part of 1912, no permits to fish for sponges off the coasts of Tripolitania and Cyrenaica were issued by the Italian government in that year. A government commission was sent to Libya to study the possibilities of increasing the economic value of the coast fisheries of these new provinces, and regulations were adopted to control the sponge fisheries and rules prescribed for taking fish from these waters. The Ministry of Colonies also entered into contracts with syndicates to control the fisheries and to encourage them in every way.

It is estimated that the 1913 output will total 35,000 kilos (77,000 pounds), valued at approximately $250,000—a figure exceeded only once since these banks have been fished—due to the cessation of operations during 1912. It is to be noted that the government prohibited sponge fishing during 1913 off the Cyrenaica coast where the best grades are found; but it will be allowed in 1914, and the ports of Benghazi and Derna have been designated as the places where the sponge syndicate shall establish warehouses for the deposit of all sponges taken off the Cyrenaica coast.

The Syndicate for Sponges is composed of the Banco di Roma, the firm of A. Zaffaroni, Milan (the largest dealer in sponges in Italy), and a Greek firm. This syndicate provides warehouses for the deposit of all sponges taken off the coast and, in general, carries out the administrative features of the rules governing the sponge fisheries. In return it receives 5 per cent. of the value of all sponges deposited. It also supervises the sale by the captains to buyers, who must purchase at the depots, but this feature has been the subject of much criticism as preventing a free market. All of the buyers are Greeks, who come from different European centers where sponge sales are conducted. A few sales have been made at 40 to 50 lire per kilo ($3.50 to $4.38 per pound) for the best quality, 30 to 32 lire ($2.63 to $2.80 per pound) for second quality, and 10 to 20 lire ($0.88 to $1.75 per pound) for the poorest grade.

During the 1913 season, commencing March 1 and closing November 1 (Greek calendar), 83 vessels were engaged in the Libyan sponge fisheries, employing, as crew, 830 Greeks and 10 Italians. In 25 of these vessels diving machines were used, with 600 men; in 40, the sponges were taken by dredging, with 180 men; in 18, some 60 men used harpoons or tridents. Besides these boats there are supply and deposit ships that accompany the fishing craft. The government realized about $4,500 from license fees and will receive $7000 from export taxes. It is to be noted that although practically all the fishermen are of Greek blood, yet many come from the Aegean Islands where the Italian flag now flies. Of the 83 vessels having licenses to fish, 27 were under the Italian flag, but only 2 of them came from Italy proper.

About 50 per cent. of the Greek vessels will at once proceed to the Aegean Islands, while the others will remain for the winter season, commencing in December and lasting until March. The winter season's catch amounts to about 25 per cent. of the other. Now that the first section of the breakwater in Tripoli harbor has been completed there is splendid protection for these fishing boats during the entire year.

The ordinary fishermen earn about $100 for the season, and found, but the machine divers are in a class by themselves. On account of the hazardous nature of their work, their earnings amount to about $500 net, or even more when there is a profit-sharing agreement with the captain and a good catch is taken. At present, in case of death from diving, 4000 lire (about $800) is paid by the captains as an indemnity and only 1000 lire (less than $200) in the event of permanent injury.

It is agreed that the economic value of the sponge industry to Italy under the present conditions is inconsequential, but this will soon be changed. Italian fishermen on the Tunis coast will be induced to come to Libya and the crude sponges will be treated and prepared here for European markets. There seems to be no reason why the increased value from properly prepared sponges should not contribute to the industrial development of these new Italian provinces. The consulate is informed that this matter is having the closest attention from the proper authorities, and that another year will see a change in the rules so that Libya will receive a much greater benefit from its sponge fisheries.

TRADE UNIONISM.

What is trade unionism? What essential and definite part of the labor fight can it claim as its particular province? The trade union movement is based on the belief that certain things are out of joint in the industrial world; that those who work for a living are prevented from receiving the return for their labor which should be theirs; that certain conditions surrounding working people to their detriment, are the result, not necessarily the fault of the worker as an individual, but of man's greed and inhumanity which can only be remedied by collective endeavor.

Trade unionism in its simplest meaning may be defined as the union of wage earners upon the natural lines of trade interest to secure larger returns for, and better conditions around their labor. We say the natural lines of union because men occupied at the same calling have a more direct interest in common than men occupied in divers trades. This of course does not imply that the tailor, the printer, cigarmaker, carpenter, machinist, etc., do not have many interests in common which they may well pursue in the bond of federation. But that part of their life devoted to the earning of bread and butter, touches more closely to those of their own craft. Thus recognizing this fact the trade union expends its main effort in the advancement of craft interests.

The most distinctive part played by the trade union is to bring about a higher rate of wages, a more reasonable proportioned workday and decent treatment of the workers themselves. These things have been sought for by trade unions ever since their inception, and the well attested history of the labor movement bears witness to the great success gained in this direction, although new obstacles are constantly developing that demand incessant and untiring effort to overcome.

Organizations of labor to be powerful, and to be able to resist encroachments, must also provide the wherewithal to protect those of their members who are called upon to make sacrifices. In order to be thus prepared for war, they must in times of peace provide the means to meet whatever contingencies may arise. It is of course true that once a powerful and well-drilled organization is developed the occasion to enter conflicts is reduced to a minimum, as opponents to any cause are always wary to cross swords with those who can deal blows that are disastrous and effecive. In the solidarity of labor lies its power, for an antagonist who feels that his victory depends upon his sacrifices, and even then is doubtful of results, is careful how or when he incites a conflict. In carrying out the functions of the trade union organizations it is always prudent to use the utmost precaution in regard to strikes, as very serious injury is frequently inflicted upon labor organizations through the precipitation of too-frequent, ill-advised, or ill-timed strikes.

Men sometimes form or join a union and if they do not at once realize some monetary benefit they immediately begin to kick, forgetting the fact that the same hard conditions for those who toil obtain everywhere, and that only by the application of practical business principles can permanent advantages be gained. Notwithstanding all this which has time and again been demonstrated, the thoughtless clamor for relief that under existing conditions it is impossible to immediately afford. The duty of the hour for men of labor is to build up the strength of their organization, and by such means extend its influence and thus be able in time to build up a sustaining power that will be reasonably certain to afford the protection desired as well as needed.

Making indiscriminate demands, or any demands without carefully though out plans of procedure and disciplined organization, usually result in precipitating needless trouble on the backs of the already overburdened toilers, and in most instances is positively suicidal to the best interests of labor. Thorough trade union organization is the open sesame for relief from the burdensome monotony of long hours and short pay. As organization along proper lines advances among the workers, their opportunities grow greater, and let us ever remember that the wrongs of centuries cannot be remedied over night, and that the millennium is still hidden behind the curtain of the future.—The Lancaster Labor Leader.

Since his retirement from public office and subsequent induction to a comfortable post in one of our leading universities, Mr. Taft, on many occasions, has availed himself of the opportunity to assail practically every proposed piece of progressive legislation which has come to his attention. Evidently Mr. Taft is not in sympathy with the changes occurring in our public affairs or in education or in many of the important questions of the day, and this is very natural considering the atmosphere in which he grew and developed, as his is the type of mind that is common among those who have been favored by fortune and educational opportunities. A saying of Mr. Gladstone near the close of his career about correctly reflects the frame of mind of Mr. Taft, and is as follows: "I painfully reflect," said Mr. Gladstone, "that almost every one, if not every one, of the greatest political controversies of the last fifty years, where they affected the franchise, where they affected commerce, where they affected religion, where they affected the bad and abominable institution of slavery or what subject they touched, this leisured class, this educated class, this wealthy class, this titled class has been in the wrong."—The Garment Worker.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

temperature, and had seen the men at work in broken shoes, with their feet wet, wretched, and ill-fed inefficients, one might have had other thoughts about it. One might even have asked if it had not been possible for the city to issue rubber boots as well as shovels, merely as a part of the equipment necessary for the job."

What the Nation Loses.

In his third annual report Joseph A. Holmes, Director of the National Bureau of Mines, says that while there is no exact measure of the loss from mine accidents and mineral wastes, an approximate measure may be made. If the increasing rate of coal mine fatalities during 1905, 1906 and 1907, the three years prior to the beginning of this work, had continued throughout the four subsequent years, since Congress authorized these mine explosion investigations, the number of fatalities would have been at least 4000 greater than they have actually been. At approximately the average compensation paid in fatal mine accidents for the past few years this would represent a national loss of $12,000,000 in the four years. In mineral waste the national loss is estimated to be not less than $1,000,000 a day. This loss is considered as national for the reason that the mineral products of the country, becoming articles of interstate commerce, are used by the people of all the States, regardless of their sources.

Can't Hamper Parcel Post.

Partisan lines were broken in the United States Senate when the proposition to limit the power of the Postmaster-General in parcel post matters was defeated, after a three days' fight. The Postoffice committee favored the plan to take from the Postmaster-General the power to reduce rates and extend zones without first getting permission from Congress. Friends of the parcel post as now conducted opposed this suggestion and declared it would be practically impossible to make further weight increases or other benefits to the people as a result of experience and organization. Another amendment provided that no packages of more than fifty pounds should be carried unless the Interstate Commerce Commission should decide the rates representing the cost of service. This, also, was defeated. Other amendments, designed, it was charged, to weaken the present service, were defeated. When Postmaster-General Burleson increased the weight limit to fifty pounds, decreased rates and eliminated the first, or fifty-mile zone, last summer, he was subjected to severe criticism by certain Senators, but these views have not been sustained.

Seizure of Mail Unlawful.

The United States Supreme Court has unanimously held that it is illegal for a police officer to seize letters or papers of a person charged with crime and use them to convict the person charged unless said officer is properly armed with a search warrant. The decision was made in the case of Fremont Weeks, a Kansas City express messenger, who was charged with using the mails to further a lottery scheme. He was arrested at a railroad station by one group of policemen, while another group searched his home without a warrant. The court held this action illegal and a new trial for Weeks was ordered because his constitutional guaranties were violated. The court also held that a citizen may prevent private papers which have been unlawfuly obtained from him from being used as evidence at his trial. This he can do by going into court before the trial and demanding their return. It is declared that criminal prosecutions in the United States will be revolutionized by this decision, which marks the end of prosecuting officials seizing papers without authority and using them against persons accused of crime. This decision also reverses a former ruling, made in the case of a New York gambler, where it was held that the court was not compelled to question a witness as to how he had obtained possession of papers, but would admit them as evidence, regardless of how they were secured.

NEW COMPENSATION LAW.

(Continued from Page 7.)

fornia are willing to co-operate in making this paper law a real law, an acceptable part of the industrial and economic life of the State.

It will not do for employers to shift the entire burden of insurance upon their employes. The theory of compensation is to transfer the strain from the injured to the industry. This cannot be done if the employes are made to pay the premiums for insurance. Still, the brief experience in the administration of the new law has shown that some employers are even contemplating assessing their employes in excess of the total amount of insurance. Not only is this wrong, but it is immoral to make a profit out of such a situation. The only just method is for the employer to carry along the premium into the cost of the business, and this will be done in many occupations, and, as time goes on, it will be considered one of the charges of production that should rightly be added to the cost distribution. If the workers are directly assessed, and, as the great majority of the consumers, they also pay again when they make purchases, they are doubly taxed.

If in doubt regarding your rights under this law, or in case of a controversy either with your employer or with the representative of any insurance company, write or call upon the Industrial Accident Commission of the State of California, 525 Market street, San Francisco, and the necessary information will be furnished without cost.

GERMAN MERCHANT MARINE.

The German merchant marine has developed from 4602 vessels of 1,068,383 tons net on January 1, 1875, to 4850 vessels of 3,153,724 tons net on January 1, 1913. The number of steam vessels in 1875 was only 299, with a net tonnage of 189,998, while in 1913 it was 2098 with a net tonnage of 2,655,496. The steam vessels represented, in 1875, 6.5 per cent. of the total number and 17.8 per cent. of the tonnage, and, in 1913, 43.3 per cent. of the number and 84.2 per cent. of the tonnage.

For fair products of all kinds consult the JOURNAL'S ad columns.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to bodv or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters:
SAN FRANCISCO, Cal., 42 Market St.

Branches:
SEATTLE, Wash., Rooms 203-205, Grand Trunk Dock, P. O. Box 1335.
PORTLAND, Ore., New Grand Central Hotel, Room 110, Third and Flanders Sts.
SAN PEDRO, Cal., P. O. Box 54.

UNITED FISHERMEN OF THE PACIFIC.

Headquarters:
ASTORIA, Ore., P. O. Box 138.

Branches:

LA CONNER FISHERMEN'S UNION.
LA CONNER, Wash.

GRAYS HARBOR FISHERMEN'S UNION.
ABERDEEN, Wash., P. O. Box 34.

DUWAMISH FISHERMEN'S UNION.
GEORGETOWN, Wash.

SKAGIT RIVER FISHERMEN'S UNION.
FIR, Wash., P. O. Box 6.

COQUILLE RIVER FISHERMEN'S UNION.
PROSPER, Ore.

ALASKA FISHERMEN'S UNION (Local No. 2), KETCHIKAN.
LORING, Alaska.

ALASKA FISHERMEN'S UNION (Local No. 3).
PETERSBURG, Alaska.

ALASKA FISHERMEN'S UNION.

Headquarters:
SAN FRANCISCO, Cal., 93 Steuart St.

Agencies:
SEATTLE, Wash., 84 Seneca St., P. O. Box 42.
ASTORIA, Ore., P. O. Box 138.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA

29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

Officers of the Michigan Federation of Labor have completed the work of mailing to every section of the State, initiatory petitions calling for changes in the State laws relative to the eight-hour work day and the right to regulate the hours of work for men as well as women and children.

The Immigration and Housing Commission of California, has been promised the support of the E. Clemens Horst company, extensive hop growers, in the proposed clean up of labor camps. In a letter to the Commission, President Horst writes: "We would especially ask you to give us information as early as possible as to what may be the requirements, both with regard to housing or tenting and sanitation, so that we may make the necessary arrangements on all of our hop ranches to fully comply with the Commission's requirements."

State life insurance promises to be an issue in Oregon in the very near future. State Insurance Commissioner Ferguson, who has been investigating the Wisconsin plan, has reported to the Governor his belief that this system is practicable. He says: "Of the total expense of old line companies, more than one-half goes to agents in commissions. Under the Wisconsin plan policy holders are saved this expense. Applications are received by clerks and treasurers of counties, of cities, of towns, and by officials of banks which receive State deposits, and no paid agents are employed."

Dr. P. P. Claxton, United States Commissioner of Education, says that there are 5,000,000 illiterate men and women in this country and many millions barely able to read and write. He declares this condition is a national disgrace, which can be wiped out by the time the next Federal census is taken if co-operation with the States, school officers and educational associations is secured. He asks Congress to appropriate $10,000 to start this work, which would mean a saving of $500,000,000 a year, now lost to the nation because of illiteracy. Dr. Claxton says that the work of his bureau has increased nearly fourfold within the past four years and the demands upon it for help from five to ten fold, while the increase in appropriations has been less than 25 per cent.

The Industrial Accident Insurance Commission of California has published a decision that it is illegal to reduce wages to meet the cost of insurance against the compensation risk on employes. The Commission learned that some employers intended to assess their employes for amounts that are in excess of the amounts required for liability insurance, which would mean a profit for the employers above all cost of insurance. The Commission says: "The theory of compensation is to transfer the strain from the injured to the industry. The best method is for the employer to carry along the premium into the cost of the business, and this will be done in many occupations, and, as time goes on, it will be considered one of the charges of production that should rightly be added to the cost of production."

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Tacoma Letter List.

Berglind, Ed.	Knappe, Adolph
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Christensen, Albert	Kierth, Hans
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Kallas, Alex.	Swansson, August
Kalberg, Wm.	Thoresen, Axel L.
Kirwan, M. L.	Wessman, John

INFORMATION WANTED.

Axel Peterson, F. Lundberg, J. Gustafson, M. Garcia, crew of the steamer Riverside, at the time she towed in the Oceana Vance, kindly call at the office of the Charles Nelson Co. for money due them.

Victor N. Kvenen, a native of Belgium, age 32, last heard of in Ashtabula, Ohio, April, 1909, inquired for by his brother John Kvenen, Route 2, Raleigh, Tenn.

Valetine (Walter) Zima from Lubiachowo, Kreis Schrimm, Province Posen, Germany; last address Sailors' Union Hall, Seattle. Please communicate with Imperial German Consul, Seattle, Wash.

Anyone who was on the schooner "Americana" on January 29, when Louis Buttner was injured, is respectfully requested to communicate with the injured man. Address Sailors' Union of the Pacific, San Francisco, Cal.

Carl Julius Carlson, born in Sweden in 1877, is inquired for by his mother. There is about $2000 due him from his father's estate. Last heard of in September, 1902, on the Atlantic Coast. Previously sailed on the Clifford between St. Johns and New York. Address Fru Sophia Carlson, Klubbegard, Hallands Lan, Heberg, Sweden.

When making purchases from our advertisers, always mention the Coast Seamen's Journal.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Alquist, E.	Kristiansen, N. -1093
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Kalning, J.	Williams, Chas.
Klebnikoff, I. W.	Wychell, J.
Knudsen, Lorentz	Wald, S.
Korsvik, John	

INFORMATION WANTED.

Frank Melson, who went as fireman on the S. S. "Maye" from Philadelphia to New Orleans, in May, 1913, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. G. W. Paruin, 4309 Westminster avenue, W. Philadelphia, Pa.

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Ahlstrom, Harry	Ismas, Richard
Breien, Hans	Midling, Marecizh
Eriksen, Anton	Robertsen, A.
Hansen, Harald	Thorssen, Fredrik
Hansen, Harry -1827 (photo)	N.

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Lengtssen, Gottfried	Walenious, Pete
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Lorsin, G. L.	**Packages.**
Larsen, Lars	Hansen, John
	MacGuire, O. F.
	Zebe, G. V.

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INFORMATION WANTED.

Mrs. Alice Phillips wishes to hear from her husband, Tom Phillips. Write to 35 Sussex St., Sydney, N. S. W., Australia.

Albert Smith, a native of Cork, Ireland, who left the American ship John C. Meyer, on Feb. 20, 1911, is very anxiously inquired for by his wife. Please notify British Consul General at San Francisco.

W. A. Goodrich, who left the British ship Puritan at San Francisco, February 6, 1911, is inquired for by the British Consul-General at San Francisco.

A. J. Nielson, who was injured on the "Minnie E. Kelton" at the time of her loss, please communicate with H. W. Hutton, 527 Pacific Building, San Francisco, Cal.

Any one knowing the whereabouts of Enoch Joseph Horsfold, 18 years old, native of New Zealand, please communicate with Coast Seamen's Journal.

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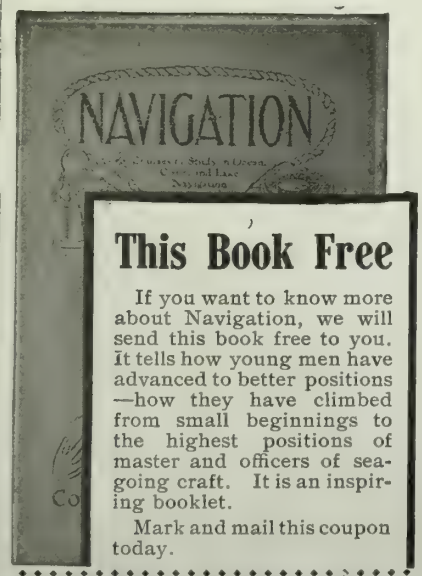
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James McFerran, native of Eden, Carrick-fergus, Ireland, inquired for by J. Brady, box 1356, Vancouver, B. C.

Carl Alex Eduard Malmberg, born Malmo, Sweden, 50 years old, tall, blond. Mr. Malmberg has been a member of the Sailors' Union of the Pacific in 1908.

W. Kahlberg, No. 688, and C. Monsen, No. 1964, are inquired for at the Standard Oil Company's office, at San Francisco.



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Home News.

Governor Oddie of Nevada sent telegrams to the Southern Pacific and the Western Pacific Railroad general managers in California protesting against the possible shipment of the unemployed army near Sacramento into Nevada.

Captain John A. Fish of New York was sentenced on March 13, at Boston, Mass., to serve five years in the Federal prison at Atlanta for burning his yacht, "Santa," in Edgartown harbor, on October 21, 1910, in order to obtain $15,000 insurance money.

President Wilson on March 12 extended what he termed "the hand of real helpfulness and brotherhood to Alaska," when he signed the bill authorizing the expenditure of $35,000,000 for the first Government-owned railway constructed by the United States.

The final chapter in the ironworkers' dynamite conspiracy trial was written on March 9 by the United States Supreme Court, in refusing to review the penitentiary sentences imposed upon Frank M. Ryan, president of the International Association of Bridge and Structural Ironworkers, and twenty-three of the association's members.

Of the total 4,669,162 white population in New York City in 1910, the English-Celtic languages were the mother tongue of 21 per cent., according to statistics just made public by the Bureau of Census. Next came the Yiddish-Hebrew with 19 per cent.; Germany, 18 per cent.; Italy, 12 per cent.; Poland, 3 per cent., and France, Sweden and Magyar, 1 per cent. each.

Charles Edward Vreeland, the senior rear admiral of the United States Navy, was placed on the retired list on account of age March 10. Admiral Vreeland was a member of the Joint Defense and the Naval General Boards. He was born in New Jersey, and with Rear Admiral Southerland, who follows him on the list of rear admirals, enjoys the distinction of having risen from the grade of naval apprentice.

In a decision handed down by Federal Judge Maurice T. Dooling, thirty-five Hindus, who arrived at San Francisco by way of Manila, and who have been ordered deported by the immigration authorities, are denied the right to remain in this country. This follows upon a former decision by Judge Dooling, recognizing the right of the immigration authorities to act according to their own rules in immigration matters.

A general resumption by steel mills is noted the past week because of the demand for several thousand tons of steel rails, structural steel and steel for gondola cars. Orders for railroad engines were features of the week. A new independent steel plant has been established in East St. Louis by capitalists who have organized a $7,000,000 company. It is proposed to manufacture bridge and structural iron for skyscrapers.

The Baltimore Federation of Labor is supporting a bill that will be presented to the State Legislature which provides for the creation of a commission to establish minimum wages for women and children in certain industries. Authority will be given the commission to make other rules and regulations, and in case any female or minor is unable to earn the rate fixed, permission shall be given to work at a lower rate.

Domestic and Naval.

It has been practically decided in the House that the Interstate Commerce Commission shall have power to regulate rates on traffic in the American coastwise trade.

As the result of the fight between Philadelphia and Norfolk for a naval dry dock the House Naval Committee has refrained from a decision and has appropriated no money for this purpose.

The Grangesberg-Oxelosund Traffic Co., owning extensive ore deposits in Sweden and running its own boats, pays a dividend of 32 per cent. for 1913, against 27 per cent. for 1912.

The Brazilian Government, having acquired all the shares in the Lloyd Brazileiro, are now offering for sale the floating material, dry docks, workshops, buoys, and landed property formerly belonging to that company.

According to the new contract between the Cunard Steamship Co. and the Hungarian Government, the former is obliged to found a Hungarian stock company to carry on the business of the line between Fiume and New York.

Nogotiations are in progress between the Canadian Pacific Railway and the Government aiming at the improvement of the Atlantic and Pacific services. The plan involves a greatly increased subsidy, and promises the construction of more and speedier steamships between Vancouver and the Orient.

Of the British vessels sold to foreign countries last year, 375, of 714,778 tons gross, were steamers (against 390, of 590,148 tons, in 1912, and 365, of 616,546 tons in 1911), and 57, of 37,809 tons net, sailing ships (as compared with 131, of 53,555 tons, in 1912, and 158, of 107,304 tons, in 1911). Of the steamers, 136,455 tons were built from 1905 to 1913, and 115,532 tons before 1899.

A Bill to amend the Canadian Shipping Act has been introduced into the House of Commons, Ottawa. The intention is to extend the cruising licenses of officers on coasting ships so as to enable them to go as far south as the River Plate. Formerly the range included all North and South America. Later it was restricted to Cape Hatteras, and it now stands in the River Amazon.

Rescued from their drifting longboat by the merest chance, the captain and sixteen members of the crew of the American steamer "Charlemagne Tower, Jr.," which foundered off the Jersey coast, were picked up by the steamer "Bayport" and brought to Newport News on March 7. All were suffering intensely from exposure that had made them almost helpless to navigate their boat. Four were on the verge of death.

The Russian Government has reduced the subsidy which has been paid since 1885 to the Volunteer Fleet for its Odessa-Kladivostok line from 600,000 rubles to 178,000 rubles per annum, as during the last few years a steady increase in the company's revenue has been shown. Of the nine steamers which the Volunteer Fleet uses on the Odessa-Kladivostok service, four will have to be replaced by vessels of 12-knot speed and 8,000 tons cargo capacity. These new steamers will have to be ready by 1915.

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Anders, Fred
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Andersen, Emanuel
Anderson, -1246
Anderson, -1371
Anderson, Albin
Backman, Paul
Bakkansen, Peter J.
Baldan,
Beausang, Eugene
Behrens,
Beling, Oscar
Bellanger, Karl
Bendesen, Johan
Bengtsson, L. P.
Benson, Sigurd
Bentsen, Julius
Berge, Peter
Bergholm, Edw.
Bergqvist, -1395
Berlin, W.
Bertelsen, Olf.
Bessesen, O.
Bieh, Anrew
Bjorklund, Erik
Callahan, D. A.
Carey, Ed
Carlsen, Jack
Carlson, Gus
Carlson, Gustag
Carlson, Julius
Centers, W.
Cerg, A.
Cherniavsky, Mike
Christensen, Erling
Christensen, L.
Christensen, Otto
Christiansen, Lauritz
Dahlstrom, -749
Dahlstrom, Arthur
Dahlman, J. A.
Davidson, H.
Derengowski, Julius
Deswert, William
Dickens, D. W.
Dixon, John
Eckstrom, Geo.
Eggers, John
Ekholf, Otto
Ellertsen, -875
Eliasen, C.
Ellison, Sam
Entomsen, Herman
Fagerlund, G. E.
Fay, F.
Flebbe, F.
Forde, S. C.
Foss, Louis
Gabrialsen, Peder
Gansen, H.
Ganserud, O. K.
Garbes, Gustav
Garden, George
Gibbes, L. W.
Gibbons, J.
Gjortz, P.
Gjosdahl, Elling
Grambow, Gustav
Grant, Wm.
Grigoliet, Edw.
Grinberg, T.
Haak, H. R.
Haave, N.
Hagelund, W.
Hagstrom, W.
Hahlberg, Eric
Hakansen, Emil
Hakensson, C
Hallberg, N. B.
Halvorsen, Olaf
Hammargren, O.
Hansen, -968
Hansen, -1869
Hansen, A.
Hansen, Chas.
Hansen -2115
Hansen, Bernhard
Hansen, C. P.
Hansen, Helmer
Hansen, W. H. C.
Illig, Gust
Ilsemann, H.
Jade, H.
Jakobsen, Anders
Jansen, Hans
Janssen, Henry
Jensen, -1555
Jensen, C.
Jensen, Fredrike
Jensen, George
Jensen, J. F.
Jensen, M. P.
Jespersen, Martin
Johansen, J. Ingwald
Kalnin, Edw.
Karsberg, W.
Karsten, H. B.
Karlsen, Hans
Kesher, Karl
Klocker, Theo.
Klemsen, A.
Knudsen, Daniel
Anderson, C. A.
Anderson, H.
Anderson, John
Anderson, Sam
Anderson, Samuel
Anderson, Victor
Andreasen, Ole
Antresen, Gustav
Aske, John
Aspe, T.
Azapose, D.
Blodsing, August
Blomberg, Chas.
Boers, M.
Bohm, Frans
Boisen, K.
Borden, Jas.
Borgen, John
Bortils, Otto
Bowman, K. H.
Boy, Geo.
Branz, Alex.
Broberg, Chas.
Brockman, Erick
Brooke, Oswald A.
Brown, Dave
Brown, Frank
Bruen, J. P.
Brumwald, Henry
Buas, Thom.
Christiansen, Pefer
Classen, Henry
Clausen, Fred
Clausen, Jorgen
Claussen, I.
Clover, Wm.
Conlon, Tom
Conoby ,Obirt
Coss, D. C.
Cransen, H.
Cudan, John
Curran, Nicholas
Domke, W.
Donovan, J. J.
Dowe, John
Dracar, E.
Drexel, Dan
Duglass
Dunn, W.
Erickson, Konrad
Erickson, Leonard
Eriksen, Fred
Eskildsen, N. P.
Evans, S. C.
Evensen, Martin
Frainer, Frank
Frances, George
Franke, Karl
Franke, R.
Furlong, Peter
Gronros, Oswald
Guarmdel, O.
Gundersen, A.
Gundersen, C.
Gundersen, C. A.
Gundersen, Ingvald
Gundersen, P
Gunderson, Krist
Gunther, D.
Gustafsen, Olaf
Gustafson, Ejnar
Gustafson, Gust
Gustafson, Olf
Hanson, Harold
Hannus, Alex.
Hartman, J.
Hay, James
Hecske, Henrey
Heiberg, Eric
Hellesten, Ingval
Helin, Paul
Helmer, Fred
Hem, Jens
Hesse, R.
Hewitt, Peter
Hiks, Gustaf
Hogan, A
Hohlen, K.
Holm, Arthur
Holm, Peter
Holst, L.
Iversen, Carl
Iversen, Thom.
Johansen, J. A.
Johansen, Thos. W.
Johanson, Oscar
Jonassen, John
Johnsen, -983
Johnsen, -2183
Johnsen, Andrew
Johnsen, Bernhard
Johnson, Henrey
Johnson, Saml. O.
Jones, Alfred
Jones, Reas
Knopp, S.
Koop, J. F. O.
Kolt, Chris
Krane, Anton
Kretzberg, Aug.
Kristiansen, Arndt
Kristiansen, Johan
Krohn, Henrich
Labke, John
Laine, Wm.
Landberg, F.
Lane, T.
Lange, de I.
Lapouble, Jean P.
Langscheid, W.
Larson, F. W.
Larsen, H.
Larsen, H. P.
Larsen, Herman
Larson, G. O.
Lartowa, I. A.
Leirovaay, H. J.
MacCarthy, P. J.
Macaulay, Hugh
MacDonough, Thos.
Mackay, Alexander
MacLaughlin, M.
Maljant, R.
Malm, G.
Marchand, Louis
Markus, Gottfrid
Marmion, S.
Martens, -1892
Matthews, J.
Mathisen, Nils
Mathison,
Mayes, J. B.
Neil, John
Nelson -1141
Nelson, W.
Nelson, Wm.
Nerner, P.
Netras, Rudolf
Neuman, F.
Nielsen, Chas.
Nielsen, Ed
Oaks, the K
Oehle, Mersman
Oettcher, John
Ohlson, E. W.
Olafsson, M.
Olango, Pedro
Olman, P.
Olsen, 1225
Olsen, -1255
Olsen, B. K.
Olsen, Chas. A.
Olsen, Christ
Olsen, Ferdinand
Olsen, Fred
Olsen, J. A.
Parly, Frans.
Paulsen, -1229
Pedersen, C. E. -1286
Pedersen, Olaves
Pedersen, P.
Pedersen, Vilhelm
Pederson, S. R.
Person, -1508
Person, Oscar
Petersen, H. A. R.
Peterson, J. G.
Petersen, L. -1389
Rade, Alfred
Ramberg, Barney
Rasmussen, Arthur
Rasmussen, Emil
Reinhold, Ernest
Reitan, Pete
Renvall, A.
Rimmer, Chas.
Robertson, John N.
Saarde, Alex.
Sabel, F. L.
Sahlman, Chas.
Salvesen, S.
Salzer, Julius
Sandberg, Tom
Sandstrom, Hugo
Sane, Fred
Santo, Manuel
Santoz, Ben
Sarage, R.
Saunder, Jas. B.
Saunders, Jim
Savaje, Roland
Saxton
Schelens, J. R. P.
Schelns, Hans
Schellenberg, H.
Schmidt, A. R. B.
Schneider, H.
Schultd, Albert
Schutze, Paul
Scott, I.
Seaman, Carlie
Seileff, A.
Self, Arthur
Selen, J.
Seppanen, Alexander
Serao, A.
Sieleff, H.
Tamman, Chr.
Tamisar, P.
Theorin, J. E.
Thode, Ernest
Thompson, Ch.
Thomsen, Emil
Thomson, H. J.
Thorsen, Jens
Tietjen, B. H.
Uesair, M.
Vahvr, Morris
Valkanen, Veda
Vanderhaven, Geo.
Verstad, T. P.
Vesgaard, Jens.
Wahlberg, Rud
Wall, Erik
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Wallin, John
Wallner, Thomas
Walter, Uppit
Wapper, John
Wenson, B. S.
Westman, A.
Wetting, R.
Wheatcroft, L. E.
White, Thomas
Ylinen, Sam
Lemberg, Fred
Leone, Edw.
Lie, A. H.
Lill, Chas.
Linden, C. W. H.
Lindeberg, Ernest
Lehm, E.
Lordows, A.
Lorenzo, Henrey
Lorenzen, Henry
Lund, Wm.
Lundberg, Chas.
Lundberg, Horsten
Luoma, W. E.
McKeating, R.
McMahon, Jack
Melgaard, R.
Mennicke, Fritz
Meyer, W.
Metzler, Louis
Meyers, Ernest
Michelson, J.
Miles, P.
Moen, Robert
Monsen, Andr.
Monsen, Martin
Moore, C. C.
Morris, O. R.
Mortensen, -2191
Nilsen, Anton
Nilsen, H. H.
Nilsen, Michael
Nole, Sigvald
Nordberg, Hilding
Nordstrom, Bror
Nordstrom, J. E. W.
Nyland, Karl
Olsen, Jens
Olsen, Jorgen
Olsen, Karl
Olsen, M.
Olsen, Olair S.
Olsen, Robert
Olsson, Ernest
Olsson, Gustaf B.
Olson, James
Olson, Otto
Ompen, Abe
Opitz, Gustav
Osterholm, J. W.
Osterhoff, H.
Ottehem, J
Petersen, -1560
Petersen, -1589
Petersen, S. A.
Petersen, -1447
Peterson, Fred
Pettersen, A.
Pettersen, Anton
Petterson, Otto
Pilem, Otto
Pitkanen, J. W.
Preusse, Fred
Publicatus, August
Rokus, J.
Rommerdahl, Knud
Roos, J.
Rose, W.
Rospersen, Henrich
Rudbeck, Otto
Rundkvist, Oscar
Rundquist, O.
Runte, O.
Silverle, E.
Sjoros, John
Skoglund, Hary
Smith, -2105
Smith, Archie
Sorensen, Chr.
Sorensen, Ed.
Sorensen, James
Sorensen, L. A.
Sorensen, Soren
Sorensen, Soren P.
Sorensen, Viggo
Soutjen, -1229
Speckman, Max
Stein, Emil
Stenberg, Alfred
Stevensen, Julius S.
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Strand, Louis
Strasdin, Hans
Strauss, W.
Stuart James G.
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Summer, A.
Sund, S.
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Svanson, -2675
Svinding, Peter
Swanson, Lixten
Swartley, N. G.
Tobiansen, Joel
Tohtz, R. E.
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Tomkin, Frank
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Toysen, the
Vesthve, L.
Viereck, H.
Vinter, G.
Vold, O. P.
Wifstrand, C. F.
Wilhelmsen, Hans
Williams, Chas.
Williams, John
Willmainn, Wm.
Willkas
Wilson, R.
Winther, Sigurd
Wirta, John
Wold, Olaf.
Wold, S.
Wurthmann, M. L.
Zandell, Chas.
Zazan, G.
Zirnbauer, Chas.
Zoe, Frank
Zunderer, Theodor

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Anderson, Victor
Beling, Oscar
Berg, John
Blixham, S.
Christiansen, F. R.
Christoffersen, Olaf
Ellefsen, Otto
Finnelly, Wm.
Forde, S. C.
Guldbrandsen, Jack
Hannus, Alx.
Hansen, Chr. M.
Hansen, Karl
Hansen, Marius
Haugen, Lars
Heiberger, Morgan
Helmer, F.
Hendriksen, H. -1333
Hernas, K.
Huse, Edw.
Iversen, Reidar
Jacobsen, Joakim
Johansen, J. -2021
Jorgensen, Oluv
Klette, E. F.
Laydon, D.
Lindroth, Erik
Maatson, Olaf
Mansen, Martin
Markley, Paul
Mortensen, -2191
Nelson, Hasmund
Nilsen, Emil
Nordstrom, J. E. E.
Olsen, -1244
Olsen, Carl -1101
Petersen, K. -1598
Petersen, Olav
Raasch, O
Rarly, Frans.
Rasmussen, Emil
Rathke, Reinhald
Rimmer, Chas.
Roslin, Robert
Ruter, P.
Summers, J. J.
Swanson, Martin
Thorsen, Jens
Torkildsen, Jonas
Van Pratwijk, Johannes
Wakely, R E
Walters, Albert R
Willmann, Wilhelm

INFORMATION WANTED.

William Fayette White, whose mother died recently, is inquired for by his brother. Anyone knowing his whereabouts please address S. A. White, 106 W. Salem Ave., Roanoke, Va.

William McGrail, of Baltimore, Md., who sailed on the Atlantic and Gulf Coasts as cook for a number of years, is inquired for by his brother, George McGrail, 603 Decatur street, New Orleans, La.

Francis Robert Bassett, a native of England, last heard of in San Francisco, Cal., in 1901, was well known around the water front as "Liverpool Frank." Any information regarding this man will be gladly received at the office of the British Consulate, San Francisco, Cal.

Arthur Griffith, alias Simmons, a British subject age 28 years; 5 feet 6 inches in height, fair complexion, stout build, blue eyes, top false teeth, clean shaven, who is believed to sail on a coasting vessel between San Francisco and Portland, is inquired for by H. B. M. Consul-General. Anyone knowing his whereabouts please notify the British Consulate-General, San Francisco.

George Albert Vaughan, age 47, of Handsworth, Birmingham, England. Was in New York City in 1902; worked as steward on New York and South American boats. Important. Address, Rev. R. C. Cookson, 96 Monroe street, Brooklyn, N. Y.

Any one knowing the whereabouts of John Burke No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

Fritjof Ellingsen, age 32, a native of Drammen, Norway, he was short, heavy set, dark hair, parted in the center, and good looking. Anybody knowing his whereabouts please notify Ed Knach, 171 Clipper street, city.

Andrew John Anderson, who left Aberdeen, Wash., on lumber barge Washtura for San Francisco, is inquired for. Any one knowing his present whereabouts please notify Mrs. Anna Anderson, Aberdeen.

John Rebbetad, who was in the steamer A. F. Lucas in November, 1911, is inquired for by his brother. Address, Coast Seamen's Journal.

Ten dollars reward will be paid by Johnson & Higgins, 244 California street, for information locating John Anderson and George T. Nelson who were members of the crew of the steamship "Asuncion" in October, 1908.

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Johnson, Ole	Wilson, Gus
Moore, George	



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Larson, Claus Ludwig	Richards, James
	Snorsvold, Lars

Seattle, Wash.

Abolin, Adam	Osterlund, Albert
Borgen, K. Sigurdsen	Olsson, Sigfrid
	Peterson, Andrew K
Dahl, Ben.	Phister, Albert
Fister, Johannes	Polhome, Mr.
Finnigan, I. H.	Ridderstaff. Ernest
Hagen, Gunder	Rye, F. M. J.
Jensen, Gustav	Selback, Chris.
Johansen, Ingvald	Slinning, Rasmus O
Johnson, Axel	Spellman, Tom.
Nelson, Nels Wilhelm	Starks, John
	Stein, George G.
Larsen, Fred	Stixrud, Jack
Magnuson, P. A.	Stromsness Oscar

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INFORMATION WANTED.

Nils Johnson, who was wrecked in the American bark "Oasis," Sept. 2, 1887, is inquired for by W. F. Hohenschild, Berkeley, Cal.

Albert Christensen, native of Byrum Laso, last heard of in San Francisco in 1910, in inquired for by his brother. Address, H. C. Christensen, Scandinavian Sailors' Home, San Francisco.

Carl Janson, age 36, born in Wastervik, Sweden; last heard of in Seattle six years ago. Any one knowing his address please communicate with Erika Askenberg, 2280 86th street, Cleveland, Ohio.

Richard Ryan, who left the British steamship Candida at San Francisco in July last, is inquired for by the British Consul-General.

News from Abroad.

Five priests were killed by a bomb explosion in the office of a bishop at Debreczin, Hungary.

An attempt to light a cigarette caused an explosion in a Russian mine, 24 being killed.

A mass meeting of 50,000 in London denounced the deportation of South African labor leaders.

The 17th German dreadnaught was launched at Kiel and was christened "Kronprinz" by the Crown Princess Cecilie.

The British House of Lords unanimously adopted a motion that contributions to party funds should not be considered in awarding titles.

The commander of the German cruiser "Dresden," at Vera Cruz, sent two machine guns, 40,000 rounds of ammunition and a squad of bluejackets in civilian dress to the German legation at Mexico City.

The British naval estimates for 1914-15 amount to $257,750,000, an increase of $13,700,000 over last year. The new construction program provides for four battleships, four light cruisers and twelve destroyers.

The British Foreign Office received from the American State Department suggestions for the appointment of an international committee to draw up the program for the third Hague Peace Conference.

Bandits led by "White Wolf," the Chinese outlaw, murdered 1300 men, women and children when they sacked the city of Linanchow, Province of Nganhwei. Among those killed was Father Rich, a French Jesuit missionary.

The British Government is making a grant of $50,000, to Sir Ernest Shackleton's Antarctic expedition. Twenty-five thousand dollars will be voted this year and the remaining $25,000 next year. Shackleton for his last expedition received a Government grant of $100,000. Scott received a similar sum.

The new Austrian income tax law, after a year's buffetings in Parliament, has been passed. More exemptions and increased rates are the chief changes. The minimum taxable income, which was $240 under the old law, has been raised to $820. And the increase in rates on larger incomes amounts in some instances to 40 per cent.

At a meeting of the National Council of French Miners' Unions, held in Paris on March 1, it was decided to call off the strike of coal miners begun in the southern coal fields February 24. The National Council requested the organizations to have their men resume work Tuesday. The strike was called as a protest against the elimination by the Senate of some clauses of the underground workers' pension bill. Forty thousand men struck.

The new government of Haiti was formally recognized by Captain Robert L. Russell and Commander Lucius A. Bostwick, acting for the United States. Captain Russell, who commands the battleship "South Carolina," now at Port au Prince, and Commander Bostwick, who commands the "Nashville," called at the palace and told President Zamor that the battleship "South Carolina" would salute the Haytian flag in token of recognition. The salute was fired from the "South Carolina" with the Haytian flag flying at the masthead. The Haytian forts replied with a salvo in honor of the American flag.

With the Wits.

Mrs. William Ahman had the misfortune of falling down stairs recently and throwing her ankle out of place and bruising her otherwise considerable.—Canton (Kan.) Pilot.

Mrs. Clarke came running hurriedly into her husband's office one morning.

"Oh, Dick," she cried, as she gasped for breath. "I dropped my diamond ring off my finger, and I can't find it anywhere."

"It's all right, Bess," replied Mr. Clarke. "I came across it in my trousers pocket."—New York Times.

Mrs. Subbubs (to tramp)—Out of work are you? Then you're just in time. I've got a cord of wood to be cut up and I was just going to send for a man to do it.

Tramp—That so, mum? Where does he live? I'll go and get him. —Boston Transcript.

"Farm products cost more than they used to."

"Yes," replied Mr. Corntossel. "When a farmer is supposed to know the botanical name of what he's raisin' an' the zoological name of the insect that eats it, an' the chemical name of what will kill it, somebody's got to pay."—Washington Star.

On the occasion of a mayoral banquet in a small provincial town, one of the last guests to leave went to the cloakroom for his coat and hat. He couldn't help noticing the woebegone look on the attendant's face. The poor man appeared worried and sad, and every little while he sighed and muttered to himself.

"You seem upset," remarked the guest sympathetically.

"I am upset, sir," said the attendant.

"What is the trouble? Haven't the guests tipped you well to-night?"

The attendant answered in an excited voice:

"It's not only, sir, that they haven't tipped me, but they've taken the shilling I put in the tray for a decoy."

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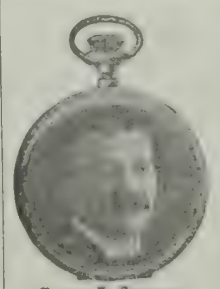
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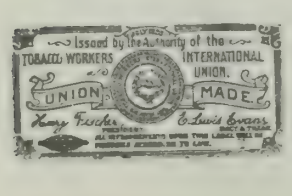
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FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization

VOL. XXVII, No. 28. SAN FRANCISCO, WEDNESDAY, MARCH 25, 1914. Whole No. 2270.

TRADE-UNIONISM'S MORAL FORCE.

Two thousand years ago all the college professors and philosophers and capitalists declared that laborers had no souls. Even Plato said that the slave had only a "half-soul."

Consequently, slaves were barred from religious services. All the "consolations of religion" were put beyond their reach, and the only moral instruction they received came from their own organizations. The early trade union was half a church. Its meetings were opened with a short prayer, and images of Minerva and Ceres were generally to be found in the halls where the slaves assembled.

To-day it is universally acknowledged in theory that workingmen have souls; but as a matter of fact the only moral instruction that thousands of them receive comes from their trade unions. As a rule, workingmen do not go to church, not because they are more immoral than those who do, but because of a series of social and economic reasons for which there is no space here. The tremendous task of giving practical moral instruction to a great number of the wage-earning masses of our great cities is left to a great extent to the trade union organizers and editors.

In respect to the moral instruction of wage-workers, the unions have succeeded where other agencies have failed. One hundred and fifty years ago, when unions were weak, the standard of morality was very much lower than it is to-day. Thurlow Weed said that one-quarter of all the printers he knew were drunkards and one-half were regular drinkers. Unions have always promoted temperance. "Stop your cursed drinking!" was the advice given on all occasions by a noted labor organizer. In one prominent union, any member losing work through drink is fined one dollar. In another, a member who attends a meeting in an intoxicated condition is fined one dollar, and five dollars if he attends a funeral while under the influence of liquor. Some unions have gone so far as to impose a fine for profanity; how many capitalists' clubs have done likewise?

A close study of early American history shows that the "little red schoolhouse" was by no means so universal as we have been led to suppose. In colonial days the British governors were strongly opposed to educating the working people or their children. Sir William Berkeley, governor of Virginia, said: "I thank God there are no free schools or printing houses in Virginia; for learning has brought disobedience and heresy and sects into the world."

At first, when the unions demanded free education, the ruling classes tried to compromise by giving them "pauper schools," which were only for the very poor. They were started in Pennsylvania in 1818, but were wisely opposed by the workingmen, who continued to antagonize them until the public schools were established.

Some striking stories are told in the chronicles of those times of the heroic struggles of the poorer people to educate themselves and their children. Thurlow Weed, for instance, when but a lad in his teens, wrapped pieces of old carpet around his feet, having neither shoes nor stockings, and walked several miles through the snow to borrow a "History of the French Revolution." Enough cases of this kind could be collected to fill a book, showing that our public schools and public library systems were not a gift from the wealthy and educated to the working classes, but rather arose in response to the persistent demand of the latter for equal educational advantage.

When the trade unions of Boston built a hall in 1836 as their general meeting place and headquarters, the first use they made of it was to arrange a course of lectures on political economy, education, phrenology, corporations, history, machinery, etc. It seems to be the most sensible and comprehensive lecture course ever delivered up to that date. Yet the unionists had been compelled to build their hall through the refusal of every society in Boston to rent its hall for trade-union purposes.

By 1845 labor organizations began to establish libraries and reading rooms. In the Boston Laborers' Union the members were assessed $2 a year for the library, and cheerfully paid it. The Baltimore Bricklayers' Union has spent over $5000 on their library, and tax themselves $1 a year to maintain it. In Detroit there is a poor mechanic who has "nosed around old bookstores" and collected a library of over 300 volumes. It is safe to state that the books in these labor libraries have been selected, not for the sake of binding, or the edition, or any other reason which degrades authorship and literature, but for the sake of the information and ideas which the books contained. Hundreds of trade-union papers and magazines are to-day being most ably edited.

Labor organizers were among the first to advocate the kindergarten and the school of technology, long before both became the popular institutions which they are to-day. One of our most progressive and fair-minded educators, Professor R. T. Ely, has had the courage to state that "trade unions are among the foremost of our educational agencies, ranking next to our churches and public schools in their influence upon the culture of the masses." J. E. Thorold Rogers, an English historian and member of Parliament, says, "the English trade unionists include in their numbers the most intelligent, conscientious and valuable of the workingmen."

One of the most emphatic tributes ever given to trade unions was that made by the late Potter Palmer of Chicago. "For ten years," said he, "I made as desperate a fight against organized labor as was ever made by mortal man. It cost me considerably more than a million dollars to learn that there is no labor so skilled, so intelligent, so faithful, as that which is governed by an organization whose officials are well-balanced, level-headed men. . . . I now employ none but organized labor, and never have the least trouble, each believing that the one has no right to oppress the other."

Another testimony to the educational effort of trade unions comes to us from a Pennsylvania writer. He says: "You would be surprised to note the effect of the eight-hour day upon the coal miners. In many places they are organizing libraries, taking a greater interest in public questions, and their family life has been improved and sweetened."

Organization gives workingmen a feeling of responsibility out of which a higher morality and intelligence naturally develops. The frenzied, fanatical "social reformer" may persuade a rabble to applaud his unworkable propositions, but an audience of experienced unionists, if it gave him a hearing at all, would listen in incredulous silence. In 1829 the unions in New York strongly repudiated the free love and communism advocated by the enthusiasts of that time.

The trade unionist believes in evolution, not revolution. He knows that the only way to hasten the "happy time a-coming" is by education and organization—by slow, steady, persevering work. He cannot be deceived by the delusion that a new social system can be built up in a night, like Aladdin's palace, by some political "Presto change" hocus-pocus. He has found out how hard it is to teach thousands of wage-workers the easy A, B, C of unionism.

It must be remembered that the labor movement has constantly fluttering around it a swarm of cranks of all sorts—good, bad and indifferent. They hover about like gulls around a steamer, some being really anxious and able to give assistance, but most of them having no other object than to pick up crumbs. Every inventor of a new social system runs with it to the trade unions. And loudly denounces their "stupidity" if they do not at once abandon their ideas and adopt his. Every young visionary or minister-out-of-a-job who has read two or three economic pamphlets and knows nothing at all of the history and development of the labor movement, invariably offers his "services" to the trade unions. If his offer is accepted, in nine cases out of ten he becomes the propagandist of some small, one-idea reform, generally impracticable, and makes a tangle which often requires years to unravel. If his offer is refused, then he is very strenuous in pointing out how slow and ineffective is the work of the "mere trade unions."

The work done by unions in cooling hotheads and repressing extremists has never been fully recognized. The professor, writing upon industrial questions in his quiet study, knows nothing whatever of the under-currents, swirling eddies and sandbanks which lie in the course of the trade-union secretary. The latter has to deal with all sorts and conditions of men and women, not in the abstract, but face to face. He must take people as he finds them, and deal with them in a way to strengthen the union which has elected him to protect its interests.

The term "social engineer" was invented by Josiah Strong to describe his own work in the "Social Service League," but it could be applied much more appropriately to the presidents and secretaries of the great trade unions which number hundreds of thousands of members. The work they do is not exhibition work. Their chief aim is not the preparation of a self-praising annual report or the conversion of benevolent millionaires. It is not play-work, but the real work of the world—that of guiding and instructing and elevating the armies of workers upon whom civilization depends for its permanence. It is the largest and highest sort of educational work—the preparation of ourselves and our institutions for a new and more equitable social order, in which the two pernicious extremes of poverty and monopoly will be as far as possible outgrown.

Civilization in America has been high or low in proportion to the estimate set upon labor. It has been highest where wages were highest

and hours of labor the fewest. The lowest mark of social development has been, and is to-day, in those Southern States that suffered from the twin curses of aristocracy and slavery. The barbarism of some of these States has been until very recently almost incredible. The "amusements" of the planters were cock-fights, drinking bouts and family feuds, in which gouging, biting off ears, shooting in the back, and unmentionable mutilations were regarded as fair and "honorable."

These atrocities, and the inexcusable illiteracy of these States, sprang inevitably from the low value placed upon labor. Such conditions cannot be changed by colleges, by churches or by legislation. The only hope for the South in its commendable endeavors to attain the prosperity and general high standing of other parts of the Union is in the thorough organization of its workers, black and white, into trade unions. No matter how much the old "blue blooded" families may splutter and protest, organized self-help is the only remedy for Southern illiteracy and stagnation.

The trade union is the one practical means by which the mass of workers can be reached and educated. It recognizes the great truth that the average man is not a genius and cannot hope to live on rent, profits or interest. It legislates for the mass, and not for the two or three smart individuals who do not need any help. It does not mock the struggling millions by the delusive consolation that "there is plenty of room at the top." If every one could get to the top, then there would be no top; so as a social consolation this hackneyed precept is worthless.

The trade union does not say to the worker, "Be smart, and some day you'll be a capitalist." It aims to elevate the mechanic as a mechanic, and the carpenter as a carpenter, and the weaver as a weaver, etc. It is the only protection which the average many have against the oppressions of the exceptional few. Its aim is to level up the low places in our civilization, not to add to the height of the mountains, that are already far too high for any useful purpose. Thus, in its work, the union elevates the whole industrial structure.

Mr. Schwab, once the highest paid "company's man" in the Steel Trust, publicly advised all trade unionists to abandon their unions and strike out for themselves. He was about as disinterested in the matter as those Wall street brokers who advise the public to sell off its real estate and speculate in margins. But the great body of our working people have developed, ethically and intellectually, beyond such suicidal, individualistic advice. They know that the fact that a few may climb does not lessen the misery of those who are left below. They know that because Jean de Reszke received $5000 for a song, it would not be wise for every European peasant to leave his farm and study grand opera. In the Roman Empire, the sailors and the bakers had the most powerful unions, and whenever they demanded higher wages their leaders were made Senators and Knights to make them contented. In this way the workers were continually deceived, and never obtained their requests for better conditions.

Catherine the Great had been a peasant girl, but that did not benefit the peasant women of Russia. Galerius was a swineherd and Diocletian was a slave, but that did not help the peasantry of Rome. Horace was a farmer's son, but that did not alleviate the conditions of the Roman farmers. Andrew Jackson was the son of a poor farm laborer, but his election to the presidency did not raise wages among farm laborers. Every generation of Americans has contained hundreds of such cases of individual self-help, and yet the social problem is almost as far from being solved as ever.

In short, no trade is ever helped by the individuals who rise out of it, but by those who remain in it, and by man's efforts of organization elevate the whole body of its workers to a higher plane. No words can describe the respect which I feel for those trade-union leaders who have put aside opportunities for personal enrichment, who have refused to become lawyers, and doctors, and preachers and insurance agents, and who endure all manner of abuse and fault-finding, not only from the capitalistic classes, but from the men whom they are endeavoring to serve. Like the masterly tribune of the people, John Burns, who at a time when he was the most influential man in London, was living on $10 a week in a cheap tenement, so, with scarcely an exception, the men who have built up the American Federation of Labor, and who to-day watch over its interests, are poor and propertyless men, receiving less for a year's salary than many a stock broker makes in a day.—Herbert Casson in International Molders' Journal.

Flint pebbles gathered on the coast of France and of which about $50,000 worth are annually exported from Havre to the United States, according to Consul John Ball Osborne, are valued at present at $7.75 per metric ton.

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FURUSETH'S REPORT.

The hearings on our bill (Senate bill 136) closed on Friday, March 13 (Friday—the 13th—and full moon). If anybody is superstitious and thinks it is unlucky it ought to be to those who caused the hearings to be held. We did not ask for any hearings, that is sure.

The hearings were a perfect carnival of criticism on the sailors, and witnesses testified that they were "mere creatures; they needed no skill or experience; anybody could do a sailor's work; they might need a month's experience or so, but they would not need more than three or four months even at the wheel." In short, it was the unanimous opinion of those representing steamship companies that they did not need any sailors.

Then came along the representatives of the sailing vessels and said that they did not need any sailors.

Then came along a very distinguished and respectable looking gentleman who claimed to represent the passengers and who volunteered the opinion that rafts were better than boats and that stewards and waiters and firemen were just as good as sailors and better for the handling of lifeboats.

Then came another gentleman who informed the committee that the negroes were better than the whites and that the Lascars, Malays and Chinese were better than the whites.

Then came Mr. Uhler, Inspector-General of the Steamboat Inspection Service of the United States and testified that firemen were better boat handlers than sailors and that 10 per cent. of boatage, 75 per cent. of which might be rafts, was entirely sufficient for safety in vessels not going more than five miles off shore, especially on the Lakes. He said that passengers would be sufficiently safe in case of fire or other accidents, by putting on life preservers and jumping overboard and floating around until picked up, although this might take hours; that this was all right for women as well as men and as far as children were concerned, parents would take the children in their arms and jump overboard with them. He further testified that one square yard or a little less was sufficient space for each passenger on the deck, not only for comfort but for safety. It is upon this principle that they permit vessels to carry 3,000 or more passengers, with lifeboats and raft equipments for 380 or 400.

Mr. Olander and myself, of course, testified the other day, insisting that it required experience and skill to be an able seaman, and that the meaning of able seaman in the modern steamship is one who can do any work on board of the vessel that comes to hand, from steering the vessel and taking soundings with a handlead, to reefing off of signal halyard or scrubbing decks.

Mrs. Florence Kelly, who was on one of the vessels that came to the rescue of the "Volturno," described the lack of trained men on board the vessel that she was on, and the feeling of the passengers when they found that so few people could be depended upon to do lifeboat work, while the boat deck of the vessel itself was crowded with lifeboats.

We used the testimony given by Mr. Dollar, Mr. Swain, Capt. Gibson and Mr. Gottheil to show that our bill would give to the United States the first opportunity that we have had in 60 years to develop a merchant marine and a native personnel and assuming their statement of facts to be correct, there could be no question about this matter except in the matter of Japanese vessels. They claim that it would not apply to them because the Japanese do not desert their Japanese vessels, which statement was shown by Government records to be untrue.

What the committee will do is more than I can say. There are rumors innumerable,—some to the effect that a new bill is being drafted and that it will contain practically all the provisions of the La Follette bill; others, that a bill will come out of the committee that will be of no value; still others, that there will be no bill at all coming out of the committee until the Senate has acted upon the London Convention Treaty.

We expect to obtain more definite information shortly and personally I am inclined to think that the first described rumor is the true one.

If the people of the United States could have listened to the testimony, there would either be a fundamental sweeping change from existing conditions, or a feeling that they would never travel by sea unless compelled to.

The testimony is such as necessarily brings to the mind of any person a conviction that everything at present is done with a view of cheapness and that the whole effort is toward the safety of investments for those on shore instead of safety of life to those at sea, regardless of whether they be passengers or seamen, male or female, children or adults.

By the inexorable logic of their own position they were driven to the position that no skill is needed and that no safety devices except life preservers are even desirable.

ANDREW FURUSETH.

Washington, D. C., March 14, 1914.

A report will soon be made to the Navy Department upon the advisability of substituting prime kapok or llano silk for cork in life-saving appliances. For about two years the department has been experimenting with this material in life preservers, life buoys and in mattresses. It makes a very excellent substitute for hair or felt in a mattress, and at the same time the mattress is more buoyant than if it were filled with cork. So far prime kapok has been able to stand all the tests to which it has been subjected. At present kapok is cheaper than cork, but it is feared that if it should come into general use its price would advance so that it would become more expensive than cork, as the supply is limited. Kapok is now produced almost exclusively in Java, although it is a tree from tropical America which grows freely in any soil.

Having acquired 30,000 acres in the Papenoo Valley, Island of Tahiti, a Papeete banker will clear the land and devote the greater part of it to the production of vanilla, and the most interesting part of the transaction is the announcement that it is hoped to be able to export it at $1.40 per pound, a reduction of about 60 cents per pound from the current price. Sandalwood and rosewood trees will also be planted.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Compensation Law Upheld.

If it is legal to tax owners of dogs to create a fund to pay for the destruction of dogs, Judge McCullough of the Nineteenth District Court, at Waco, Tex., can see no reason why the recently enacted compensation act should not be classed as good law. This was the first time a court passed on the legality of the law, and the case was watched with interest. Judge McCullough holds that the several defenses of the employer, known as "fellow-servant's rule," "contributory negligence," and "assumed risk," are court-made, or common law doctrines, have no constitutional sanctity, and the Legislature may change or do away with them altogether as defenses. That very thing has been done and approved by the courts in this and many other States. The court further holds that the State has the power to regulate industries for the economic welfare of the community by levying a tax, in the form of an insurance, upon the same for the benefit of the employes injured therein. This comes under the police powers. Judge McCullough agreed that the law was a new departure for Texas, but held that it was not antagonistic to the Federal or State Constitution, as it is based upon the proposition "that under our present system the loss falls immediately upon the employe, who is almost invariably unable to bear it, and ultimately upon the community, which is taxed for the support of the indigent, and that our present system is uncertain, unscientific, and wasteful, and fosters a spirit of antagonism between the employer and the employe, which it is to the interest of the State to remove."

Important Conference.

Secretary Treasurer Hanson, of the Southern Conference on Woman and Child Labor, announces that the next meeting of this organization will be held in New Orleans Friday, March 20, and that indications point to a successful gathering. Trade unions are selecting representatives to be present. Much progress has been made recently in this section in efforts to better the conditions of working women and to abolish child labor. The Tennessee Legislature has greatly improved its laws and provided better methods of enforcement, and the Mississippi Legislature has just passed a law providing for a factory inspector to see to the enforcement of the laws in that State. In this work the Southern Conference on Woman and Child Labor is taking an active part and organized wage workers are urged to be as strongly represented at the New Orleans meeting as is possible.

Machinist Is Caustic.

The House Labor Committee was asked if the skill necessary to make a brick or a mattress is comparable with that required in making a steel projectile or a rapid-fire naval gun. This query was made by President Alifas, of the Government Employes' Machinists No. 44, who urged the passage of a bill introduced by Representative Maher which raises the government mechanics' wage scale to $4.40 for first class, $4.08 for second class, $3.76 for third class, and $3.52 for fourth class. This bill would mean an average increase to Washington Navy Yard mechanics in these classes of 8 cents a day. Other yards and shops would be also benefited. A wage board fixes rates for government employes in shops and navy yards, and the workers have so far failed to have a laboring man placed on this board. President Alifas told the committee that the naval officers, composing the board, do not have the same attitude toward laboring men that they would have if they were in closer touch with laboring conditions. He said that the wage board collects its data in some instances from shops which have not the slightest similarity to government yards and arsenals. One of the shops furnishing information was a mattress factory, another was a brickyard, and another made doors.

To Vote on New Laws.

The Washington State Federation of Labor, State Granges, Farmers' Unions and Direct Legislation League are acting jointly to secure the adoption of seven new pieces of legislation, through the initiative and referendum. An active campaign is now being conducted to secure the necessary signers to have them properly placed before the voters this fall. The proposed laws are: To prevent fraud in the sale of lands, stocks and bonds; to abolish useless and expensive State bureaus; to make it unlawful to receive payment for furnishing a worker employment (aimed at employment bureaus); to amend workmen's compensation act so it will include medical and hospital treatment; to provide for road work by convicts, who shall be paid 50 cents a day; to provide for a greater share of the profits of the fish industry carried on in State-owned waters and on State-owned land to be placed in the State treasury; to systematize the taxing powers of the State. It will be necessary to secure 33,000 signatures to place each of these proposals on the ballot.

West Virginia Probe Ends.

The report of the Senate subcommittee that investigated the West Virginia coal strike has been filed in the Senate by Senator Swanson, chairman of the committee. The committee makes no recommendations, as it was not authorized to do so under the resolution, but the document submitted is a scathing arraignment of the West Virginia authorities and operators. The State and civil authorities are criticized for failure to check unlawful actions and for permitting military courts-martial to send men to the penitentiary while courts of the State were in session. The report says, among other things:

"As these unhappy conditions no longer exist, as the differences between the contending parties have been amicably adjusted and an agreement entered into for several years, and as peace and confidence now prevail, work and business having been resumed, the committee does not con-

(Continued on Page 11.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeland Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts Maritimes de France, 33 rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S, Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

Germany has nearly one million more labor union members than the United States.

Employment bureaus have been provided for in the Philippines by the Government.

According to the Reichs-Arbeitsblatt (the journal of the German Labor Department) there was in December a still further decline in employment compared with the previous month; the figures also showed a decline compared with December, 1912. Returns relating to unemployment were furnished to the Imperial Labor Department by 49 trade unions, with an aggregate membership of 2,023,051. Omitting branches which failed to make returns, the membership covered was 1,980,297, of whom 95,659, or 4.8 per cent., were stated to be unemployed at the end of December, as compared with 3.1 per cent. in the previous month and 2.8 per cent. in December, 1912.

In conformity with a law promulgated in Italy on June 22 last there has been established, as from January 1st, 1914, a Seamen's Old age and Infirmity Fund having its headquarters at Rome and branches at the principal Italian ports. This fund has been formed by the amalgamation of existing institutions having similar objects. Contributions are levied upon shipowners and seamen (including foreigners) employed on vessels sailing under the Italian flag. As regards ships' crews the principle of compulsory contribution was already in operation under a law of July 28th, 1861, now repealed; but the obligation imposed by the present law upon shipowners is a new principle in Italian legislation on this subject.

The International Federation of Trades Unions is again actively interested in the question of non-organized Italian workers who emigrate to other European countries and are used as strikebreakers. During the years 1908-1912, 881,000 of these immigrants entered the countries of Germany, France, Austria-Hungary and Switzerland. In 1912 the German Masons' Federation decided to carry on an annual winter propaganda campaign in Italy and speakers went to the villages where most of the immigrants came from and urged a greater display of solidarity. This was followed by other trade unions, and Secretary Legien, of the International Federation of Trades Unions, reports that "it has been possible to somewhat arrest the strikebreaking tendency of the Italian, but that it has been impossible to win over the Italians to the organizations."

The favorite tactic of the German employers, to oppose the workers' movements, is the importation of foreign workers. In order that these workers may be kept from the organizations and used as strikebreakers every difficulty is placed in their way by the State. They are placed under a strict police control. They are obliged to take out a new card every year and are liable to deportation upon difference arising between them and their employers. The use of foreign language at public meetings is forbidden thus rendering propaganda work very difficult. Special papers are published for the Polish and Italian workers and those members speaking other languages are supplied with papers from their home country.

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INFORMATION WANTED.

Andrew Wilne, native of Dundee, Scotland; about 28 years of age, dark complexion, last heard of about nine years ago, sailing as steward, also as fireman, is inquired for by his relatives. Address A. S. Milne, 1122 Rose street, Grandview, Vancouver, B. C.

Nils Edmund Johansen, a native of Tansberg, Norway, aged about 50, last heard of at Melbourne, Australia, is inquired for by his brother. Address, Martin Johansen, 839 Centennial avenue, Alameda, Cal.

Charles Harold Allen, who has served as an apprentice in a British ship, age about 21 years, medium height, brown hair, last heard of in San Francisco November 9, 1911, is anxiously inquired for by his father. Please notify British Consul-General at San Francisco.

INFORMATION WANTED.

Adolf Theining, a native of Vannersborg, Sweden, is inquired for by his mother. Address, Coast Seamen's Journal.

Walter Jorgesen Clang, born in Aaland Yetta, Ostro Yetta, is inquired for by his uncle, John Clang. Address Coast Seamen's Journal.

George Alfred Hall, last heard of on the Sch. "Sehome" in June, 1913, will please communicate with his brother, Walter Hall. Address 790 18th street, Oakland, Cal.

Rudolph Kurella, born January 5th, 1868, at Grabowo, Germany, is inquired for by the German Consul-General at San Francisco, Cal.

Oscar Osolin, John Lind, M. Elone, John Anderson, Thomas Pukki, Alex. Tuominen, Chas. Grouberg, who were on board the steamer "Fifild" April 7, 1913, please communicate with the Coast Seamen's Journal.

Johannes Larsen, age 22, born in Fitje, Norway, is inquired for by his brother, Ingolf Vestrick. Anybody knowing his whereabouts please notify his brother at 9 Mission street, San Francisco.

Fred (Albin) Swanson, a native of Malmo, Sweden, aged about 25, is inquired for. Address, Coast Seamen's Journal.

San Pedro Letter List.

Andersen, Gust. -810	Johansen, Emil
Andersen, Martin -1894	Johnson, Gus.
	Isaacson, Gustaf E.
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	Lewis, Roy
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Benson, Charles	Mikkelsen, Harald
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Bringsrud, Harald	Magnussen, E. W.
Belsrsin, Jacob	Militzer, Ernst
Christoffersen, C. -865	Neergard, A. -1165
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Durara, Ciso	Olsen, Nick
Dalsgaard, R.	Olsen, A.
Ledin, Sven Gustav	Oksa, Victor
Ekholm, F.	Olsen, Hans
Edinsson, Ivar	Ohlund, Chas.
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Friedland, C. J.	Paulson, Gustaf
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Gunther, Dick	Petterson, C. -1287
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Hess, S.	Rosten, Hugo
Hansen, W.	Rommerdahl, Knud
Hansen, Axel	Roth, Svend
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Hogan, Mr.	Samuelseni, W. L.
Hovi, Andrew	-1346
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Hansen, Herald	Sutse, Michael
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Janson, Leonard	Swenson, Axel
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Jensen, Lars B.	Welsen, Julius
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Jurishack, Oswald	Zimmerman, Fritz
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Honolulu, H. T.

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Austin, Frank	Kolaed, Geo.
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Beinink, H.	Lintenon, Ernest
Carlson, Ed	Licks, Ernst
Clancy, James	Nilsen, Nils
Carlson, Axel	Nordling, C.
Christensen, Anton	Nilsen, C. O.
Erickson, Edward	Paty, Geo. W.
Edgerton, J. E.	Perm, E.
Hanson, Max	Rasmundson, Fredrick
Hanson, Nils	
Hanson, Christ	Richard, Jim
Hanson, Jorg	Reinunk, Herman
Hapstold, Sigurd	Russel, Wm.
Haven, Francis	Remmerdahl, Knud
Johnson, Ole	Scott, Emil
Jensen, Hans	Schneider, Henrick
Ivans, Carl	Sundquist, Ernest
Irwin, Robert	Stalbery, Wm.
Kjarsgaard, Hans	Sunders, O. F.
Karlson, Oscar	

INFORMATION WANTED.

John Dickson, who left Greenock, Scotland, about 10 years ago, his last address was Melrose House, Lower Boxhill, Brooklyn, New Zealand, is inquired for by his mother. Anybody knowing if he is alive or dead please notify the Secretary of the National Sailors' and Firemen's Union, Greenock, Scotland.

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, 84 Embarcadero, San Francisco, Cal.

Johannes Puun, born in Oesel, Arensburg, Russia, supposed to be sailing on the Pacific coast, is asked for by his mother. Anyone knowing his whereabouts please notify A. Lepp, Sailors' Union, San Francisco.

Pacific Coast Marine.

The Pacific Coast Steamship Company announced that the liner "Congress," following her arrival at Seattle from California on April 20, will be taken off the run temporarily for alterations, changing the three-berth to two-berth cabins and a general overhauling.

The steam schooner "Cricket," which was reported to have been totally destroyed in the serious waterfront fire at Portland several days ago, was not so badly damaged as was at first thought. While the upper structure of the vessel was burned and the hull scarred, a survey has shown that the engines and boilers were only slightly damaged.

The first vessel for the deep sea trade to be built on the Fraser or Pitt Rivers, was launched at Coquitlam recently. She is a three-masted schooner, with auxiliary engines burning oil, and is intended for trade between British Columbia ports and the West Indies by way of the Panama Canal. She is 215 ft. long by 40 ft. beam, and has been named "City of Coquitlam."

The State Harbor Commissioners of San Francisco at a meeting held on March 19 awarded to the Healey-Tibbitts Construction Company the contract for the construction of two car ferry slips on the Embarcadero, between Powell and Taylor streets. The bid was $110.600, the lowest of five bids received. These slips will be constructed of creosoted timber. Work is to be started immediately and is to be completed within four months.

The Oregon-Washington Railroad & Navigation Co., which operates steamers on the Willamette, Columbia and Snake Rivers and across Lake Coeur d'Alene and the Southern Pacific Co. and Central Pacific Railroad, which own 1,600 of the 6,200 shares of the Sacramento Transportation Co., operating boats on the Sacramento River, have applied to the Interstate Commerce Commission for relief from the operation of that provision of the Panama Canal act which requires railroads to divest themselves of water-line holdings before July 1.

The yacht "Adventuress" has been purchased by the San Francisco Pilots' Association from John Borden, the millionaire, and will join the local bar pilot fleet. Negotiations were concluded on March 10 and the craft changed hands for a consideration of $30,000. The "Adventuress" is only a year old, having been turned out in Maine yards for Borden who, with friends, made a trip to Bering Sea last season. The pilots will expend about $5000 in refitting the craft for their special needs. The "Adventuress" is 107 feet over all, with a beam of 21.6 feet and is fitted with an 80 horsepower gasoline engine, with a small auxiliary motor.

The Danish motor ship "Siam" of the East Asiatic Company of Copenhagen, which was on the Coast recently, is in difficutly in the Orient, according to advices received by the marine department of the Chamber of Commerce at San Francisco. It is said that the new vessel reached Shimonoseki, Japan, with her machinery defective, adding that it was hoped that temporary repairs would enable the vessel to proceed to Copenhagen via Suez. This is the first trouble reported with the motor ship's engines. On the voyage from European ports to the Golden Gate via Magellan the Siam's motors worked smoothly and the trip was a grand success.

Swayne & Hoyt have announced a new service between San Francisco, Coos Bay and Columbia River. The steamer "Aroline," Captain Sears, in the future will make a stop at Coos Bay both north and south bound. In addition to the "Aroline," the company's new steamer, "Alvarado," will be placed on the run and it is planned to give weekly freight service and a semi-monthly passenger service out of San Francisco. The "Alvarado," which was launched on March 12 at Long Beach, is fitted to carry freight only. She is 244 feet long, 42 feet beam and 16 feet deep, with a lumber-carrying capacity of 1,350,000 feet and capable of making twelve knots.

The harbor commissioners of Honolulu have decided that after this month the port dues on steamers calling for supplies only will be cut in two, a very necessary cut, as heretofore the pilotage and docking fees had been altogether too high to attract trade. For instance, when a vessel is supplied with 50,000 cu. ft. of water at Honolulu, the charge is $724, for the same amount in Seattle a steamer has to pay but $26.20. For 100,000 cu. ft. of water, which some vessels take, the bill in Honolulu is $1,460, compared with the Seattle price of $44.20. A private company supplies ships for fifty per cent. of the Government price, and, if necessary to attract shipping, this price may be cut to one-quarter that charged by the Government. However, the city will take over the waterworks next July and the price may be cut down to a reasonable one.

Work is progressing on the big steamers "Great Northern" and "Northern Pacific," building for the Pacific coastwise trade in the Cramp yards at Philadelphia, and it is said both will be completed by April, 1915. The new liners will be 524 feet over all, molded beam 63 feet, draft 21 feet and depth of hold 49 feet. They will be triple screw steamships, with engines of the Parson turbine type, having an indicated horsepower of 22,000. The vessels will have twelve boilers of the water tube Mosher type, with a heating surface of 60,000 square feet, and will be able to maintain a speed of twenty-three knots at sea. They will have a cargo capacity of 1,500 tons, elegant lounge observation rooms inclosed in glass, and dining-rooms, seating 278 first cabin and 126 second cabin passengers. There will be accommodations on each of the big coasters for a total of 810 passengers, 444 first class, 126 second class and 240 third class.

The Chilean government has requested that vessels passing through the Straits of Magellan shall report their nationality, name, and official number by means of signals on passing the lighthouses at Dungeness, Punta Delgada, San Isidro, and Los Evangelistas, or any other lighthouse on the Straits which may ask for the information. The announcement of the ports of departure and destination are also desirable. The information thus obtained will be kept by the Chilean government for the information of shipowners and others throughout the world. Of late years several steamers, notably the German cargo steamer "Acilia" have been reported missing for months. The Chilean government has no definite knowledge whether this steamer or several other missing ships passed the Straits or not. The reports now asked for would lessen the radius of search for missing vessels, save considerable expense to shipowners, and aid the Chilean government in its searches for missing vessels. It is thought, threfore, that all owners and charterers will find it to their advantage to instruct their captains to make the above reports.

The United States submarine torpedo boat "K-3" was launched at the Union Iron Works at San Francisco on March 14. "K-3" was the first of this class of submarines under construction on the Pacific Coast to be launched. "K-7" and "K-8" will soon follow and will be put in commission later in the year. The keel of "K-3" was laid January 4, 1912, the vessel to-day being complete and ready for the builders and official Government trials, which will start at once, and which will include fuel speed runs under the engines, surface and submerged runs under storage batteries, firing of torpedoes and a 200-foot diving test to prove the stability of the hull. "K-3" has a total displacement of 521 tons. Her length over all is 153 feet 6½ inches, she is equipped with twin screws, and is propelled while running on the surface by two 450 horsepower Diesel oil engines. She will be able to run twelve knots an hour while submerged and fourteen knots while on the surface. Four torpedoes are carried in the bow, where a complete firing mechanism is installed, and the quarters and equipment in all departments represent the last word in naval construction.

The Southern Pacific Railroad Company, which owns a controlling interest in the Pacific Mail Steamship Company, will seek authorization from the Interstate Commerce Commission for permission to continue the operation of the steamship company after July 1. The Southern Pacific Company has given up hope to continue the business of the Pacific Mail from ocean to ocean after the opening of the Panama Canal, in view of the fact that railroad-owned boats will not be permitted to use the Panama Canal. It will also be impracticable to continue the traffic between Pacific ports and the Atlantic and Gulf ports or Europe by transhipment on the Isthmus in competition with through transportation. The Pacific Mail will, however, engage in traffic between San Francisco and San Blas, Manzanillo, Acapulco and Salina Cruz, Mexico; Ocos, Champerico and San Jose de Guatemala, Guatemala; Amapala, Honduras; Corinto and San Juan del Sur, Nicaragua, and Punta Arenas, Costa Rica; between these Mexican and Central American ports and Europe, and between these Mexican and Central American ports and the Atlantic and Gulf ports. The traffic between Europe and the Atlantic and Gulf ports wil be handled to or from Balboa and transhipped in vessels in no way connected with the Pacific Mail Company. The latter company will also engage in the traffic between Mazatlan, Mexico, and other Mexican and Central American ports and between Mexican and Central American ports and the Atlantic and Gulf ports of the United States. It will also engage in traffic between San Francisco and Mazatlan, Mexico, and between San Francisco and Balboa.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

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CONNEAUT HARBOR, O., 992 Day St.
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(Continued on Page 11.)

Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO
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JACK ROSEN.....Manager

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Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, MARCH 25, 1914.

OPPOSITION TO SEAMEN'S BILL.

The Committee on Merchant Marine and Fisheries has just concluded the final hearings upon the La Follette Seamen's bill.

These hearings which were held for the sole purpose of pacifying the "Dividend First" element, developed nothing new or startling.

Representatives from the Pacific Coast who appeared in opposition to the bill were particularly noticeable because of their bitter and unreasonable antagonism toward white seamen.

As usual, Robert Dollar of San Francisco easily distinguished himself by the very mendacity of his argument. He seems to have the same fond regard for white seamen as is displayed by the average Mexican "General" for his prisoners of war.

Among other things testified to by Mr. Dollar was that the Chinaman does more work, is more amenable to discipline and in general an all-round better man than the Caucasian. Eighty per cent. of the white sailors on the Pacific Coast spend all of their earnings for drinks—much stronger than tea. Further, white sailors are a useless lot—generally speaking—because they will not keep lookout, or train for fire drill and boat drill; still, they get $50 to $55 a month and earn some $15 to $20 a month overtime. They also get excellent board, better than is served in a well kept house, etc., etc.

Mr. Dollar has a grievance—he wants Mongolians in all his ships and like the baby crying for the bottle, he will never be satisfied until he gets them.

A rather significant feature in the testimony of those representing American and foreign shipping interests was their unanimity of praise for the as yet "unpublished" report of the London Conference for Safety of Life at Sea. All those who appeared on behalf of "no interference with dividends" were perfectly willing to take their chances with that unpublished report.

The persons who inspired and later dominated that London Conference knew exactly what was wanted. At any rate, the men who have money invested in ships and shipping seem to have known from the very beginning just what was coming.

It is a moral certainty that had there been no so-called International Conference for Safety of Life at Sea, the La Follette bill would now be the law of this country. And no one knows this better than the gentlemen who have already arranged for subsequent International Conferences—one to take place in the fall of 1914, at London, to endeavor to secure uniform load lines for merchant vessels, and a little later another conference will meet at Brussels, to secure the unification of maritime law with reference to the limitation of liability of shipowners. Both of these conferences will doubtless see to it that no harm is done to investments in property afloat.

Is it not high time to hold an "International Conference of Indignation" to protest against the manner in which the shipping combines of the world have disposed of every proposition which will increase safety at sea at a slight reduction of dividends?

THE SHIPPING TRUST.

If certain employers complained year in and year out about the tactics of labor unions and the "criminal" combinations and federations of workingmen, and if these same employers frequently expressed the opinion that labor organizations ought to be suppressed or at least regulated and kept in their place by the Government, and if it should then transpire that these very employers have for years had the most perfect little combinations, agreements and other arrangements to keep up rates and stifle competition—wouldn't it jar you?

This is precisely the condition in which we find the very much (?) abused American shipowner.

After a very thorough investigation the House Committee on Merchant Marine and Fisheries has learned that virtually all shipping, both offshore, Lake and coastwise, is organized into "conferences," "pools" or such other bodies as are intended to and do prevent "destructive competition."

In the domestic trade, it appears, formal or written agreements are rare—apparently they have been scrupulously avoided—but the elimination of competition in rates has been accomplished by other and equally effective methods. Nearly three-fourths of the line tonnage operating in American coastwise and Great Lakes trades is owned or controlled by railroads and shipping consolidations. Even with bulk carriers, there is a strong tendency toward the establishment of a community of interest between the owners.

The committee declared that open competition cannot be assured for any length of time by ordering existing agreements terminated. Such termination would either cause the lines to engage in rate wars, which would inevitably result in the survival of the fittest, or, to avoid a costly struggle, they would consolidate through common ownership. For this reason the committee deemed that effective Government supervision is the only means of eliminating existing abuses, and assuring to shippers the benefits which may flow from co-operative arrangements among the lines. In the opinion of the committee such supervisory control should be vested in the Interstate Commerce Commission because of the close relations between rail and water transportation.

So it appears that the "infant" Shipping Trust has become such a factor that an attempt to dissolve the monster would cripple trade. Yet many of the leading lights among shipowners have the nerve to complain about organization and federation among their employes!

Can you beat it?

CELLS VERSUS BUNKS.

A great deal has been said of late about the duty of Society to aid in "uplifting" those unfortunates who are by necessity compelled to reside either in a State or Federal penitentiary.

A remarkable change for the better has already been made in the housing of prisoners. In fact, a visit to the California State penitentiary at San Quentin will be a revelation to anyone who has been told or read about the "shameful" accommodations said to exist in said resort.

It is a certainty that the men who go to sea as sailors, firemen, cooks or waiters will have to agitate for many more years before they can hope to secure accommodations on board ship similar to those provided for the State's prisoners.

The new cell house at San Quentin, for example, is a marvel of clean, sanitary housing. There are 800 single cells in the building, each containing a white enameled bed, a stationary white enameled wash-basin with hot and cold water connections, and a water closet. Then, of course, there is an electric light in each cell and plenty of ventilation. That cell house must be seen to be appreciated. In comparison with a typical bunk house in a construction camp, the San Quentin cell house is about five hundred years ahead of the times.

The average ship's forecastle or crews' quarters will appear more like the black hole of Calcutta than an abode for workingmen—if a person should first inspect the sleeping quarters at the San Quentin penitentiary.

This is not said in a spirit of unkindliness toward those who have been convicted of violating the law. But why should all reform be applied to the prisons when there is such a large and fruitful field for work in this direction among the millions of our country's toilers who have never seen the inside of a prison?

If our prison reformers would direct some of their energy toward the improvement of bunk houses and forecastles there would probably be much less need for their services among the inmates of prisons—because men are not likely to break into prison cells when the bunks and other accommodations usually provided the workers outside of prison walls begin to approach the degree of comfort and wholesome cleanliness which is found in the new cell house at San Quentin.

Trade-unionists and sympathizers are urged to write their Senators and Congressmen on behalf of the Bartlett-Bacon bill, which is intended to remove organizations of working men and women from trust classification, and also regulate the issuance of injunctions in industrial disputes. Write to your Representatives to-day.

SECRETARY WILSON'S REPORT.

Secretary of Labor Wilson, the first trade-unionist to occupy a seat in the President's cabinet, has just published his first annual report. The document does not attempt to solve all the perplexing problems of labor, but it sets forth clearly and briefly the aims, objects and purposes of the new department and the reasons for its institution.

To all who are interested in the labor movement it will appeal as perhaps the most important report issued from a Government department in recent years, both in its statement of work accomplished and in its recommendations. It describes the work of the new department for the first four months of the fiscal year following its creation, in addition to the work of its subordinate bureaus for the eight months preceding—before the department existed and while its bureaus were under the jurisdiction of the Department of Commerce and Labor. From first to last the constructive features of the new department are emphasized in this record of its work, and it shows that, so far, the purpose for which it was created, which was "to foster, promote and develop the welfare of the wage-earners of the United States, to improve their working conditions and to advance their opportunities for profitable employment," has been kept well in view.

One of the most interesting sections of the report is that devoted to the work accomplished by the department as a mediator in labor disputes, as provided by Section 8 of the organic act itself. In referring to the amicable outcome of several disputes, the report says that both sides to the disputes deserve praise; that instead of challenging miseries and perils of an industrial warfare which is waged by fighting methods peculiar to the different economic advantages possessed by each combatant, the disputants in those cases settled their disputes pursuant to a policy that harmonizes with the best ideals of American citizenship. By resisting temptations that usually harass both sides in labor disputes, they promoted the interests of industrial peace.

The Indianapolis street car strike is referred to as an instance in which, while an arbitration agreement was finally reached, partly through the good offices of the department, this sensational strike might have been wholly averted had the employing company met the overtures of the department in a proper spirit in the early stages of the dispute. Mention is also made of the hand taken by the department in bringing the teamsters' strike in the same city to an end.

An enumeration is also made of the disputes in which the mediation of the department was rejected, and the most serious of these were the mining strikes in southern Colorado and Michigan, and the trouble in the Pere Marquette railroad shops. A notable feature of all these cases was that mediation was requested by the wage-earners and rejected by the employers, and thus the department was prevented from establishing conciliatory relations which might have produced fair settlements. In reference to the strike at Calumet, Mich., the report makes the following comment: "It has been impossible, however, to bring the parties to an amicable understanding, principally because the employers have refused to consider any terms which do not include an agreement by the miners to renounce their labor organizations. The department could not in fairness advise the miners to accept that condition against their will."

Under the head of "purposes of the department," the Secretary of Labor, in a dignified and impersonal way, very properly disposes of the arguments of those shallow critics who, during the last few months, have been raising an outcry against the department for taking organized labor into account in its mediation activities. In giving his reasons for the department's attitude toward organized labor, Mr. Wilson observes very pertinently that it is only through organization that many in any class or of any interest can become articulate with reference to their common needs and aspirations, and that that is why the department finds it necessary to turn to the labor organizations that exist, and such as may come into existence, for definite and trustworthy advice on the sentiments of the wage-earning classes regarding their common welfare. At the same time he emphasizes the fact that the department is striving to be just and fair to all interests, and that it is doing all within its power to further the welfare of all wage-earners without distinction of any kind.

An important recommendation is made in the course of the report growing out of the department's investigations into the Colorado and Michigan strikes. As a means of preventing the use of firearms in a species of private warfare in connection with labor strikes, Secretary Wilson urges an interstate law to curb such practices and prevent the interstate transportation of private troops, private police, armed guards or armed mobs. Congress was asked to take such action at the time of the Homestead, Pa., strike twenty-one years ago, Mr. Wilson points out, but no action was taken, as the question was thought to be within the powers of the different States and that Congress had no constitutional authority over the subject in its interstate characteristics. But the view no longer holds in Congressional legislation that interstate commerce relates to traffic in commodities only, he says, and instances the so-called "white slave" legislation as a case in point.

A résumé of the work of the various bureaus connected with the department is also contained in the report. The co-ordinate branches of the Department of Labor are: The Bureau of Labor Statistics, the Bureau of Immigration, the Bureau of Naturalization and the comparatively new Children's Bureau.

All in all, Secretary Wilson's report reflects credit upon the man who started work only a few years ago as a breaker-boy in the mines and who reached his present position of trust and responsibility solely through his own tireless energy and his loyalty and devotion to the cause of Labor.

Arrangements have been made with the Industrial Accident Commission of California, whereby readers of the JOURNAL can obtain copies of the Workmen's Compensation Act. This law, which was reviewed in a recent issue of this paper, affects the interest of every person in the State. The Industrial Accident Commission has assured us that copies of the law will be furnished to any of our readers upon request. Consequently, we beg to advise all who read this notice that if they want a copy of this important act, or if they desire any information concerning it, they have but to drop a postal card to the Industrial Accident Commission, 525 Market street, San Francisco, and the same will be forwarded to them.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Mar. 23, 1914.
Regular weekly meeting came to order at 7 p. m., E. A. Erickson presiding. Secretary reported shipping medium. Quite a few men arriving from other ports in the hope of securing employment at San Francisco.
JOHN H. TENNISON, Secretary pro tem.
84 Embarcadero. Phone Kearny 2228.

Victoria, B. C., Mar. 16, 1914.
Shipping dull.
ARCHIE KING, Agent.
518 Yates St.

Vancouver, B. C., Mar. 16, 1914.
No meeting. Shipping and prospects uncertain.
W. S. BURNS, Agent.
N. E. corner of Hastings and Main streets. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Mar. 16, 1914.
No meeting. Shipping dull; prospects uncertain.
H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, Mar. 16, 1914.
Shipping and prospects poor.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Mar. 16, 1914.
Shipping dull; prospects uncertain.
J. PEARSON, Agent.
P. O. Box 6. Tel. Main 557.

Portland Agency, Mar. 16, 1914.
Shipping dull; prospects uncertain.
G. A. SVENSON, Agent.
P. O. Box 2100. 51 Union Ave. Tel. East 4912.

Eureka Agency, Mar. 16, 1914.
No meeting. Shipping and prospects uncertain.
JOHN ANDERSON, Agent.
227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, Mar. 16, 1914.
Shipping dull; prospects uncertain.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Mar. 9, 1914.
Shipping dull; prospects uncertain.
JACK EDWARDSON, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Mar. 19, 1914.
Regular meeting was called to order at 7 p. m., John Brose in the chair. Secretary reported shipping slow.
EUGENE STEIDLE, Secretary.
Phone Kearny 5955.

Seattle Agency, Mar. 12, 1914.
Shipping medium.
LEONARD NORKGAUER, Agent.
P. O. B. No. 214. Grand Trunk Dock, Rooms 203-205. Phone Main 2233.

San Pedro Agency, Mar. 12, 1914.
No meeting. Shipping slow.
HARRY POTHOFF, Agent.
P. O. B. No. 54.

Portland Agency, Mar. 16, 1914.
No meeting. Shipping slow; plenty of men ashore.
THOMAS BAKER, Agent.
27½ 2nd St., Bickle Bldg., Room 10. Phone Main 9731.

DIED.

John Olsen, No. 551, a native of Norway, age 51, died at Seattle, Washington, March, 1914.

PATRONIZE WHITE LAUNDRIES.

San Francisco, Cal., March 16, 1914.
Editor Coast Seamen's Journal,
San Francisco, Cal.:

The Anti-Jap Laundry League, which is composed of the Steam Laundry Workers' Local Union No. 26 and the Laundry Wagon Drivers' Union No. 256, has for many years been making an anti-Asiatic fight. The work of the League has at all times received the endorsement of Organized Labor.

Our efforts, to a great degree, have been directed toward combating the unfair competition of the Chinese and Japanese laundries. It seems that the Chinese laundries are doing considerable business with the men employed in various capacities on the ships that enter this harbor.

The white laundries operated by union men and women in San Francisco, are in a position to do the laundry work for all the men employed on the various ships. These laundries will make a special effort to give the best of service.

We appeal to each and every union man on the waterfront to use his best endeavor in co-operating with the union men and women employed in the laundry industry to the end that all laundry work may be done under union conditions and thus eliminate the Chinese. By so doing you will assist your sister and brother unionists in maintaining union conditions, which means the white man's standard of living.

Fraternally,
ANTI-JAP LAUNDRY LEAGUE.
Wm. T. Bonsor,
Business Secretary.

COLORADO'S "TIN" SOLDIERS.

Denver, Colo., Mar. — (Spl.)—The militia of Colorado, which for four months have robbed and plundered homes of striking coal miners, insulted women and committed other outrages which created a reign of terror in southern Colorado, reached the climax in their war for the coal operators when they demolished the strikers' tent colony at Forbes, making men, women and children homeless in a blinding snowstorm. Mrs. Zanatell, who recently gave birth to twins, was thrown out with the others.

The only excuse given by Colonel Davis, in charge of the 23 militiamen, was that Adjutant General Chase had ordered "that tent colony cleaned out." After tearing the tents in shreds and breaking the lumber of the camp into kindling wood, the scab-herders went to the upper tent colony and ordered every person in it to leave within 48 hours or be deported.

This is the first threat of the militia to start wholesale deportation. The only other incident was the deportation of Mother Jones, 82-year-old angel of the coal camps from Trinidad.

This latest outrage of the militia brought forth the following statement from the United Mine Workers' officials:

"The prediction of many of the citizens of southern Colorado was that when the work of the Congressional committee was finished and the Congressmen had returned to Washington, 'hell would pop in the strike zone' and the people who had courage to testify against the militia and the coal companies would pay dearly for the privilege of testifying to the truth.

"The train with the Congressional committeemen on board had scarcely crossed the border line of Colorado when members of the Colorado National Guard, acting under orders of Adjutant General John Chase, raided the Forbes tent colony after thirteen of the residents of the colony had been placed under arrest on a trumped-up charge.

"We are advised by our counsel, Horace N. Hawkins, that this is an unwarranted and illegal act. If this means that deportation is about to take place and the homes of the striking miners thus wantonly destroyed, as citizens of the State of Colorado and officials of the Colorado miners' union, we are going to advise every man to arm himself to protect and defend his home, whether it be from attacks of mineowners, hirelings, under the guise of Baldwin-Felts gunmen or the Colorado State militia.

"A striking miner's tent is his home and is as sacred to him as is the mansion to the mineowner."

The statement was signed by John R. Lawson, member of the International Board of United Mine Workers of America; John McLennon, president of the Colorado State Federation of Labor, and E. L. Doyle, secretary-treasurer of District No. 15.

THE ALASKA SEAL.

The United States Government through Secretary of Commerce Redfield has recently made a decision that will make St. Louis the fur center of the world.

That is, to change the sale of all the Government catch of seal skins, foxes and other Alaska furs, from London to St. Louis.

This is the first time in history that the American seal catch has been marketed through American channels, and the action of Secretary William C. Redfield is regarded by the commercial organizations and bureaus of commerce with great favor; particularly as being significant of the activity of the Wilson administration in paying close attention to all manufacturing and trade interests.

The United States thus will dispose of several thousand raw seal skins constituting the 1913 catch. And under the protecting laws favoring the increase of seals, the sale will increase many fold in the coming few years.

The next step will be the removal from London to St. Louis of seal skin tanners and dyers, establishing in America a great new manufacturing industry.

Thus will a trade of great proportions be fostered. But more than this it will mean the elimination of the present heavy duty now paid on dressed and dyed skins prepared in Europe; while the skins will be dressed and dyed in America just as well, if not better, according to the statement of the best European dyers themselves.

The history of the seal is one of the most absorbing and romantic of all the great American industries. While the United States Government has produced wonderfully interesting books on the subject, and which can be had free of charge, the whole country will be interested in a few facts bearing on the seal history of North America, especially in the light of the recent action of the Department of Commerce, which stamps St. Louis as the fur center of the world.

The price paid to Russia for the whole of Alaska was $7,000,000. The revenue from the seal islands alone—rough, barren, forbidding spots that comprise but an infinitesimal area of the Alaska map, has been $15,000,000. Whole fleets would sometimes lie off the seal islands while their crews killed the female seals which swam out to sea seeking food.

At sea the sexes cannot be distinguished, and the females predominating the pelagic catch is made up largely of this class, the percentage being from 85 to 95 per cent. of females. The death of a female seal was not the only evil. She was out seeking food for her pup which she had left on shore, so that her death meant also the death of the young one.

The United States, Russia, Japan and Great Britain have made a pact which stipulates that no longer shall the fur seal be killed on the high seas.

The seal is a polygamist. The larger and stronger males have harems, ranging from 20 to 40 in number according to the fighting strength of the "King of the Harem." One bull has been known to have 200 cows in his harem.

Naturally there is a large surplus of mateless males whose one object in life is to get a harem of their own, entailing continuous warfare and bloodshed in which often the female is torn to pieces or maimed in the struggle for ownership. To kill off a goodly number of these disturbing bachelors of the herd is therefore necessary—not only for the good of the herd itself but also for the good of the skins, for naturally a mutilated skin or an old one has but very little market value.

Nearly two years ago Congress made a law stopping the killing of seals entirely on United States islands for five years, except seals needed for food by natives on the islands. While from the usual standpoint of game-preservation this seemed a good thing, zoologists and experts on seal life are not in favor of it. They say that the ruling regarding the preservation of deer or grouse does not apply to the seal. They claim that if the number of male seals is not kept down they will continue to fight and kill each other, and the pups and females of the harem as well—that only a small percentage of male seals is needed to increase the herd. But besides this if the killing is closed for five years thousands of skins will be lost, because a skin older than four years and a half is worthless. Scientific men say that killing rightly governed, with none on the open sea, will mean a quick growth of the herd. However, Congress decided the other way, and closed the season for lve years.

In 1837 a seal skin fetched from $2 to $3; in 1890, $17 to $30; while in 1909 the price reached the $40 mark. The prices on seal garments, however, have indicated a fictitious value, due to the heavy duty entailed by London shipments, and fur dealers have had to demand an exorbitant figure for an article which is a home product and should, and could have been, bought for much less.

So that naturally this signal recognition by the United States Government of the commanding position held by St. Louis in the fur markets of the world cannot fail to have its effect on the fur business in this country.

For fair products of all kinds consult the JOURNAL's ad columns.

ONE MAN'S VIEWS.

Tempora mutantur, etc. Time was when ye true to form American hobo disdained to accept a "handout" which did not contain a goodly slice of meat, preferably turkey or chicken. Now it is seriously proposed to can whale meat and sell it to poor people, most of whom can no longer afford their accustomed luxuries of liver and lights. Horse and dog flesh will probably be the next. Europe has already set the fashion in that line of eats. If prosperity keeps on pestering us at the present rate we may eventually have to adopt the Chinese custom of eating rats. By that time the Beef Trust may have been busted, however, or the synthetic steak become a reality, so the outlook isn't quite so dark as the muckraking calamity-howlers would have it appear. Bring on the whale meat.

"Knowledge is power," yes, so long as the supply does not exceed the demand. The demand for knowledge has always been rather restricted. The greatest asset of the privileged few has ever been the ignorance of the masses. Hence if, as nowadays, more knowledge is turned out by the educational institutions than can be conveniently taken care of by the few at the top of the social pile, there is a glut in the market. That's why we have the anomaly of college-bred hobos and street-walkers. That's why we have thousands of educated men and women prostituting their brains for bread and butter. Yes, 'tis a mad world. A little knowledge is dangerous; an over-supply of it a calamity.

"The struggle for existence" really narrows down to this: If you want your rights you'll have to fight for 'em. Nobody is going to hand 'em to you on a silver platter. So buckle on your armor of organization, brothers, and go for your rights. The more they cost you in personal sacrifice the more you'll value them. Rights gained by fighting are like stolen sweets, enjoyable in proportion to the risks incurred. And no right is greater or harder contested than that of personal liberty.

What has become of the loan shark evil and the bill board nuisance? The newspapers haven't had a word to say about them for months now. Must have been disposed of in some way, I suppose. Or, more probably, the papers have been too busy wising us up on the lure of the tango and the slit skirt to have any space left for less live topics. Whichever it be, the molders of our opinions surely move in a mysterious way their molding to perform.

Millions work without living that a few may live without working. And every one of the millions secretly hopes some day to be one of the few. That is the spirit of individualism, against which the ideals of Christianity have vainly battled for nineteen hundred years.

N. B.—The churches are all strong for the spirit of individualism. Guess whose ideals they stand for!

About the only industry, so far, which has not been entirely monopolized is the industry of fishing for suckers. The supply is so great that all the captains of industry put together could not possibly corner it. So bait your hook, Bill, and go to it. Believe me, fishing's good. One sucker born every minute according to statistics.

A new religion, "possibly for America alone," is prophesied by Rabbi Nieto of San Francisco. It is to be "founded on the characters of our great men and the highest ideals of God, with the national holidays as feast days."

Exactly. The thing is inevitable. The ethics of Christianity are incompatible with capitalistic business methods. Therefore, Christianity must go. Business is business. That's all there's to it.

Now we know why policewomen are wanted. Chicago policewomen were recently detailed to disperse some striking waitresses. And right manfully did the lady copettes acquit themselves. They clubbed their sisters, the striking waitresses, so unmercifully that the ambulance corps had to work overtime to repair damages. Guess Kipling must have had a pretty straight hunch after all about "the female of the species."

Say, John Bull, if you want to get even with your militant suffragettes why don't you organize a squad of lady bobbies? Just look at the manful slugging of women by the lady cops in Chicago! Great idea, eh? No; thanks, John; no charge whatever for the tip.

C. W. Post, of "gripe nuts" and postum fame, has become a sufferer from chronic stomach troubles. Bald-headed barbers with infallible hair-restorers for sale will now have a formidable rival for the distinguished consideration of the joke writers.

The only kind of "solidarity of the workers" which will make the bosses sit up and take notice is solidarity at the polls. Vote as you strike, one for all and all for one. There is nothing on earth workingmen cannot have if they'll stand united politically.

"What is 'social justice'?"—Perplexed.

Social justice, my friend, means that society should pay the worker one dollar for every dollar's worth of wealth produced or social service rendered. From which you may judge how much social justice there is in the world to-day.

The only way to get all that's coming to you from land and labor-saving machinery is to own them collectively through society as a unit. Are you for that?

Civilization—A state of society in which the least useful members are the most honored.

Man is said to be a reasoning being. Wonder if that is why he "likes to be humbugged!"

"Watchful waiting" will never drive the big hogs out of the industrial trough. Guess what will!

Contentment of mind is all right so long as you don't let it go at that.

The decision oft proclaims the judge.

EL TUERTO.

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,

V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION

570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y.....55 Main Street
Telephone Seneca 936 R.

CLEVELAND, O.....1401 W. Ninth Street
Telephone Bell Main 1842.

MILWAUKEE, WIS.....133 Clinton Street
Telephone South 240.

ASHTABULA, O.....21 High Street
Telephone 552.

NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

DETROIT, MICH.....7 Woodbridge Street, East
Telephone 3724.

SUPERIOR, WIS.....1721 N. Third Street
Telephone, New, Broad 385.

BAY CITY, MICH.....108 Fifth Avenue
OGDENSBURG, N. Y.....70 Isabella Street
CONNEAUT, O.....922 Day Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue
PORT HURON, MICH.....517 Water Street
ERIE, PA.....107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

HEADQUARTERS.

71 Main Street, Buffalo, N. Y.
Telephone Seneca 48.

BRANCHES:

CLEVELAND, O.....1185 W. Eleventh Street
CHICAGO, ILL.....445 LaSalle Avenue
MILWAUKEE, WIS.....151 Reed Street
DETROIT, MICH.....27 Jefferson Ave., East
SUPERIOR, WIS.....1814 Fourth Street
OGDENSBURG, N. Y.....70 Isabella Street
BAY CITY, MICH.....108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.

HEADQUARTERS:

BUFFALO, N. Y., 55 Main St. Tel. Seneca 2295

BRANCHES:

CLEVELAND, O.....1401 W. Ninth Street
MILWAUKEE, WIS.....151 Reed Street
CHICAGO, ILL.....314 N. Clark Street
ASHTABULA, O.....74 Bridge Street
TOLEDO, O.....54 Main Street
DETROIT, MICH.....7 East Woodbridge Street
PORT HURON, MICH.....517 Water Street
CONNEAUT, O.....922 Day Street
OGDENSBURG, N. Y.....70 Isabella Street
NORTH TONAWANDA, N. Y.....152 Main Street
SUPERIOR, WIS.....1721 N. Third Street
BAY CITY, MICH.....108 Fifth Avenue
ERIE, PA.....107 E. Third Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue

UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS.

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS.

Ashland, Wis.
Ashtabula Harbor, O.
Buffalo, N. Y.
Duluth, Minn.
Escanaba, Mich.
Grand Haven, Mich.
Green Bay, Mich.
Houghton, Mich.
Ludington, Mich.
Manistee, Mich.
Erie, Pa.
Menominee, Mich.
Ogdensburg, N. Y.
Oswego, N. Y.
Port Huron, Mich.
Manitowoc, Wis.
Marquette, Mich.
Milwaukee, Wis.
Saginaw, Mich.
Sandusky, O.
Sault St. Marie, Mich.
Sheboygan, Wis.
Superior, Wis.
Toledo, O.

ALASKA'S RESOURCES.

So far as topography, soil, and climate determine the matter, Alaska has probably 100,000 square miles of area on which there are possibilities for farming and grazing, in the Yukon drainage, according to the Department of Agriculture's new bulletin entitled "Possible Agricultural Development of Alaska."

Currants, raspberries, gooseberries, strawberries, blueberries, and cranberries are plentiful in Alaska. Varieties of wheat, oats, rye, barley, potatoes and many other vegetables have matured every season since the department started its work at its two most northern experiment stations. The department has four stations; one is on the Yukon within seventy-five miles of the Arctic Circle, another is also in the interior, while there is one in the southeastern and another in the southwestern portion of the Territory.

It has been positively demonstrated that forage crops may be grown in the southwestern and central portions as well as potatoes and other garden vegetables. Chicken raising is also proving feasible

The new bulletin on Alaska, while citing so many optimistic facts, also warns the homesteader that there are many difficulties to be encountered.

On the south coast, where the climate is mild, tillable land is scarce, because of the proximity of the mountains to the shore line; elsewhere in Alaska the winters are long and very cold, and frostproof buildings must be provided for shelter of family and stock.

The ground freezes to a great depth and there is but a short period during which this can thaw, and the surface is covered with an accumulation of undecayed moss and other vegetable material serving as a protection to the frost and a reservoir for morass of muck in all portions of Alaska conditions sinks but a few feet during a season, and the thawed layer is usually a morass of muc kin all portions of Alaska where tillage is possible. This condition makes land travel almost out of question during the summer until wagon roads shall have been built, and these must be largely of the corduroy type. Meantime the farm home must generally be located close to navigable water.

The swampy character of much of the surface of Alaska makes it a great breeding ground for mosquitoes and gnats, which are almost intolerable pests to both man and beast. It also makes drainage a prerequisite in order to remove the surplus water so that the land can be worked, raise the temperature of the surface soil, lower the frost line, facilitate the decay of the accumulated organic matter, and bring about chemical changes which will transform the soil from a very acid condition to one much less so. Nature requires much time for this last process.

Where the vegetable accumulations are largely moss, this must be destroyed, either by burning or by carting it from the land, for if plowed under it decays very slowly and seems to have an injurious effect on most crop plants.

The timber growth, which occurs on practically all the land suitable for tillage, must, of course, be cleared from the land.

All this work—building houses and barns, draining, clearing land of moss and timber—is very slowly accomplished in the short outdoor working season if done single handed by the homesteader, and costly, almost prohibitively so if hired labor is used, because of the high wages and living expenses.

Lack of general transportation which would open up the country, of local wagon roads, schools, churches and other features of present-day life, and of the markets in which to sell farm products and from which to obtain home supplies and farm equipment are deterrent features at present, but they will disappear in time.

The federal homestead laws extend to Alaska—excepting that, instead of 160 acres, 320 may be filed upon. Very little of the available land has been surveyed, but that work is now in progress. One may locate on unsurveyed land, file a claim and establish lines by metes and bounds, but he cannot secure a title until a survey has been made by an authorized surveyor and the survey approved. If the survey is made in advance of that made by the Government, it is done at the expense of the homesteaders, and that is heavy.

That Seattle, Wash., is nearer Maine than it is to the extreme western point of Alaska; that the mean annual temperature of Sitka is about the same as that of Washington, D. C.; that Alaska has numerous deep, land-locked, ice-free harbors; that the coast line is 26,000 miles long, and that there are 6,000 miles of navigable rivers in our northern Territory. These facts, not generally known, are brought out in the Department of Agriculture's new bulletin on Alaska. The extent of this wonderful country with its scant population of 65,000, its mountains, its climate and its soils are fully described in the new Government publication. This can be had free from the Department of Agriculture, by application for Bulletin No. 50.

YELLOW BRITAIN.

Five out of six white Britons live in the British Isles. In our colonies less than one in twenty is white-skinned.

The entire white population of the whole of our South African Colonies from Capetown to the Zambesi is barely 800,000. And this includes the Dutch. Nearly half a million of these white people are to be found in Cape Colony. Yet even in that old colony the negroes enormously outnumber the whites. There are 1,500,000 blacks in Cape Colony.

In the other South African Colonies the disproportion is even greater. The Transvaal has a quarter of a million whites, over 600,000 blacks; Natal has 70,000 whites and 800,000 Kaffirs, who reside in 37 native locations and are divided into eighty-five different tribes. These tribes know their strength, and if they rose together the results would be simply appalling.

But Natal has a worse danger than its Zulu population. Immigrants from British India have been pouring into the Colony for many years past, and to-day actually outnumber the whites. There are eighty thousand of them, and they monopolize a very large number of businesses which were formerly in the hands of whites.

The whites are absolutely unable to compete with the coolies, for the latter, being largely vegetarians, and coming of a race which has for centuries been accustomed to live on the edge of starvation, can work and live well on wages upon which an English colonist would simply starve.

The same sort of thing is going on in almost every British Colony. Not only coolies, but Chinese and Japanese and Malays are pouring in ever increasing torrents from the huge human reservoirs of the East into our British possessions.

Of course, this is very complimentary to us. These people have learned that they will get fairer treatment under British law than under German or French, or in the colonies of any other country. But consider what it means to the British emigrant or the native-born white colonist!

One wonders what would happen if a million Chinese or Japanese were landed on our shores—steady, hard-working fellows, ready to work in any capacity at a penny or twopence an hour.

Yet if the Chinese once learned what good wages they could get here they would come fast enough. Look at Singapore. When our flag was first hoisted there Chinese were unknown except as sailors in passing junks. To-day the population of the Straits Settlements is 10,500 Europeans and Americans, 14,000 Eurasians or half-castes, 214,000 Malays, 60,000 Indians, and very nearly 300,000 Chinese! And here is a significant fact. The Chinese are not only the most numerous but by far the most wealthy part of the population. You see stout old pig-tailed gentlemen with faces like yellow parchment lolling in their carriages behind splendid walers (Australian horses), driven by liveried servants.

British Columbia tried to stop the Chinese from coming in by a rather peculiar dodge. A law was introduced to forbid any man with long hair from working in the mines. As a Chinaman would rather part with his leg or his arm than his pigtail the scheme was partially successful. Still, this enactment has nothing to do with the Japanese, who are pouring in by the thousand and working on farms for half the wages white men will take. And the worst of it is that we cannot well prevent the immigration of subjects of an allied and friendly country.

Conflicts between white and colored races are bound to increase in the near future. The yellow man is spreading all over the earth. Next to British Columbia the worst trouble will be in Northern Australia. In Queensland already one out of every four inhabitants is a colored alien. There are thousands of Japanese in the colony, and a great statesman once said: "If ever we have a row with Japan the first territory Japan will seize is Northern Australia."

If they did it is difficult to see how we could stop them. It has long been known that Japan ardently covets North Queensland, for this is one of the finest natural cotton growing countries on earth, and if Japan owned it Lancashire would soon be at starving point.—"Modern Man."

Last year almost one-sixth of the forest fires in Wyoming were set by lightning. In California lightning started more than half, with railroads a comparatively insignificant cause.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

sider it wise or necessary to elaborate upon the many causes which produced these deplorable conditions. Among the contributing causes may be enumerated the following: The failure of the operators in the Paint Creek district to renew their expiring contract with the United Mine Workers; the determination of the coal operators under no circumstances to recognize the miners as an organization or union, and the equal determination of the miners to organize and form a union—a right, as they claim, guaranteed to them without discrimination by the laws of West Virginia; the employment by the operators of mine guards, many of whom were aggressive and arbitrary; mine guards in the employment of the operators acting as deputy sheriffs and clothed with the authority of the law; the failure of the civil authorities to attempt even to preserve peace and order at the beginning of violence and permitting things to drift from bad to worse without vigorous interference and assertion of authority; discontent among the miners occasioned by no opportunity to purchase homes; no cemeteries except upon the company's grounds; post-offices located in the company's stores; private roads only to the schools and stores; the disposition of the coal operators to keep strict espionage of all strangers who entered the district and to exercise their right of private ownership of this large district and to exclude from it all persons objectionable to them—these may be stated as some of the immediate contributing causes."

Urge Uniformity.

Acting on authority given it by the last convention, A. F. of L. officials are considering the question of State uniformity of public school text-books, the preparation of a suggestive model law on this subject, and State ownership of school-book copyrights. It is intended to give wide circulation to the conclusions reached in an effort to secure uniformity of school books in our public schools and put an end to the wasteful expenditure of the people's money through the power given district boards and county commissions to establish their own individual standards, with no regard for near-by sections or neighboring communities. The State ownership of copyrights would end a practice which the Seattle convention referred to as follows: "The prices charged for the text-books now in use in many of our public schools can only be designated as a legalized form of robbery." While considering these questions, the convention took a strong position against the low wages paid public school teachers, who are many times overburdened with large numbers of little children placed under their control. The convention further insisted "that a sufficient number of school teachers be employed by our school authorities to give a reasonable degree of personal attention to each of our children intrusted to their care, and thereby enable teachers to qualify as a real teaching force and as conservators of the greatest wealth of our nation —our children."

Unionism Pays Laborers.

The success of Joliet, Ill., Local 75 of the International Hod Carriers, Building and Common Laborers of America again illustrates the power of organization among working men and women, whether skilled or unskilled, and once again calls attention to the fact that all classes of workers are affiliated to the American Federation of Labor. The Joliet local has been conducting a vigorous organizing campaign and now has a membership of 250, which will be increased, its officers predict, to 400 by April 1. An agreement has been signed with the Master Masons' Building Association which calls for 32½ cents an hour for straight time from 7 to 5 o'clock, and 48¾ cents an hour for overtime, Sundays and holidays. This agreement runs for one year, and for the second year the scale will be 35 cents an hour with 52½ cents an hour for overtime. The union is now arranging scales for its members who come under the head "common laborers," and conferences are being held with the master plasterers, sewer contractors, and stone quarry men. The rate for plasterers' helpers is a 5-cent an hour advance; for the sewer men and quarry workers, $2.50 for nine hours, and $2.75 for drill men. Members engaged in sweeping streets now receive $2 a day, and the union proposes to ask $2.25 for them. The success of this local shows that organization by wage-workers, regardless of their calling, skill or ability, and along lines advocated by the American Federation of Labor, will bring betterments that will result in happier lives and brighter homes.

Urge a Sanitary Proposal.

Cigarmakers in Baltimore are creating sentiment in favor of a bill before the State Legislature which would abolish the present system of sitting and standing on cigar molds. The union is sending letters to smokers explaining the present practice, which is often responsible for illness to smokers. The letter refers to the unsanitary and filthy methods employed in the making of cigars in some factories and says it would surprise many smokers if they knew they were "paying the price for strictly hand-made cigars and are getting cigars pressed in molds and pressed in a manner inimical to the health of the consumer." Referring to these factories, the unionists say:

"Cigarmakers are required to stand or sit upon the molds containing the unwrapped cigars in order to press them into the proper shape, and the exposed ends of the cigars collect germs thereby. Perhaps the cigarmaker, either male or female, in going to work may have stepped in the sputum of a consumptive and carried it into the shop. When standing upon the cigar mold the dirt and disease germs collected upon their shoes are transferred, without any way of prevention, to the exposed ends of the cigars. The system of sitting on molds is also injurious to the maker of cigars. The molds used are 4½ by 12 inches. The cigarmaker sits upon these from eight to ten hours each day, and in many instances much longer. Reputable physicians have informed their patients that their particular ailment was due to the sitting for long hours on this 4½-inch block."

Japan, aside from shipping one-third of her exports to the United States, now dominates the trade of China in piece goods which formerly were largely obtained from Great Britain and America.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to bodv or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

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The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA

29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

Wages of seafaring men who ship on the shores of the marine provinces of Canada are now nearly double what they were ten years ago.

It is reported that 172 organizations of employers, employing 80 per cent. of the union men in this country, have combined to resist demands for increased pay.

The strike of 38,000 allied shopmen of the Illinois Central and Harriman railroads, which is two years' old, may be the first labor trouble considered by the Federal industrial commission, whose members were recently appointed by President Wilson.

The unions of the Pacific District Council of Electrical Workers, known as the Reid-Murphy faction, have decided to reaffiliate with the International Brotherhood of Electrical Workers and the American Federation of Labor, from which they withdrew in 1908.

The lockout instituted by the Case mills on Willapa Harbor has terminated following a visit of W. T. Boyce, Commissioner of Conciliation of the Department of Labor, who succeeded in getting the contending sides together. An agreement was reached whereby the men will return to work as soon as the mills are ready to operate.

President Johnson, the executive board, business agents, and organizers of the International Association of Machinists from all sections of the country are in conference in St. Louis on matters of interest to their organization. It is believed that an exchange of ideas and a statement of conditions throughout the jurisdiction will be helpful.

San Francisco pawnbrokers are opposing the passage of an ordinance which has been submitted to the Board of Supervisors by the union clerks, fixing the hours during which pawnbroking establishments may be kept open at from 7:30 o'clock in the morning until 6 in the evening, except on Saturday, when their doors need not be shut until 10 o'clock.

The Anti-Asiatic League of California is conducting a campaign of education against patronizing Asiatic labor and will send copies of speeches of Congressmen dealing with the Asiatic question to all unions and labor organizations. The league has placed a number of trailers in the field to discourage patronizing Asiatics directly and indirectly.

Two sweeping legal victories were won by Labor when the Oregon Supreme Court in two opinions pronounced the minimum wage law and the ten-hour law, both passed by the last Legislature, constitutional. The ground upon which both were declared valid was that it is within the police power of the State to enact laws for the protection of the health, morals and welfare of its citizens.

In line with the established policy of the American Federation of Labor to amalgamate and federate trade unions, a meeting of interested trade unionists, presided over by President Gompers, was held in Chicago to unite the Associated Union of Steam Shovelmen with the International Brotherhood of Steam Shovelmen and Dredgemen. President Gompers and ex-Vice-President John Mitchell acted as a committee to draw up the agreement, which was accepted by the representatives present.

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Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Alquist, E.
Anderson, Hjalmar
Andersen, Peter F.
Anderson, K. E. V.
Anderson, T. H.
Anderson, H. -1352
Aholin, A.
Andersen, Allein
Andersen, S. A.
Arbucle, Daniel
Behrns, Herm.
Bishop, Patrick
Burholtp, F.
Backman, A. A.
Bervik, P. G.
Blackwood, R.
Blair, F.
Brunstrom, G.
Davidson, Jacob
Duffy, John
Edvards, C.
Eriksen, O. H. -837
Edwardsen, J. B.
Eskale, H.
Fredriksen, H.
Gjentz, P.
Glencross, H. B.
Grant, John
Graae, P. C.
Hillisen, H.
Hughes, Walter
Hansen, Olaf
Heynes, Hans
Holm, Fred
Ingebretsen, E.
Jacobsen, Thos.
Jacobsen, Johan
Jensen, J. J. -1668
Johnson, F.
Johnsen, Gustaf
Jorgensen, Carl
Jansewitch, J.
Kalning, J.
Klebnikoff, I. W.
Knudsen, Lorentz
Korsvik, John
Kristiansen, N. -1093
Kristiansen, H. F. 573
Larsen, A. -1746
Lersten, J.
Lundgren, Carl
Larsen, John
Morse, H. W.
Moonan, John
Monsen, M.
Matson, M.
Martinsen, Chr.
Martinsohn, P. A.
Mathisen, Nils
Newland, E.
Nielsen, Jalk
Oher, John
Olsen, Julius
Olsen, O. P. -1141
Olsen, M. E. -1231
Osterberg, Gust
Osterhoff, H.
Pedersen, Hedley
Petterson, John M.
Parkhudst, Thos.
Petersen, Chr.
Reekman, H.
Stegeru, P.
Sullivan, J.
Swenson, L. G.
Samuelsen, W. -1316
Seppola, T. -2752
Siebert, Gustaf
Simminghjelmi, G.
Skedsmo, A.
Strand, L.
Stolsvik, J.
Steine, I. L.
Swarbley, J.
Taede, A.
Torgerson, T. E.
Voldby, P.
Williams, Chas.
Wychell, J.
Wald, S.

INFORMATION WANTED.

Frank Melson, who went as fireman on the S. S. "Maye" from Philadelphia to New Orleans, in May, 1913, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. G. W. Paruin, 4309 Westminster avenue, W. Philadelphia, Pa.

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Tacoma Letter List.

Berglind, Ed.
Bjorklund, Eric S.
Christensen, Albert
Englund, Gust. E.
Flinkenberg, Uno
Freeling, Chas.
Hansen, C. M.
Hansen, Johannes
Haro, Aaro
Hetman, Walter
Iceberg, Theo.
Janson, H.
Johansson, Chas.
Jurgensen, Peter A.
Kallas, Alex.
Kalberg, Wm.
Kirwan, M. L.
Knappe, Adolph
Kutan, Alexander
Kierth, Hans
Linea, W.
Line, Hjalmar
Lundstrom, Samuel
Nielsen, C. V.
Petterson, I. M.
Petterson, Chas. -1287
Petrow, A.
Plesner, Levi J.
Ridderstoff, Ernest
Seblom, John
Swansson, August
Thoresen, Axel L.
Wessman, John

INFORMATION WANTED.

Axel Peterson, F. Lundberg, J. Gustafson, M. Garcia, crew of the steamer Riverside, at the time she towed in the Oceana Vance, kindly call at the office of the Charles Nelson Co. for money due them.

Victor N. Kvenen, a native of Belgium, age 32, last heard of in Ashtabula, Ohio, April, 1909, inquired for by his brother John Kvenen, Route 2, Raleigh, Tenn.

Valetine (Walter) Zima from Lubiachowo, Kreis Schrimm, Province Posen, Germany; last address Sailors' Union Hall, Seattle. Please communicate with Imperial German Consul, Seattle, Wash.

Anyone who was on the schooner "Americana" on January 29, when Louis Buttner was injured, is respectfully requested to communicate with the injured man. Address Sailors' Union of the Pacific, San Francisco, Cal.

Carl Julius Carlson, born in Sweden in 1877, is inquired for by his mother. There is about $2000 due him from his father's estate. Last heard of in September, 1902, on the Atlantic Coast. Previously sailed on the Clifford between St. Johns and New York. Address Fru Sophia Carlson, Klubbegard, Hallands Lan, Heberg, Sweden.

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Eureka, Cal., Letter List.

Ahlstrom, Harry
Breien, Hans
Eriksen, Anton
Hansen, Harald
Hansen, Harry -1827 (photo)
Ismas, Richard
Midling, Mareczh
Robertsen, A.
Thorssen, Fredrik N.

Portland, Ore.

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Portland, Or., Letter List.

Anderson, Gust -1808	Klemgland, Borge
Anderson, Rasmus	Kaas, Otto
Anderson, Mike	Koap, Nick
Baker, Geo.	Kristensen, Otta
Bergman, Karl W.	Laine, Frank
Berglund, Ed.	Larsen, John
Boyard, C. E.	Lemarchand, Louis
Bohm, Franc	Lundeman, Ruktie
Bultz, Ernest	Lipclasey, John
Bakkensen, Peter J.	Lallwer, Alexander
Brown, J.	Macrae, Alexander
Backman, P. W.	Mikalsen, Andreas
Carlmark, Barthols	Miller, H. B.
Christensen, H. P.	Miller, Chas.
Corty, Carl	Meckerman, Ernest
Carlsen, Charlie	Mathiassen, Sigurd
Carlson, Jack	Mynchmyer, Henry
Cagdell, D. J.	McLellan, John
Day, Aca	Neuling, Albert
Dahl, Henry	Nelson, C. J.
Drenkholn, M.	Nielsen, Kristian
Edstrom, John	Nilsson, Axel
Eriksson, Erik	Norberg, John
Erman, A.	O'Brien, Jack
Ekham, Frans	Olsen, Ansgar
Forde, S. C.	Olsen, John A.
Goralia, Piet	Petrow, A.
Gynther, John	Petersen, John
Hansen, Hans M.	Palmer, Jas. W.
Hansen, Bernhard	Petterson, Einar -1437
Helin, Waldemar	Peterson, Hans
Hanola, Eino	Pillman, Frank
Hansen, Oskar	Pohland, Max
Hafke, Hernes	Rantion, Jacob
Henriks, Waldemar	Rhodes, F.
Hansen, Max O.	Rincke, Sperman
Henke, Ernest	Runge, Axel
Hellman, Albin	Schroda, Peter H.
Hogstad, Andreas Mikalsen	Sellin, William
Hock, Garve	Schulz, Alfred
Johanson, John F.	Semens, O. L.
Jansen, Harry	Swanson, John
Johnson, Ole C.	Svenson, Martin
Johansen, Chris.	Swanson, Carl O.
Karson, K. E.	Thomel, Martin
Karlson, August	Warren, C.
Kluge, Frank	Welson, J.
Kirker, Alexander	Wishart, John
Kaiser, Fred	Wieprecht, Ernest
	Wilson, James

Aberdeen, Wash., Letter List.

Anderson, Ernest	Larsen, H. P.
Andersen, F. C.	Lindroos, A. W.
Armstrong, Harry	Larsen, Peter
Anderson, George	Martin, James
Behn, Alfred	Murphy, Daniel
Brown, C.	Martinell, Walter
Bergman, Edwin	Nikolin, E. Miko
Bjorkholm, A. M.	Nord, Karl
Bowen, J. J.	Nielsen, N. C.
Burmeister, John	Nerby, Kristian
Burkland, John	Neddemeyer, John
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Bodahl, Hans	Oksanen, Juko
Christensen, Albert	Osterholm, J. W.
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Eklund, Chas.	Petersen, Erik -903
Engfors, Gustaf	Pettersen, Karl
Eriksen, Olai H. -837	Pettersen, Olaf
Finth, Richard	Richendsen, Hilmar
Forde, S. C.	Rundblad, Oscar
Granberg, Eric	Rosbeck, Gustaf
Graf, Otto	Sandstrom, Hugo
Glase, Gustav	Schacht, H.
Hohn, Arthur	Siven, Wictor
Herman, Axel	Sorensen, T. B. G.
Hansen, Ove	Sutse, M.
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Hansen, Torleif	Sim, Gunder
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Loining, Hermand	Williams, J.
Lengtssen, Gottfried	Walenious, Pete
Laine, Herman	Zebe, G. V.
Lorsin, G. L.	Packages.
Larsen, Lars	Hansen, John
	MacGuire, O. F.
	Zebe, G. V.

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INFORMATION WANTED.

Mrs. Alice Phillips wishes to hear from her husband, Tom Phillips. Write to 35 Sussex St., Sydney, N. S. W., Australia.

Albert Smith, a native of Cork, Ireland, who left the American ship John C. Meyer, on Feb. 20, 1911, is very anxiously inquired for by his wife. Please notify British Consul General at San Francisco.

W. A. Goodrich, who left the British ship Puritan at San Francisco, February 6, 1911, is inquired for by the British Consul-General at San Francisco.

A. J. Nielson, who was injured on the "Minnie E. Kelton" at the time of her loss, please communicate with H. W. Hutton, 527 Pacific Building, San Francisco, Cal.

Any one knowing the whereabouts of Enoch Joseph Horsfold, 18 years old, native of New Zealand, please communicate with Coast Seamen's Journal.

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INFORMATION WANTED.

James McFerran, native of Eden, Carrick-fergus, Ireland, inquired for by J. Brady, box 1356, Vancouver, B. C.

Carl Alex Eduard Malmberg, born Malmo, Sweden, 50 years old, tall, blond. Mr. Malmberg has been a member of the Sailors' Union of the Pacific in 1908.

W. Kahlberg, No. 688, and C. Monsen, No. 1964, are inquired for at the Standard Oil Company's office, at San Francisco.

The present whereabouts of the following named persons, if living, or if dead the date and place of death and such information as will enable the locating of their next of kin is desired by Lea Bleakmore, 223 Balboa Building, San Francisco. The information is for the purpose of clearing up estates:

John Hansen, who was lookoutman on the S. S. "Argyll" some months ago, is wanted by the Union Oil Co. Anyone knowing his whereabouts please notify the manager Marine Department, Mr. Walter G. Tubby.

Anderson, Carl A. This man has been traced up to the year 1897, when we learn he was employed as a seaman on the Str. "Farallone," residence address given as No. 6 Howard street, San Francisco.

Marcus Andersen, a native of Norway, age 24, five feet seven inches tall, dark hair, fair complexion; sailing on the Lakes when last heard from, in 1911. Any noe knowing his whereabouts please notify Geo. Johnson, 5727 Sangamon street, Chicago, Ill.

Home News.

Forest fires did $192,000 damage in 1913, according to figures submitted by Chief Forester Henry S. Graves.

The United States Senate has passed the bill to create a coast guard service by consolidating the revenue cutter service and the life-saving service.

Improvements and extensions, which will include the closing before next October probably of the gap by rail between Willits and Eureka, thus opening up the big lumber region of the north to San Francisco, are planned by the Northwestern Pacific Railroad Company, which has filed application with the Railroad Commission for authority to issue bonds in the sum of $5,543,000.

Estimates made by the 63 income tax collectors in the United States to the Treasury Department caused a wave of enthusiasm when it was learned more than $100,000,000 would be realized from this source. The returns were made by wire, as ordered by the Secretary of the Treasury. A quick computation of their totals showed that more than 700,000 individuals had entered the returns at the various offices.

The United States Supreme Court has upheld the Pennsylvania "mine safety" law, which requires coal companies to leave pillars of coal to prevent caving in. The law provides that owners of adjoining coal mines must so mine their coal as to leave coal pillars along adjoining property as supports for the roof to protect miners in case of explosion or floods. The law gives the State Mine Inspector authority to prescribe the size and strength of the pillars.

Transportation companies must provide special low fares for laborers so as to make it possible to transport a worker to the point where he is most needed is one of the suggestions made by Harris Weinstock, member of the California Industrial Accident Board. He believes it will be necessary for Congress to create a national system of public employment bureaus through which authorities would be enabled to ascertain where there is a surplus of labor and where there is a surplus of employment.

"To-day the cheapest thing in life is a human being," declared Rev. C. I. Schofield, of New York, before a Bible conference held in Chicago. The speaker compared the present with the days of ancient Rome when gladiators slew one another before a frenzied populace. "We shudder at the recital of these cruelties," he said, "and then turn to our daily papers and read that 114 miners died in a mine, and that our railroads kill from 15,000 to 18,000 every year and maim many more, and we don't care."

Since the enactment of the enlarged-homestead law 211,000,000 acres have been classified by the United States Geological Survey as nonirrigable and designated by the Interior Department as enterable under this law in 320-acre tracts, the limit being twice that allowed under the original homestead law. During the month of February 3,312,206 acres were thus classified by the Survey and thrown open to entry by Secretary Lane. The States most affected were Colorado, where 1,129,000 acres were so designated; Montana, with 1,590,000 acres, and Oregon, with about 300,000 acres.

Domestic and Naval.

The dredge "Yankee" was sold recently at Philadelphia by U. S. Marshal to Lewis B. Franklin, of New York, for $18,050.

The three-masted schooner "Estelle" has been sold to Galveston purchasers through New York brokers. The purchase price is stated to have been $11,500.

Steamships of not less than 2,000 tons gross tonnage, belonging to Norway, Sweden, Austria-Hungary and Japan, are now admitted to the coasting trade of Canada in the carrying of goods and passengers coastwise between any port in the province of Nova Scotia and any port in the province of Quebec, and vice versa, on the same terms and conditions as are applicable to Canadian vessels, until December 31, 1914.

The keel of battleship No. 39 was laid at the New York Navy Yard March 2. It is expected that the new battleship will be ready about September, 1916. She will be of the "Pennsylvania" type. Her armament will consist of 12 and 14-inch guns mounted in three gun turrets and a secondary battery of twenty-two 5-inch guns. Her speed will be 21 knots and displacement 31,400 tons. Her length will be 600 feet, beam 97 feet and draft 28 feet 10 inches.

A proposal to improve the harbor of Apia in the Samoan Islands in order to render it capable of accommodating shipping which will use the Panama Canal was made in the Budget Committee of the German Reichstag while the Colonial estimates were under discussion. Dr. William Solf, Secretary of the State for the colonies, opposed the project, saying it would cost from $7,500,000 to $10,000,000. Apia, he added, was far away from the route between Panama and Australia.

Eight sailing vessels, four of them well known on the North Pacific as former members of the grain fleet to the United Kingdom, have been wrecked in the past twelve months with valuable nitrate cargoes from the west coast. The first in the list is the British ship "Glenalvon," which was rammed and sunk by a trawler as she was arriving in England. Others in the list lost in the nitrate trade include the German bark "Hera," the ship "Parnassus" the "Brunel," "Cromdale," "Whitlieburn," "Susanna" and "Thornliebank."

Sixty-nine vessels of various types, aggregating 21,851 tons, were added to the Merchant Marine of the United States during January, compared with 71 vessels of 24,402 gross tons, built during January, 1913, and 87 vessels of 22,881 tons, in December of last year. According to the figures of the Bureau of Navigation, of those of steel construction eight were steam-propelled with a gross tonnage of 15,782 tons, and one was a sailing vessel with a gross tonnage of 1166 tons. Of those of wood construction, 43 were steam-propelled with a gross tonnage of 1414 tons; four were of the sailing type of 170 gross tons, and 12 were unrigged vessels of 2153 tons. One vessel of 1166 tons was purchased from the United States Government for merchant purposes. The largest steel steam vessels included in these figures are the "Washingtonian," of 6649 tons; the "Hampden," of 4725 tons, and the "Amolco," of 3074 tons.

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San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify Jack Rosen, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Abolin, Chris.
Abramsen, Aleck
Adamson, Hjalmar
Ahl, Theodor
Allen, Wm.
Alexander, Paul
Alexis, Hakan
Anders, Fred
Andersen, Albertinus
Anderson, -1246
Backman, Paul
Bang, Maurice
Bartels, Otto
Bartsch, W.
Beausang, Eugene
Behrens,
Beling, Oscar
Bellanger, Karl
Bendegard, Frank
Bengtsson, L. P.
Benson, Sigurd
Berge, Peter
Bergholm, Edw.
Bergqvist, -1395
Berlin, W.
Bessesen, O.
Bieh, Anrew
Binder, H.
Bjornsen, Conrad
Callahan, D. A.
Campbell, Donald
Carey, Ed
Carlsen, Martin
Carlson, Gus
Carlson, Gustag
Cedan, John
Centers, W.
Cerg, A.
Cherniavsky, Mike
Christen, Bruno
Christensen, Erling
Christensen, Jack
Christensen, L.
Dahlstrom, -749
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Dahlman, J. A.
Davidson, H.
Derengowski, Julius
Eggers, John
Einardt, John
Ekholf, Otto
Ellertsen, -875
Eliasen, C.
Fagerlund, G. E.
Fay, F.
Flebbe, F.
Forde, S. C.
Frainer, Frank
Frances, George
Gabrialsen, Peder
Gansen, H.
Ganserud, O. K.
Garbes, Gustav
Garden, George
Gibbes, L. W.
Gilholm, Albin
Gloat, Adam H.
Gjosdahl, Elling
Grambow, Gustav
Grant, Wm.
Haave, N.
Hagstrom, W.
Hakansen, Emil
Hakensson, C.
Hallberg, N. B.
Halvorsen, Olaf
Hammargren, O.
Hampell, W.
Hampt, Emil
Hangland, Harold
Hansen, -968
Hansen, -1869
Hansen, A.
Hansen, Chas.
Hansen -2115
Hansen, Bernhard
Hansen, C. P.
Hansen, H. P.
Illig, Gust
Illison, Edw.
Ilsemann, H.
Jacobsen, Joakim
Jade, H.
Jakobsen, Anders
Jansen, -1234
Jansen, Fred
Jansen, G. L.
Jansen, John G.
Jansen, Just
Janssen, Henry
Jenkins, Fred
Jensen, -1555
Jensen, C.
Jensen, Fredrike
Jensen, George
Jensen, J. F.
Jensen, M. P.
Kallasman, E.
Kalnin, Edw.
Karsberg, W.
Kayser, Carl
Kenny, J.
Klette, C. F.
Klocker, Theo.
Knopp, S.
Anderson, -1371
Anderson, Albin
Anderson, Gustaf
Anderson, H.
Anderson, John
Anderson, Knut
Anderson, Samuel
Andreasen, Ole
Antonsen, Marius
Aspe, T.
Blodsing, August
Blomquist, Gust
Boers, M.
Bohm, Frans
Boisen, K.
Borden, Jas.
Borgen, John
Bowman, K. H.
Braker, -1774
Branz, Alex.
Brockman, Erick
Brooke, Oswald A.
Brown, Dave
Brown, Frank
Bruen, J. P.
Bryning, W.
Buedesen, John
Buhler, K. T.
Christiansen, Lauritz
Classen, Henry
Clausen, Fred
Clausen, Jorgen
Claussen, I.
Clover, Wm.
Conlon, Tom
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Coss, D. C.
Cransen, H.
Crojigla, G.
Cudan, John
Curran, Nicholas
Deswert, William
Donovan, J. J.
Dowe, John
Dracar, E.
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Entomsen, Herman
Eriksen, Edw.
Erickson, Konrad
Eriksen, Fred
Eskildsen, N. P.
Franke, Karl
Franke, R.
Fredholm, C. J.
Fritsch, Leon
Frost, Hans
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Grinberg, T.
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Gundersen, A.
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Hansen, Olaf
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Harjes, Albert
Hartman, J.
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Hayes, Patrick
Hellesten, Ingval
Helloten, Gus
Helin, Paul
Hem, Jens
Hesse, R.
Hiks, Gustaf
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Holt, Carl C.
Iversen, Carl
Iversen, John
Johannesen, A.
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Netras, Rudolf
Neuman, F.
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Paulsen, -1229
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Pedersen, Vilhelm
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Person, Oscar
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Redmond, Thos.
Reinhold, Ernest
Reitan, Pete
Rimmer, Chas.
Robertson, John N.
Saarde, Alex.
Sabel, F. L.
Salmela, J.
Salvesen, S.
Salzer, Julius
Sandberg, Tom
Sandstrom, Hugo
Sane, Fred
Santo, Manuel
Santoz, Ben
Saunder, Jas. B.
Saunders, Jim
Savaje, Roland
Saxton
Schellenberg, H.
Schmidt, A. R. B.
Schneider, H.
Schultd, Albert
Schultz, John A.
Seaman, Carlie
Seileff, A.
Selen, J.
Seppanen, Alexander
Sergo, A.
Sieleff, H.
Sigwartsen, A.
Silm, Bernhard
Silverle, E.
Simonsen, Thomas
Singleman, Ernest
Tamman, Chr.
Theorin, J. E.
Thode, Ernest
Thompsen, Leander
Thompson, Ch.
Thomsen, Emil
Thomson, H. J.
Thorsen, Jens
Thorsen, Otto
Uesair, M.
Vahvr, Morris
Verstad, T. P.
Vesgaard, Jens.
Wahlberg, Rud
Wall, Erik
Wallgren, M.
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Wallner, Thomas
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Webber, John S.
Wenson, B. S.
Westman, A.
Wetting, R.
White, Thomas
Ylinen, Sam
Zoe, Frank
Lartowa, I. A.
Lemberg, Fred
Liljedahl, Lewis
Linden, C. W. H.
Lindeberg, Ernest
Ljungstrom, Steen
Lundberg, Chas.
Lundberg, Horsten
Lundin, Chas.
Luoma, W. E.
Mayes, J. B.
McMahon, Jack
Mennicke, Fritz
Meyer, W.
Metzler, Louis
Meyers, Ernest
Michelson, J.
Miles, P.
Moen, Robert
Monsen, Andr.
Monsen, Martin
Moore, C. C.
Morris, O. R.
Mortensen, -2191
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Nilsen, Anton
Nilsen, H. H.
Nilsen, Michael
Nole, Sigvald
Nordberg, Hilding
Nordstrom, B.
Nordstrom, Bror
Olsen, Gus
Olsen, J. H.
Olsen, Jorgen
Olsen, Karl
Olsen, M.
Olsen, Olair S
Olsson, Gustaf B.
Olson, James
Olson, Otto
Ompen, Abe
Osterholm, J. W.
Ottchem, .I
Petersen, -1598
Petersen, C. W. R.
Petersen, H. A. R.
Petersen, L. -1389
Petersen, S. A.
Petersen, Walter G.
Peterson, Fred
Pettersen, Anton
Peversen, Walter
Pitschker, W.
Poppe, Geo.
Preusse, Fred
Publicatus, August
Punis, Anthony
Purgold, Geo.
Rodel, W.
Rokus, J.
Rommerdahl, Knud
Rospersen, Henrich
Rudbeck, Otto
Rundkvist, Oscar
Runquist, O.
Runte, O.
Sjoros, John
Skoglund, Hary
Smith, -2105
Smith, John
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Soneson, Wm.
Sorensen, Chr.
Sorensen, James
Sorensen, L. A.
Sorensen, Soren
Sorensen, Soren P.
Sorensen, Viggo
Soutjen, -1229
Speckman, Max
Sponer, Emil
Stenberg, Alfred
Stevensen, Julius S
Stewart, James L.
Strand, Louis
Strasdin, Hans
Sullivan, J.
Sumner, A.
Sund, S.
Sundberg, John
Svanson, -2675
Svansson, -2675
Svending, Knud
Svinding, Peter
Swanson, Lixten
Swartley, N. G.
Tietjen, B. H.
Tillman, Andrew
Tollefsen, Andreas
Tollefsen, Hans
Tomkin, Frank
Tommola, Vaino
Torstensson, F.
Twede, J.
Uppit, Walter
Vesthve, L.
Vinter, G.
Vold, O. P.
Wilhelmsen, Hans
Williams, John
Willmainn, Wm.
Willkas
Wilson, R.
Winkel, August
Winther, Sigurd
Wirta, John
Wold, Olaf.
Wold, S.
Wurthmann, M. L.
Zunderer, Theodor

PACKAGES.

Apply to Secretary of Sailors' Union of the Pacific.

Beling, Oscar
Berg, John
Blixham, S.
Christoffersen, Olaf
Ellefsen, Otto
Finnelly, Wm.
Forde, S. C.
Gulbransen, Bjorn
Guldbrandsen, Jack
Hansen, Chr. M.
Hansen, Karl
Hansen, Marius
Haugen, Lars
Heiberger, Morgan
Hendriksen, H. -1333
Hernas, K.
Huse, Edw.
Iversen, Reidar
Jacobsen, Joakim
Johansen, Emil
Johansen, J. -2021
Jorgensen, Oluv
Klette, E. F.
Laydon, D.
Lewis, R.
Lie-nath, Erik
Maatson, Olaf
Mansen, Martin
Markley, Paul
Mortensen, -2191
Nelson, Hasmund
Nilsen, Emil
Nordin, Gus
Olsen, -1244
Olsen, Carl -1101
Petersen, K. -1598
Petersen, Olav
Raasch, O.
Rarly, Frans.
Rasmussen, Emil
Rathke, Reinhald
Rimmer, Chas.
Roslin, Robert
Ruter, P.
Summers, J. J.
Swanson, Martin
Thorsen, Jens
Van Pratwijk, Johannes
Wakely, R. E
Walters, Albert B
Willmann, Wilhelm

INFORMATION WANTED.

William Fayette White, whose mother died recently, is inquired for by his brother. Anyone knowing his whereabouts please address S. A. White, 106 W. Salem Ave., Roanoke, Va.

William McGrail, of Baltimore, Md., who sailed on the Atlantic and Gulf Coasts as cook for a number of years, is inquired for by his brother, George McGrail, 603 Decatur street, New Orleans, La.

Francis Robert Bassett, a native of England, last heard of in San Francisco, Cal., in 1901, was well known around the water front as "Liverpool Frank." Any information regarding this man will be gladly received at the office of the British Consulate, San Francisco, Cal.

Arthur Griffith, alias Simmons, a British subject age 28 years; 5 feet 6 inches in height, fair complexion, stout build, blue eyes, top false teeth, clean shaven, who is believed to sail on a coasting vessel between San Francisco and Portland, is inquired for by H. B. M. Consul-General. Anyone knowing his whereabouts please notify the British Consulate-General, San Francisco.

George Albert Vaughan, age 47, of Handsworth, Birmingham, England. Was in New York City in 1902; worked as steward on New York and South American boats. Important. Address, Rev. R. C. Cookson, 96 Monroe street, Brooklyn, N. Y.

Any one knowing the whereabouts of John Burke No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

Fritjof Ellingsen, age 32, a native of Drammen, Norway, he was short, heavy set, dark hair, parted in the center, and good looking. Anybody knowing his whereabouts please notify Ed Knach, 171 Clipper street, city.

Andrew John Anderson, who left Aberdeen, Wash., on lumber barge Washtura for San Francisco, is inquired for. Any one knowing his present whereabouts please notify Mrs. Anna Anderson, Aberdeen.

John Rebbetad, who was in the steamer A. F. Lucas in November, 1911, is inquired for by his brother. Address, Coast Seamen's Journal.

Ten dollars reward will be paid by Johnson & Higgins, 244 California street, for information locating John Anderson and George T. Nelson who were members of the crew of the steamship "Asuncion" in October, 1908.

Richard Ryan, who left the British steamship Candida at San Francisco in July last, is inquired for by the British Consul-General.

Heinrich Schel, born in Zingst, near Barth, Germany, is requested to communicate with Mr. A. Praast, 93 Diepe Straat, Antwerp, Belgium.

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	Snorsvold, Lars

Seattle, Wash.

Abolin, Adam	Osterlund, Albert
Borgen, K. Sigurdsen	Olsson, Sigfrid
	Peterson, Andrew K
Dahl, Ben.	Phister, Albert
Fister, Johannes	Polhome, Mr.
Finnigan, I. H.	Ridderstaff, Ernest
Hagen, Gunder	Rye, F. M. J.
Jensen, Gustav	Selback, Chris.
Johansen, Ingvald	Slinning, Rasmus O
Johnson, Axel	Spellman, Tom.
Nelson, Nels Wilhelm	Starks, John
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INFORMATION WANTED.

Nils Johnson, who was wrecked in the American bark "Oasis," Sept. 2, 1887, is inquired for by W. F. Hohenschild, Berkeley, Cal.

Albert Christensen, native of Byrum Laso, last heard of in San Francisco in 1910, in inquired for by his brother. Address, H. C. Christensen, Scandinavian Sailors' Home, San Francisco.

Carl Janson, age 36, born in Wastervik, Sweden; last heard of in Seattle six years ago. Any one knowing his address please communicate with Erika Askenberg, 2280 86th street, Cleveland, Ohio.

Archie Smith, who was cook on the steamer "Hyades" in August, 1913, is urgently requested to communicate with Ambrose Gherini, 460 Montgomery St., San Francisco.

Samuel Dickson, a seaman, aged about 40 years, son of Moffett Dickson, deceased, of Belfast, Ireland, or any person knowing his whereabouts, is requested to communicate at once with the undersigned in connection with a legacy. A. R. Smith, U. S. Shipping Commissioner, Philadelphia, Pa.

News from Abroad.

Traces of radium are stated to have been discovered in ores from several localities in Tasmania, notably Flinders island and one or two places on the west coast.

The troubles of the new Prince of Albania have already begun. Muhammadans are attacking the Christian villages, whilst open warfare has broken out in their own ranks between the followers of Essad Pasha and those of Kemel Bey.

More than 1,000 persons perished in the inundation of the towns of Stanitza and Achtyrskaja (Russia), by a tidal wave from the Sea of Azov. The wave struck the towns during a violent hurricane which swept the province of Kuban.

Hordes of starving wolves, driven from the mountains by the heavy snows, descended into the valleys of Abruzzi Province and in the vicinity of Rome and devoured hundreds of sheep. The wolves afterward took refuge in the caverns of Mount Soracte, about twenty-five miles north of Rome.

The question of emigration is being discussed in the Italian press and to some extent in Parliament, the interest having been aroused by the bill in the American Congress for restricting immigration, and the Italian press has cheerfully intimated that Mr. Wilson would veto the bill should it pass the two Houses.

A torpedo boat collided with a small passenger steamer which plies between Venice and Lido, a chain of sandy islands separating the lagoon of Venice from the Adriatic, and fifty persons were drowned. The sharp nose of the torpedo boat went through the stern of the steamer, which sank almost immediately.

Three hundred thousand acres of the Duke of Sutherland's 923,400 acres in Sutherlandshire will be sold at auction in London in October. There are eight separate lots, some of which were included in the Duke's recent offer to Chancellor of the Exchequer Lloyd-George of a large part of his land at prices ranging from $5 to $5.50 an acre. The lands are mostly deer forests, grouse moors and salmon and trout streams.

The annual start for fur sealing from St. Johns, N. F., began on March 12, when most of the fleet left port. Twenty ships are engaged. Of these, six, known as the "wooden-walled" fleet, were given two days' start over the more modern steamers. In the van was the "Terra Nova," which was withdrawn from the fisheries a few years ago to take Captain Scott on his final voyage to the Antarctic. Several vessels carry wireless apparatus.

Winston Churchill, First Lord of the British Admiralty, in a speech at the Royal Aero Club, referred to the transatlantic flight, said: "We are talking as hopefully, more hopefully, of flying across the Atlantic as people talked four years ago of flying across the channel. I am bound to say that I think an attempt to fly across the Atlantic is, under present circumstances, premature and an undue element of risk appears attached to any such enterprise. But progress has been enormous and we cannot doubt that in the near future we will see heavy aeroplanes and great airships making the voyage as a matter of common experience."

With the Wits.

Joe—What is the easiest way to drive a nail without smashing my fingers?

Josephine—Hold the hammer in both hands.—Ohio Sun Dial.

"Oh, dear! Something else to remind me that my boy is growing up."

"What now?"

"The sheepish way he looks when I call him my little lamb!"

She walked in and banged a hunk of yellow substance on the counter. "This," she announced sarcastically, "is the soap that does the washin' itself. It's the soap that makes washin' a pleasure; it's the soap that—"

"That ain't soap, ma'am," interrupted the grocer, as he took the substance in his hand and examined it. "Your little girl was here yesterday for half a pound of cheese and half a pound of soap. That's the cheese."

"The cheese!" exclaimed the woman. "Then that accounts for the other thing. Why, I lay awake the whole night wondering what made the Welsh rarebit we had taste so queer." — Pittsburg Chronicle-Telegraph.

The screams which were issuing from the little house were heart-rending. It seemed as if a terrible tragedy must be in progress, and an anxious knot of people gathered in front of the house and wondered why some one had not sufficient courage to enter and rescue the victim.

At last an unconcerned youth came out of the front door, whistling, and one of the spectators button-holed him.

"What's going on in your house?" he asked. "What's the meaning of those fearful screams?"

"Eh?" said the youth. "Oh"—as a marrow-freezing wail floated down the breeze—"oh, that's Sammy! You see, while he was playing in the pantry this morning he knocked the jar of black molasses off the shelf on to his head, and now mother's combing his hair—that's all!"

Joint Accounts

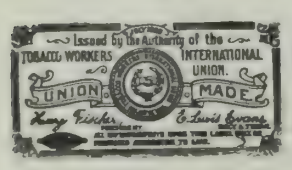
This bank will open accounts in the name of two individuals, for instance, man and wife, either of whom may deposit money for or draw against the account.

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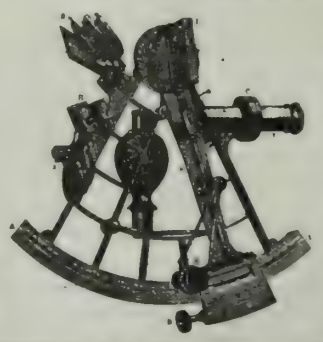
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COAST SEAMEN'S JOURNAL

FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XXVII, No. 29. SAN FRANCISCO, WEDNESDAY, APRIL 1, 1914. Whole No. 2271.

INJUNCTIONS IN LABOR DISPUTES.

Labor organizations have been heard to protest loudly of late against what they believed to be abuses of the injunctive powers of courts. They protest especially against summary commitments for contempt by the order of the very judge whose processes were said to have been abused, and they insist that the question of their guilt should in all propriety be determined by a jury rather than by a judge who may have permitted himself to be swayed by deep personal feeling. To such protests it is replied that the courts have not abused their powers by hastily or wrongfully granting injunctions, that the power of commitment for contempt is inherent in the very constitution of courts themselves and that its exercise has been justified; while the dignity of the judicial office would be lowered if trials for contempt were had before a jury.

Let us consider, necessarily with brevity, some of the cases which have most excited the condemnation of labor organizations and which have been taken by them as indicative of the hostile attitude of courts toward workingmen.

No judge has been more criticized perhaps than District Judge Dayton. We believe that this criticism has ample foundation and that his decisions have largely tended to bring the law into contempt in the State of West Virginia, and to magnify the industrial difficulties existing in that State. In his official actions based upon the apparent belief that a suppression of natural rights would bring about peace, this judicial officer has displayed an ignorance alike of human nature and of the teachings of experience.

We may take first the case of the Hitchman Coal and Coke Company vs. Mitchell, et al., referring to nothing save the printed records as they appear in the Federal Reporter and made up by Judge Dayton himself. From these it seems that the company prior to April 1, 1906, operated its mine by the employment of men affiliated with the United Mine Workers of America, but on that day—without justification, as the company claimed—a strike was ordered, taking place on April 16, the mine being shut down from that date until June 12, 1906, when, we are told, the company entered into a contract with its men, agreeing to run its mining operations upon a non-union basis. This so-called contract consisted of a memorandum card, signed by the men, reading as follows:

"I am employed by and work for the Hitchman Coal and Coke Company with the express understanding that I am not a member of the United Mine Workers of America and will not become so while an employe of the Hitchman Coal and Coke Company, and that the Hitchman Coal and Coke Company is run non-union and agrees with me that it will run non-union while I am in its employ. If at any time while I am employed by the Hitchman Coal and Coke Company I want to become connected with the United Mine Workers of America, or any affiliated organization, I agree to withdraw from the employment of said company, and agree that while I am in the employ of that company I will not make any effort amongst its employes to bring about the unionizing of that mine against the company's wish. I have either read the above, or have heard same."

It is then said that the officers and agents of the union, knowing of the existence of the contract, repeatedly sought to have the plaintiff reunionize its mine; that this had been refused and that they were seeking by threats and intimidation to induce its employes, bound by such contracts, to leave its service, break their contracts, join the union and prevent other men from engaging in its employ.

This suit was filed on October 24, 1907, and a temporary restraining order was at once issued, running until the next term of court which began January 14, 1908. In other words, for practically three months, without even such an inadequate hearing as is afforded by one had upon affidavits, the defendants were subjected to the provisions of Judge Dayton's order, and we may believe that this delay in itself, without a hearing, rendered nugatory all the efforts at that time of the United Mine Workers to improve their conditions by strike. (That the conduct of the judge in the delay now pointed out was an abuse, we may accept as demonstrated, inasmuch as, moved by protests made by labor organizations, the Supreme Court of the United States not only provides in its recent rules governing courts of equity of the United States, that temporary restraining orders should issue only upon certain specified showings, but makes them returnable not later than ten days from their date, and allows them to be even sooner dissolved.)

A Drastic Order.

Among the provisions of this order, so granted without any hearing, were, in substance, the following: The defendants were not to talk to any persons in the plaintiff's employ, or about to enter it, for the purpose of inducing such persons to become members of the United Mine Workers of America, or of any of its branches. They were not to visit the homes of plaintiff's employes for the purpose of inducing them, by reasoning, persuasion and argument, to become members of the United Mine Workers. They were not to go near the premises of the plaintiff for the purpose of talking with or inducing the employes to join their organization. They were not to persuade the plaintiff's employes to become members of the United Mine Workers.

The attention of the district judge was called to the drastic and extreme character of this order by a motion, the design of which was in effect to set aside the provisions above alluded to, and after long discussion, a motion to modify or dissolve the injunction in any particular, was, on preliminary hearing, overruled. Later the same propositions received consideration of the court on final hearing and the injunction was made perpetual without change.

The judge, passing upon this case, undertook to fortify his position by reference to a multitude of authorities, and, of course, in the judgment of the counsel for the plaintiff, these authorities demonstrated the propositions for which they were cited and logically followed by the judge. If this assumption be true, then, as it seems to the writer, the major criticisms indulged in by labor organizations, relative to what they believe to be the tendencies of the courts, are more than amply justified.

Let us consider for a moment the situation. Certain men had entered the employment of the plaintiff, promising that they would not join labor organizations. If these promises were to be regarded as valid and enforceable in themselves throughout the lives of those giving them, or even throughout their period of employment, they meant that, no matter what treatment might be acorded, no matter what their sufferings might be, the men were not to take the most natural and orderly step known to workingmen in order to place themselves upon a better footing.

Still more, no one was to approach them and point out the advantages which might result from their connecting themselves with a labor organization. Whatever such a step might assure them in the way of easier conditions in life, of assistance if out of work or ill, of funeral benefits, of protection for their children or widows, was to remain unknown. The man who should dare to inform them that by reason of organization their fellowmen had been able to gain advantages in life, and that the possibility of obtaining these advantages was open to them, because by the very act guilty of having sought to bring about the violation of contracts, and thus became a potential offender against the will of judges sitting in equity.

To these ends we find that the paper we have recited, was treated as if it really were a contract, instead of being a promise of no advantage to the coal company, except as through it, the company might be enabled to bind up its employes to a condition approaching servitude, while no advantages were conferred upon the party whose liberty of action and freedom of speech were directly abridged, much less upon the outsider affected by such restrictions through injunctions based thereon. It cannot be that the law itself, properly understood and interpreted, contemplates that when A shall point out to B that B's material interests demand a change of his surroundings of whatever character, A may be treated as having been guilty of an unlawful act. In no other branch of law is this the case, and strong reasons must exist forbidding freedom of speech to workmen, though permitting it to others occupying different relations in life, if the position of Judge Dayton be correct.

The judge labors through many pages for the purpose of sustaining his views. Learnedly he reviews the law relative to trade unions, going back in the mists of antiquity, to find a starting point for his thesis. In the statute of laborers (22 and 23 Edward III) he discovers what he evidently esteems the basis of what he later treats as the common law, justifying restrictions upon the action of workingmen. Of this statute it has been said:

"Every vestige of individual freedom to contract and to combine was shorn from the wage worker and his social status was reduced by legislative act to that of a bondman."

"Common Law in Force."

Step by step Judge Dayton strives to maintain his position by reference to decisions finding their inspiration in the dying embers of the

feudal system, and he arrives at the conclusion that the State of Virginia, and afterwards West Virginia, inherited the common law in all its evil and with the shackles it sanctified, for as he says: "the common law is in full force."

Having satisfied himself upon this point, he determines without difficulty that the United Mine Workers of America is an illegal organization and as evidence thereof, among other things, says that "it binds its members never to accept employment in place of a fellow member idle for advancing the interest of the union or seeking better remuneration for his labor," and that it binds him to cease work at any time he is called upon by the organization so to do. Furthermore, he regards this organization as illegal because "they undertake to require members of the organization to surrender their individual freedom of action," although at the same moment and as a consequence of his decision, he declares a paper to be a valid contract, the purpose of which was to restrict an employe from belonging to a trade union, overlooking the fact that the very contract, as he calls it, between the employer and employe, compels the employe to surrender his individual freedom of action.

Again he found the labor organization condemnable because, as he said, it assumed the right through its officers, to control the employer's business, to shut down his mine by calling out the men in obedience to their obligation whenever it was deemed to the interest of the union, regardless of the employers' interests, although the supposed contract he sustained, involved a restriction upon the miner's freedom of action as dear to him as could be the employer's.

It does not seem worth while to discuss at great length such propositions as were advanced by Judge Dayton to sustain a position so manifestly inimical to the improvement of conditions of labor in this country. It is interesting nevertheless to note the real influences actuating his mind, consciously or unconsciously, which lead one to believe that he spoke as judges often have spoken—not judicially, but as the representative of a particular environment.

Many pages of the second decision quoted, serve to make manifest these influences. Among other things he says:

"All the evidence in this record goes to show pretty conclusively that the fourteen years' struggle of this labor organization since it entered into the compact with the operators of Ohio, western Pennsylvania, Indiana and Illinois, in 1898, to unionize the operatives in West Virginia has not been in the interest either of the betterment of mine labor in the State, or of upbuilding that free commerce in coal between the States guaranteed by federal law, but to restrain and even destroy it in West Virginia, for the benefit of these unionized competitive States. . . .

"It is further, in my judgment, a combination or conspiracy against the rights of the many thousands of non-union miners in West Virginia who are entitled to enjoy the advantages in their labor that nature has given them. But the question at once arises, how could unions carry out this contract with the operators in Ohio, West Pennsylvania, Indiana and Illinois to substantially restrain or suppress coal mining in West Virginia, Kentucky and other States by unionizing them?"

Then, again, referring to the United Mine Workers of America, he adds:

"I further conclude that it is an unlawful organization because of its procedure and practices in that it . . . has by express contract joined in a combination and conspiracy with a body of rival operators, residents in other States, to control, restrain, and, to an extent at least, destroy, the coal trade of the State of West Virginia."

It appears, therefore, to be a fair inference that what the learned judge believed was, that if the coal miners of West Virginia were to become unionized, the advantages of cheaper production now in possession of the coal mine owners of his State, might be largely lost. To save, as he thought, this industry in West Virginia, and to preserve the advantages the operators possessed, he has displayed a willingness to go to the furthest extremes in the way of forbidding freedom of speech and action.

Administering Justice in West Virginia.

It is not necessary for me to discuss with an intelligent public the proposition that a court has no business to be influenced to any degree whatsoever by considerations of assumed pecuniary advantage to result to any class of citizens of his own State over other citizens of the same State, or over those of other States. The judicial function is to administer justice, and not to insure commercial advantages even by keeping down the rate of wages of some of his fellow citizens. A want of comprehension of this fact on the part of the judge has, we may readily believe, added immensely to the industrial tumult from time to time prevailing in West Virginia.

Let us turn from the remarkable opinion of Judge Dayton to a decision of the Court of Errors and Appeals of New Jersey which, through its majority, takes a position equally antagonistic to freedom of speech, in so far as labor organizations are concerned, although this court is not believed to be unfriendly to the same liberty when exercised by other bodies.

We will refer to the case of the Jones Glass Company vs. Glass Bottle Blowers' Association wherein the court, by a majority of ten to four, sustained the injunction prohibiting the defendants from inducing any of the persons employed by the plaintiff under contract to break such contract by quitting the service through threats, offers of money, offering to pay expenses or "by inducement or persuasion;" "from addressing persons willing to be employed by complainant against their will and thereby causing them personal annoyance with a view to persuading them to refrain from such employment;" "from picketing with a view to cause persons so employed to refrain from such employment," and "from inducing or persuading or causing or attempting to induce, persuade or cause the employes of complainant to break their contracts of service with complainant or quit their employment."

We may discuss for a moment just what this meant in its practical application. If a member of the glass blowers' union heard, or a member of his trade heard, that another pursuing the same occupation was contemplating seeking employment with the plaintiff, or was on his way to obtain it, he was forbidden from approaching that man and telling him that a strike was in progress and that the acceptance of employment would make him a strike-breaker. He might not say to him, however much the speaker should believe he was truthful, that the plaintiff was unfair or unjust to his employes, this being done with a view to induce the glass blower no longer to seek employment from the plaintiff. It would make no difference how intimate the relations between the two glass blowers might be, the giving of advice against the presumed interests of the employer would become a violation of the injunction and render the offender subject to contempt process.

Again, although in any other branch of industry, one person may advise another that the carrying out of a contract on his part will injure his health, his immediate well-being or his prospects for the future, without any danger of the interposition of a court of equity, a different rule prevails in the judgment of the highest court of New Jersey, when the person giving such advice is a laborer, and when the subject-matter of the advice touches upon a labor dispute.

The New Jersey court, it is fair to say, in endeavoring to clear the way for employers to obtain workmen, acted upon a theory which has not received universal acceptance in this country, and that is that the employer is entitled to have his "probable expectancy" of obtaining help clear from interference by labor unions. According to this view, no matter how oppressive an employer may be, his "expectancy" of obtaining laborers should be preserved for him upon the same basis as might be enjoyed by the most considerate. In no other State at any rate has so diligent an effort been made to protect an employer from what might well be the natural consequences of his own stupidity or of his positive injustice.

In New Jersey.

The action of the New Jersey court was had in the face of a statute which provides that "it shall not be unlawful for any two or more persons to unite, combine or bind themselves by oath, convenant, agreement, alliance or otherwise, to persuade, advise or encourage by peaceable means any person or persons to enter into any combination for or against leaving or entering into the employment of any person, persons or corporation." The majority of the court nevertheless treated this statute as purely criminal in effect and regarded the persuasion referred to as being merely such as, but for the statute, would be punished by criminal process.

When it is believed that orders of court relating to members of labor organizations have been violated, the courts have dealt speedily with the supposed offender. The very judge who believed that his wishes or his interpretation of the law, however erroneous it might have been, had been set at defiance, has treated the act as if it were personal to himself or to his court and has proceeded to inflict punishment in a case which, in his judgment, affected the dignity of his own office.

In our opinion this line of action is based upon a theory that sets at defiance that cardinal principle of judicial action that no man shall be the judge in his own cause. Strange it is that while we adhere with pertinacity and justice to the idea that all crimes against the State should be determined by a jury of twelve disinterested men who may fairly be supposed to represent the average common sense of the community, yet the offenses which are described as being against the dignity of the court and which are so often intensely personal in their nature, we permit to be tried by the man whose personal amour propre may so easily induce him to decide against the possible offender.

This condition of affairs has excited for years the active protest of labor organizations, so many of their members having been the immediate sufferers. We believe these unions are absolutely right in their attitude and that the courts in maintaining their attitude toward contempt cases are illustrating the natural tendency of officials to enlarge their own powers, a tendency which in this respect has been severely accentuated of late years.

The Nature of Contempt.

What, in a few words, is the essential nature of contempt? It consists of nothing more than an infringement of the orderly process of government. The legislature makes laws of universal application. The breaking of these laws may constitute a crime against the community as a whole, never a crime against the legislative branch of the government.

In a lesser degree, the court is a lawmaker as to parties coming before it. In each instance it says that such and such things shall or shall not be done, acting in so doing not as a power independent of the State, but as one of the instrumentalities for the preservation of order in the community. Thus in a narrow and personal way the court fulfills exactly the function of the legislature, which acts in a broad way. To preserve order in the community general laws made by the legislature must be obeyed, and equally well for exactly the same reasons, the limited and restricted laws made by the courts through their decrees must receive observance.

Similarly the executive, in many instances, is given power to prescribe rules and regulations governing individual conduct. The executive may take steps on the instant, just as courts may properly do on developments arising in the court room, to stop the breaking of a law at the moment of its possible infraction, but the executive may not administer the punishment. That is left to a court and jury.

Thus we see that two branches of government, with broad powers, go on without punishing the infractions of their commands, and assuredly no more natural sanctity attaches to the orders of a court in a particular case, than may propertly attach to the commands of the legislature or the rules and regulations of the executive. If this be correct and logical, and it may not, as we believe, be contradicted,—no reason exists why the judiciary should be given a power of enforcing punishment for offenses to its supposed majesty which other branches of the government do not possess.

We have indicated that the attitude of the courts with respect to personal infliction of punishment for contempt was, comparatively speaking, a matter of recent legal history. The truth is that, delving into the history of the common law, the trade-unionist in his demand that cases of this kind be tried by jury, has the older precedent on his side.

So commonly have courts of equity exercised the power to punish directly cases of contempt of their orders committed beyond the presence of the court that the bar in general is surprised to learn that this power is one assumed only of late years, while in the beginning, cases of this nature were the subject of indictment or information at common law and trial by jury.

Solly Ford, in the Transactions of the Royal Historical Society (New Series, Vol. 3, 1886) in examining into the origin of proceedings in contempt, finds that among the early cases, not one "was dealt with otherwise than according to the course of the common law, i. e., by action, information, presentment or indictment." He gives in this connection a complete schedule of all the early decisions. Among the more striking instances, we discover that when the jury was abused in open court a jury was impanelled to try the case. When the Chief Justice was abused in the same forum an information was filed. Even a conviction in a Superior Court for a contempt in open court was reversed by writ of error because the offense was not tried by a jury.

James Charles Fox, in an article in the Law Quarterly Review for 1908, under the title of King vs. Almun, reached the same conclusion, citing a number of cases, one in the time of 21 Edward I, where an attachment was brought on the king's behalf against one W., who was charged with trampling a prohibition under his feet, and upon his denying the contempt the case was tried by a jury. Again, in the time of 3 Edward II, a man receiving a writ of prohibition and throwing it on the ground, was found in contempt by a jury.

In the year 1609, it was resolved, upon conference between all the justices and barons of the exchequer:

"That if a counsellor at law in his argument shall scandal the king or his government temporal or ecclesiastical, this is a misdemeanor and contempt of court; for this he is to be indicted, fined and imprisoned and not in Court Christian."

Thoroughly reviewing the matter Mr. Fox apparently did not find that a Court of Chancery ever exercised in its early history power to proceed summarily in cases of contempt, but that whenever its orders had been violated regular criminal proceedings were had against the offender in the Court of Star Chamber until that court was abolished in 1641, and thereafter by the provisions of the act abolishing it, the powers exercised by it, so far as they were legally exercisable, were vested in the remaining courts.

Prof. J. H. Beale, Jr., reviewing the general subject in the Harvard Law Review of January, 1908 (p. 169), said among other things:

"Down to within a century it was very doubtful if the chancellor could under any circum-

(Continued on Page 9.)

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Again the Literacy Test.

In a recent issue the Boston Evening Transcript comments as follows on a much-disputed section of the Burnett immigration bill, now pending in the United States Senate:

"No one claims that the literacy test is an ideal restrictive measure. It is merely an available and useful auxiliary. The present law prohibits, as far as possible, the obviously unfit and undesirable. The literacy test is resorted to for the purpose of reducing the number of immigrants, rather than to shut out a new and dangerous class. So far from being un-American in spirit, it really represents the belief of our people in the necessity of education as an essential factor in the making of good citizens. It is in line with our compulsory school laws, which impose school attendance upon all children under certain ages. When we are confronted with the necessity of cutting down the number of those whose admission in such hordes acts as an undertow, pulling down the standard of wages and living, and therefore of citizenship, is it not natural that preference be given under the law to those who can read, not necessarily English, but one language or dialect of the many that are spoken around the world? Contrary to the many misrepresentations of this test, heard in the last gubernatorial campaign, its application would sever no family relationships, for its exemptions include those fleeing from religious or racial persecution, and also the mother, wife or grandmother or father and grandfather over fifty-five years of age."

Employers Suggest Force.

In its annual convention, held in Seattle, the Employers' Association of Washington outdid itself in denunciation of trade unions. The convention declared: "We will resist those selfish interests with thorough coercion." The nonunion shop—termed "open" by these employers—was given hearty indorsement, and the convention further resolved: "We shall defend the right of every workman to be free to dispose of his time and skill advantageously. We are strenuously opposed to lockouts, strikes, sympathetic strikes, boycotts, and kindred evils." It was at this point that the employers announced they were a law unto themselves and would apply "thorough coercion" in opposing trade unionists who insisted on the right to quit their employment any time they saw fit, or agree to withhold their purchasing power when they believed the occasion demanded. Local organized workers are answering the pretense of these "law and order" champions and show that their leading spirits have allowed their opposition to trade unionists to reach such a point that they will employ no member of a labor union, and that these business men were responsible for the importation of armed thugs and gunmen during the Teamsters' strike and also the street-car strike three years ago. It is known that several meetings of nonunion shop employes have been held in Seattle within the past few weeks, when plans were discussed to renew the fight against organized labor. The activity of the trade union movement in that section in demanding more of the good things of life has caused these employers to imagine they can stay these efforts.

In connection with the foregoing it is interesting to note that the Employers' Association, with its nonunion shop theories, received a hard jolt in the recent Seattle election, when three trade unionists, endorsed by the local movement, were elected. They are President Bolton and Business Agent Doyle of the Central Labor Council, for charter commissioners, and Robert Hesketh for member of the common council. The minimum wage of $2.75 per day for labor is extended to local improvement work.

Let People "Float Around."

Hearings on the La Follette Seamen's bill, before the Committee on Merchant Marine and Fisheries of the House of Representatives, are now closed. The shipowners testified that rafts were better than boats as life-saving appliances, and that boats for all was unreasonable and unnecessary. Mr. Uhler, supervisory inspector-general of the Steamboat Inspection Service, testified that in his opinion, and in the opinion of the board of inspectors, it was sufficient for safety when a vessel, carrying 3,800 passengers on Lake Michigan, had boats for ninety-five of them, rafts for 285 of them, and life-preservers for the other 3,400, if the vessel didn't go any more than five miles from shore. "If the vessel," said Mr. Uhler, "takes fire, the passengers will put on the life-preservers, jump overboard with their children in their arms and float around until they are picked up, which might be hours." He further testified that less than one square yard of space on the vessel's deck was sufficient not only for comfort, but for safety on an excursion vessel either on the lakes or on the bays and sounds of the United States. Further testimony, given by the shipowners and Mr. Uhler, was that the firemen, coal-passers, stewards and waiters were better men for handling lifeboats than sailors; that sailors need no skill or experience, and that Orientals are better than whites. Mr. Gottheil of New York, Mr. Dollar of San Francisco, and others testified that tramp steamers are largely manned by Orientals, whose wages are about one-fifth of that which would have to be paid to American seamen, and that foreign shipowners would either refuse to send their vessels to the United States or they would increase the freight rates to correspond with the additional cost that necessarily would come from the passage of the La Follette Seamen's bill.

In summing up the shipowners' testimony, Secretary Olander of the Lake Seamen's Union said, in reference to the question of safety, that the shipowners and Mr. Uhler had correctly described existing conditions, except where they had compared the ability of sailors and others in handling lifeboats, and their statement that Orientals are better seamen than whites. The unionist said present conditions which

(Continued on Page 11.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeland Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts Maritimes de France, 33 rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S, Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

Since the occupation of Tripoli by the Italians the emigration from the mother country has increased. Numerous new industries have been introduced and certain trades unions have been established, among which is the printers' union which has recently affiliated with the Italian Printers' Federation.

Three hundred and eighty-five strikes affecting 22,248 workers in 1759 works were conducted in 1913 in Holland. The figures for 1912 were 265,343 and 19,260 respectively. The number of lockouts has increased at a much more rapid rate. The lockouts ended in a victory for the workers in 5 cases, in 17 cases with a compromise. Of the strikes 70 ended with full victory for the workers, 144 in compromise and 115 in defeat.

"Immigrants to Australasia must in future consist to a large extent of Anglo-Saxons from America. They are being pushed out of America by the Latin races," declared Mr. Alexander Hume Ford of Honolulu, editor of the "Mid-Pacific Magazine," in a recent interview in Auckland. In proof of his assertion, the visitor mentioned that 71 per cent. of Boston's population is non-Anglo-Saxon, as also is 86 per cent. of the population of Fall River.

Notice of expiry of the tariff agreements existing in the Finnish sawmill industry was given on December 31 by both parties, to take effect on March 1. In Kotka, the headquarters of the Sawmill Workers' Federation, the workers in 7 concerns were given notice to cease work and quit on March 1. About 2,000 will probably be affected by the lockout, including 1,100 members of the Sawmill Workers' Federation and 400 workers in the celluloid industry.

The earliest use of the word "strike," in the sense of stopping work, occurs in "The London Chronicle" for September, 1765, in connection with a coal strike. The publication reports a great suspension of labor in the Northumberland coal fields, and the colliers are stated to have "struck out" for a higher bounty before entering into their usual yearly "bond." The time honored illustration of profitless labor, "carrying coals to Newcastle," appears to have received its first slap in the face during this strike. The "Chronicle" reports that "several pokes of coal were brought from Durham to Newcastle by one of the common carriers, and sold on the sandhills for 9d. a poke, by which he cleared 6d. a poke."

The railway clerks in New South Wales have at last been successful in bringing about the establishing of a wages board, which shall determine the conditions of wages and labor for all those employed in railway offices. The working time is at present thirty-five hours per week, but up to the present, no overtime has been paid. The clerks demand time and a half for overtime, and an allowance of 60 cents for every meal pause lost. Double pay for Sunday work, three weeks' holiday per year, payment in case of illness for a certain period, and salary scale for juniors (16 to 21 years) ranging between $300 and $750 instead of the former figures, $225 to $500. For adult clerks in the eight different grades salaries ranging between $750 and $2,500 are demanded.

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MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

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PATRONIZE
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INDUSTRY

INFORMATION WANTED.

Andrew Wilne, native of Dundee, Scotland; about 28 years of age, dark complexion, last heard of about nine years ago, sailing as steward, also as fireman, is inquired for by his relatives. Address A. S. Milne, 1122 Rose street, Grandview, Vancouver, B. C.

Nils Edmund Johansen, a native of Tansberg, Norway, aged about 50, last heard of at Melbourne, Australia, is inquired for by his brother. Address, Martin Johansen, 839 Centennial avenue, Alameda, Cal.

Charles Harold Allen, who has served as an apprentice in a British ship, age about 21 years, medium height, brown hair, last heard of in San Francisco November 9, 1911, is anxiously inquired for by his father. Please notify British Consul-General at San Francisco.

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INFORMATION WANTED.

Adolf Theining, a native of Vannersborg, Sweden, is inquired for by his mother. Address, Coast Seamen's Journal.

Walter Jorgesen Clang, born in Aaland Yetta, Ostro Yetta, is inquired for by his uncle, John Clang. Address Coast Seamen's Journal.

George Alfred Hall, last heard of on the Sch. "Sehome" in June, 1913, will please communicate with his brother, Walter Hall. Address 790 18th street, Oakland, Cal.

Rudolph Kurella, born January 5th, 1868, at Grabowo, Germany, is inquired for by the German Consul-General at San Francisco, Cal.

Oscar Osolin, John Lind, M. Elone, John Anderson, Thomas Pukki, Alex. Tuominen, Chas. Grouberg, who were on board the steamer "Fifild" April 7, 1913, please communicate with the Coast Seamen's Journal.

Johannes Larsen, age 22, born in Fitje, Norway, is inquired for by his brother, Ingolf Vestrick. Anybody knowing his whereabouts please notify his brother at 9 Mission street, San Francisco.

Fred (Albin) Swanson, a native of Malmo, Sweden, aged about 25, is inquired for. Address, Coast Seamen's Journal

San Pedro Letter List.

Andersen, Gust. -810	Johansen, Emil
Andersen, Martin -1894	Johnson, Gus.
	Isaacson, Gustaf E.
Andersson, E. -1762	Klaessen, K. A.
Anderson, David	Kumlander, E.
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Johansen, Gust	Senger, G.
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Carlson, Ed	Licks, Ernst
Clancy, James	Nilsen, Nils
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Erickson, Edward	Paty, Geo. W.
Edgerton, J. E.	Perm, E.
Hanson, Max	Rasmundson, Fredrick
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Hanson, Christ	Richard, Jim
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Hapstold, Sigurd	Russel, Wm.
Haven, Francis	Remmerdahl, Knud
Johnson, Ole	Scott, Emil
Jensen, Hans	Schneider, Henrick
Ivans, Carl	Sundquist, Ernest
Irwin, Robert	Stalbery, Wm.
Kjarsgaard, Hans	Sunders, O. F.
Karlson, Oscar	

INFORMATION WANTED.

John Dickson, who left Greenock, Scotland, about 10 years ago, his last address was Melrose House, Lower Boxhill, Brooklyn, New Zealand, is inquired for by his mother. Anybody knowing if he is alive or dead please notify the Secretary of the National Sailors' and Firemen's Union, Greenock, Scotland.

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, 84 Embarcadero, San Francisco, Cal.

IMPORTANT. Will Hans Grunt, who was a seaman on board schooner "Maud H. Dudley," September, 1910, please communicate with Hans Steen, 481 Commercial street, Portland, Maine.

Pacific Coast Marine.

First of the Alaska packers to leave San Francisco for Cook's Inlet direct, the ship "Star of Russia," Captain Sparr, got away on March 25.

The United States Circuit Court of Appeals has handed down a decision in favor of the United Engineering Company for $36,000 against the Matson Navigation Company for repairs to the steamer "Hilonian."

Plans are prepared by a Seattle naval architect for reconstruction of the hulk of the former four-masted American schooner "William F. Garms" into a five-masted sailer, the estimated cost being $15,000, for Olson & Mahony.

The Standard Oil Company has options on three big tracts on the east waterway near Seattle for approximately $300,000 to erect a $500,000 oil terminal. Report favors the Stetson-Post mill site.

President Frank Waterhouse of Waterhouse & Co., Seattle agents for the Royal Mail Steam Packet line, announced that the Seattle Construction and Drydock Company was the lowest bidder for the $75,000 repair job on the "Glenrov." damaged in the Portland fire.

Oakland Creek, the harbor of refuge for non-commissioned vessels, is taking on activity. The salmon packers are being placed in seaworthy condition for their annual flight to the northern canneries. They have already begun the parade out of the Golden Gate.

The British steamer "Melmore" has been sold to Vancouver buyers, with delivery in British Columbia. She is of 412 tons gross and 168 tons net register, built at Port Glasgow in 1892, with dimensions 156.2 ft. by 25.8 ft. by 11.3 ft. Her late owner was Mr. H. Whitworth, London.

The San Francisco Fire Commission at its last meeting authorized Fire Chief Murphy to command a fire tug at the Exposition ground on April 18th in an exhibition drill. This will be in connection with exercises commemorating Fire Prevention day, the anniversary of the 1906 disaster.

Frank Green has been awarded a contract by the Eel River Valley Lumber Company in Humboldt County, Cal., for the construction of three miles of logging railroad which will tap a valuable body of redwood near the company's mill at Newburg. This will materially increase the company's lumber shipments in the future.

Hind, Rolph & Co. have purchased the American wooden barques "Isaac Reed" and "Chas. B. Kenney." The "Isaac Reed" was last employed in the salmon packing season of 1912 to Alaska. She was built at Waldoboro, Me., in 1875, being 1,488 tons register. The "Chas. B. Kenney" was built at Bath, Me., in 1878, being 1,014 tons register.

Balfour, Guthrie & Co., Pacific Coast agents of the Harrison direct line, announce that the British steamer "Comedian" will take the May sailing in the service from Liverpool and European ports for the Golden Gate. The "Comedian" is one of the oldest carriers flying the Harrison house flag and has been to this Coast on several occasions. She will get away from the Mersey about May 16th.

The steam schooner "Rosalie Mahony" reported the loss of a dredger with which she left San Francisco. The tow, which was about sixty-five feet long, turning turtle, had to be cast adrift off the Albion whistling buoy. The machinery of the dredger was on board the "Mahony." Coastwise skippers have been warned to be on the lookout for the derelict, which lies in the path of shipping.

Justice Arthur A. Wilder, of the Hawaiian Supreme Court, who conferred with President Wilson regarding the islands' sugar industry, announces that the Government would protect the sugar growers in case their business is threatened with extinction by the new tariff law. The protective measures to be taken will be the removal of the application of the Chinese exclusion act in Hawaii, or the abolition of coastwise shipping restrictions.

The Great Northern Railway has applied to the State Board of Harbor Commissioners of San Francisco for wharf privileges. In 1915 the Great Northern will open a service by water from Astoria, Ore., with the all-rail route of the Southern Pacific to the Northwest, known as the Shasta route. Two fast turbine ships now building in Philadelphia will be brought to the Pacific Coast. Each will have capacity for carrying 1,000 passengers.

Hind, Rolph & Co., agents for the Union Steamship Company of New Zealand, have received advices from the head office that the intermediate cargo service run in conjunction with the mail service will from now on be a permanent feature of the line. The new schedule provides for a bi-monthly service between the Antipodes and North Pacific ports. The service will be maintained by the steamers "Canada Cape," "Waimate" and "Kent" until the completion of several modern refrigerator ships now under construction in England.

After a spirited bidding at the Federal Court auction the schooner "William F. Garms" was sold for $5800 back to Olson & Mahony, owners. The schooner was sold to satisfy claims resulting from rescue by the Puget Sound Tugboat Company. The sale did not include 10,000 poles, part cargo carried by the "Garms." The poles were destined for Compagnie Deboles, a mining concern in Santa Rosalia. The court allowed fifteen days for removal of the cargo, which will probably be loaded by the schooner "Andy Mahony" in Eagle harbor.

The work of breaking up the schooner Lunsmann, sunk in San Francisco Bay, has been proceeding steadily for weeks, and it is the expectation of those in charge that the entire job will be completed in a few days. Each day heavy charges of dynamite are being exploded in the vessel's hull and as sections are blown out the coal which she contains is being picked up by means of a clam shell dredge. It is stated that the contractors will make several thousand dollars on the job, as virtually the whole cargo of coal will be saved.

On a moving-picture expedition, which they say will take them to Mexican and Gulf waters, S. W. Wall and two operators sailed from San Francisco on March 27 on the forty-five-foot power yawl "Iola." The voyage to the lower coast will be made by easy stages, frequent calls being made en route for fuel and supplies. According to the adventurers, the pictures they take will be shown at the Exposition. One of their objective points will be Tiburon Island in the upper gulf, where they hope to get scenes depicting the life of the strange inhabitants. Captain J. H. Syberg is navigator of the yawl.

Work is proceeding rapidly on the two Canadian Pacific steamers "Princess Margaret" and "Princess Melita," now building on the Clyde. The former will be launched in June and the "Melita" in August. These vessels will be driven by geared turbines and will be the fastest boats on the Pacific Coast. The contract calls for delivery by the end of the present year and they will be placed in regular service in the early part of 1915. Rumors have been in circulation that these boats are to be operated in the San Francisco trade, but this is officially denied by the Canadian Pacific Railway. The boats were specially designed for the triangular service between Victoria, Vancouver and Seattle.

Between thirty and forty lives are believed to have been lost by the blowing up of the Interisland steamer "Maui" on March 25 off Pearl Harbor. From Fort Kamehameha soldiers observed that the steamer apparently was on fire. A few miutes later the ship was seen to blow up and immediately sink. More than thirty men, including the crew and a number of laborers, mostly Hawaiians, were aboard. The ship was carrying a cargo of dynamite. Rumors are current that the "Maui" struck a mine, but the general opinion is that a boiler explosion caused the disaster. With the aid of searchlights from Fort Kamehameha, tugs and Japanese sampans are scouring the sea for any survivors that were able to keep afloat. The loss of all aboard the steamer is indicated, as it is believed the ship sank so quickly that there was no time to launch small boats.

The Naval Appropriation bill, as reported from committee, increases the limit of cost of the drydock at Pearl Harbor by $1,500,000 in accordance with the recommendations of the Secretary of the Navy and as a result of the negotiations which have been conducted with the contractors for this work. It looked at one time as if the contractors would refuse to continue and that the Government would be obliged to take up the project. After much discussion there has been an agreement among all those concerned as to the best method to pursue. At a conference at the Navy Department between Mr. Alfred Noble the consulting civil engineer referred to the chief of the bureau of yards and docks (Civil Engineer Stanford) and Civil Engineer F. R. Harris all expressed the opinion that the construction of this drydock under the present plans and specifications was not alone fraught with the greatest hazard and probable delay in eventual completion if completed at all but was impracticable. These three engineers agreed that a different design depending upon the use of floating caissons or boats gave every assurance of the successful and early completion of this work, but that it would involve an increase in the authorization for this work of approximately, but not over, $1.500 000. The contract obligation for the drydock now stands at $3.168,461.61, of which the sum of $1.036 330.01 has been paid the contractor on monthly vouchers on account of work done.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

International Seamen's Union of America.

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.
THOS. A. HANSON, Secretary.
570 West Lake St., Chicago, Ill.
AFFILIATED UNIONS.

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CONNEAUT HARBOR, O., 992 Day St.
ERIE, Pa., 107 E. Third St.
DETROIT, Mich., 7 Woodbridge St., East.
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MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

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ASHTABULA, O., 74 Bridge St.
TOLEDO, O., 54 Main St.
DETROIT, Mich., 7 East Woodbridge St.
PT. HURON, Mich., 517 Water St.
CONNEAUT, O., 922 Day St.
OGDENSBURG, N. Y., 70 Isabella St.
N. TONAWANDA, N. Y., 152 Main St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
ERIE, Pa., 107 E. Third St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.

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SAILORS' UNION OF THE PACIFIC.

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Branches:
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VANCOUVER, B. C., Labor Temple, Cor. Homer and Dunsmuir, P. O. Box 1365. Tel. Seymour 8703.
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(Continued on Page 11.)

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PAUL SCHARRENBERG.....Editor
JACK ROSEN.....Manager

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, APRIL 1, 1914.

THE "ONE BIG UNION."

The Riggers and Stevedores' Union of San Francisco recently requested the San Francisco Labor Council to take initiative steps for the amalgamation of all water-front unions. The water-front unions include among others the Sailors' Union of the Pacific, the Marine Firemen, Oilers and Water-tenders' Union of the Pacific, the Marine Cooks and Stewards' Association of the Pacific Coast, and the Alaska Fishermen's Union.

Every one of the four above named unions is a part and parcel of the International Seamen's Union of America. All of these organizations maintain their principal offices or headquarters at San Francisco. But unlike the Riggers and Stevedores' Union of San Francisco, which is a purely local organization confined to San Francisco and immediate vicinity, the four maritime unions in question are of an entirely different type, because their jurisdiction extends along the entire Pacific Coast from Mexico to Alaska.

Leaving aside all other objections to the amalgamation of a union of landsmen with a union of seamen, it would seem that the San Francisco longshoremen ought to bring about an amalgamation of Pacific Coast longshoremen's unions before advocating a merger with maritime unions.

The longshoremen's unions on the Pacific Coast are ostensibly a part of the International Longshoremen's Association, but the various locals of that craft do not pretend to favor and are not working under the same principle or the same form of organization as has been found so advantageous to the maritime unions.

When a sailor, marine fireman, cook or fisherman joins his respective union anywhere along the Pacific Coast, he becomes truly a member of the ENTIRE craft—for his card is recognized and entitles him to equal rights and privileges everywhere on the coast. A sailor, fireman, cook or fisherman may join in Seattle, but he is on an equal footing with the man of his craft who happens to join in Portland, San Francisco or San Pedro. He may freely travel from one port to another, and he always receives the protection, privileges and benefits of his union without the formality of transferring from one local to another. In other words, the man who joins any of the four Pacific Coast maritime unions joins the ENTIRE union—not merely one local or branch.

It is "so different," however, with the longshoremen. The longshoremen's unions on the Pacific Coast do not transfer members. A longshoreman who joins his union at San Francisco does not thereby become entitled to any privileges in any other longshoremen's union; he "may" be admitted to the Portland or some other longshoremen's union along the coast, but only upon application and the payment of another (sometimes exorbitant) initiation fee, etc.

For these reasons it is difficult to understand why one local of the Pacific Coast longshoremen should seriously propose an amalgamation with sailors, firemen and other marine and transport workers when it is quite evident that its own craft badly needs the first attention. Like charity, amalgamation ought to begin at home. When the Riggers and Stevedores of San Francisco have induced the Pacific Coast longshoremen's unions to amalgamate into one compact body, they may, with some degree of consistency, start talking about "amalgamating" seamen and longshoremen. But surely not until that has been done!

Let us have just a little consistency in this amalgamation talk and it is more than likely that discussion upon the subject will benefit both seamen and landsmen.

OUR "RADICAL" FRIENDS.

The New York Call, a Socialist daily, is a publication which makes a specialty of espousing radical "dope." But some of the plots hatched by self-styled New York radicals seem to be too much—even for the Call.

Our contemporary therefore turns face about and hurls some heavy shell into the so-called radical (I. W. W.) camp. This is what the Call thinks about those "world saviors":

> While among them there are many whose only shortcoming is their incurable foolishness, there are others who have the cunning of the fox, and who deliberately market their "revolutionary tendencies." When opportunity comes, the opportunity to betray, they do not hesitate to take, for they have neither principles, honor nor honesty.
>
> This desperate crisis through which we are passing has stirred and aroused great numbers of people. Suffering has been intense, and the misery and the fear of further misery have inevitably led to certain extravagances. In the actions of some of the so-called I. W. W. crowd, there are elements of both the ridiculous and the fantastic.
>
> There is also another element that is far more significant. Some members have found that they can do certain things and "get away with it." They did not know that before, so they go ahead also doing other things merely for the purpose of seeing whether or not they can get away with it. They have no intention of organizing the working class. They have no thought of improving the condition of the working class. They are having excitement, and the more silly the excitement is the more do they become drunk with it and desirous of further excitement.

All of which we have suspected for a long while past. In fact, we go even further, because experience has taught us that the average I. W. W. leader has never been able or willing to hold down any job which required either manual or mental exertion. The average "spouter" of revolutionary dope finds it much easier to coax the small change from the pocket of an idle man by abusing capital and offering a cheaply printed pamphlet which purports to teach a doctrine of general salvation for all who toil. It should be understood that while these men always pretend to seek employment, they are never seen at work. In other words, they have in their own way solved the problem of "how to eat without work." They go to any place where there is a possibility of starting something—by ways they have learned to be successful. A strike is worked up among workers who really work, and then the I. W. W. is said to have gone on strike. Investigation usually shows that there are no I. W. W.'s beyond the recently arrived "migratory" visitors. The real workers who have been induced to strike know no more about I. W. W. methods than they know about the decalogue. They have been artfully drawn into trouble by men who live on trouble, and they are stubborn enough to hold out until too hungry to remain idle.

They get no advantage from the strike and in nine cases out of ten return to their former employment embittered by the experience and a step lower down the scale. The I. W. W. leaders then go on to some other point. It does not bother them to be out of work. They are used to it. They are able to make a living by posing as "martyrs to the cause," and when that source of revenue is temporarily discontinued they gloat over the trouble they have been able to make for both capitalists and workers.

Not one of the strikes on the Pacific Coast instigated by the I. W. W. has been successful. After it is over, the workers who were holding the jobs before the advent of the I. W. W. agitators will be found in their same places, but there will be no I. W. W. member among them. The "saviors" disappear to turn up at some other point, where they work the same cruel game on the ignorant.

Logic and sound thought are not required of an I. W. W. leader. Harangue and fault-finding with all established institutions—without a single constructive suggestion—those are the essentials of "self-styled radical" leadership.

Although Mr. Dollar and other advocates of cheap Mongolian labor for American ships constantly tell us about the superiority of Chinese, Hindoos and Japanese seamen, the news items furnished by the Associated Press continue to tell quite a different story. Here are two recent press dispatches which tell their own story in a most convincing manner:

> Astoria, March 27.—Eight Malay sailors from the British steamer "Strathendrick" are confined in the Astoria city jail at the expense of the vessel. A few days ago they attacked the officers of the steamer, brandished knives and other weapons, and also threatened to desert. Captain Brown reported the matter to British Vice-Consul Cherry, who immediately made arrangements for keeping the disturbers in jail until the vessel sails.
>
> Philadelphia, March 11.—Terror-stricken at the sight of snow and ice, the Hindu crew of the German steamer "Ockenfels" went on strike in a gale off the Newfoundland banks and for four days the officers and stewards were forced to navigate the vessel as best they could into this port while fifty-two East Indian sailors hid below the decks. They snuggled up as close as possible to the boilers, and neither coaxing nor threats could induce them to return to their duties. They were denied all food in hopes that this would bring them back. But they starved without a murmur rather than go on deck. The shorthanded crew were compelled to stand long watches in the fierce gale that covered the boat with tons of water that quickly turned to ice.

About the only argument (?) left the non-unionist is that of the fox who had lost his brush, to-wit, that brushes are altogether too common.

SEAMEN ACTIVE ABROAD.

Negotiations took place recently between the National Union of Ships' Stewards, Cooks, etc., (Headquarters, Liverpool) and the Wilson line with the result that substantial increases in wages were granted to the 400 cooks and stewards on the Wilson line steamers in Hull. The increases vary, in some cases reaching 15 shillings a month. The new schedule went into force on March 1.

According to latest reports all the shipping companies subsidized by the Italian Government have accepted the agreement covering wages and conditions as prepared by the Seamen's Union. The two to fall in line last were the "Siciliana" and the "Marittima." The union now proposes to tackle the seven companies operating without a subsidy. The latter have repeatedly threatened to lay up their ships even at the risk of sustaining heavy losses but it remains to be seen what they will really do when it comes to a clash.

Compulsory insurance for seamen against sickness and accident came into force in Austria on the first of the present year. It has taken a quarter of a century for the seamen of Austria to secure the same kind of insurance against sickness and accidents as has been in force for the workers ashore since 1888. And still there is a joker in the new law. The seamen in Triest, at least the great majority of them, about 8,000 men, are not insured in District Offices, such as are provided for the industrial workers ashore, but in offices established by the nine largest shipping companies in Triest (Lloyd, Austro-Americana, Dalmatia, Navigazione Libera, Istria-Trieste, Tipcovich, Gerolimich, Martinolich, Premuda) with the approval of the Government. In this connection the "Zeitrad," the central organ of Austrian Transportworkers' Union, prints a lengthy article with the following title: "The New Insurance Law for Seamen—Is It a Fraud?"

The action recently brought in the courts of Belgium against the organized seamen of that country has been postponed until the month of June. Although there are 57 defendants the chief defendant in the case, an official of the union, has to answer 34 different charges. The action deals chiefly with the appointment of paid strike pickets. In a former similar case—the Red Star line against Schonkeren, the President of the Seamen's Union, the judgment was against the union, and the sentence was as follows: The defendant to pay the costs, to pay for the publication of the judgment in five newspapers and to deposit a personal bond. If the defendant did not pay the costs he would be liable to a month's imprisonment. The judgment has been published but Schonkeren has not paid the costs, and while officers of the Red Star line have repeatedly announced that they would have him arrested so far they have not succeeded in this. Fortunately, the law about personal bonds is very old and contains many peculiar points, which will hold the Red Star line responsible if it fails to secure the arrest of Schonkeren within one year after the sentence has been announced.

The extent of trade-unionism is the best possible measure of a people's capacity for self-government.

UNEMPLOYMENT CONFERENCE.

That industry should be "regularized" so that seasonal trades will affect the labor market less seriously; that the selling of labor should be taken out of the peddler—not to say the mendicant—stage in which it now finds itself, and put on a sound business basis, and that unemployment risks should be pooled in a system of State insurance, were the insistent arguments brought out at the first National Conference on Unemployment held in New York during the last week in February.

According to "The Survey," the program was arranged by the American section of the International Association on Unemployment, in affiliation with the American Association for Labor Legislation, and its sessions marked a new attitude in America toward the unemployment problem. The presence of over 200 delegates representing twenty-five States, fifty-nine cities and many labor unions; the deep interest with which the proceedings were followed, and the sense of responsibility manifest in the discussions and the resolutions all bore evidence that an acute situation exists and that it is national in its scope.

The first session of the conference was given over to reports from the different State delegates. There was a marked difference of opinion as to whether the present unemployment situation is acute or normal. But there was uniform agreement that unemployment is always present in greater or less degree, always bad, and that the country as a whole should be aroused to the seriousness of the question, and set about remedying it.

Some measure of unemployment in the Middle West was given by William M. Leiserson, superintendent of the Wisconsin free employment exchanges, who said that for every 100 positions there are 250 applicants, as against 107 a year ago.

"Beware of the Greeks when they come bearing gifts," was the salutation of John H. Walker, president of the Illinois State Federation of Labor. "I confess I am on my guard against many of these remedies." Mr. Walker advocated municipal, State and Federal employment exchanges, but warned the labor unions to watch lest employers take advantage of such a mobilization of the unemployed to beat down the price of labor. Furthermore, he declared, such Government agencies should not be allowed to send men as strike-breakers into territory where there are labor disputes.

John Mitchell, of the United Mine Workers of America, said that in the miners' union those who had full time work divided up their jobs with those who were out of work. "I don't believe," said he, "that society owes every man a living, but it does owe every man an opportunity to earn a living honorably."

Dr. Marie Equi of Portland, Ore., speaking as a delegate of the League of the Unemployed, scored the Chamber of Commerce of that city for sending out misleading circulars about unemployment conditions. These advertisements drew thousands of job seekers to the city, where, she declared, there were already 10,000 men out of work. She told of the difficulty in getting the city to permit the unemployed and homeless to sleep in an unoccupied wooden "tabernacle," for which the city was paying $75 a month.

(Continued on Page 8.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Mar. 30, 1914.
Regular weekly meeting came to order at 7 p. m., J. Faltus presiding. Secretary reported shipping dull, more men around than usual. Shipwreck Benefit was ordered paid to ten members of the crew of the Steamer "Cricket." $75.00 was donated to the striking pressmen at San Francisco. $20.00 was donated toward the fund for the establishment of the general eight-hour day in the State of Washington.
JOHN H. TENNISON, Secretary pro tem.
84 Embarcadero. Phone Kearny 2228.

Victoria, B. C., Mar. 23, 1914.
Shipping dull.
CHAS. J. DOLAN, Agent pro tem.
518 Yates St.

Vancouver, B. C., Mar. 23, 1914.
No meeting. Shipping and prospects uncertain.
W. S. BURNS, Agent.
N. E. corner of Hastings and Main streets. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Mar. 23, 1914.
No meeting. Shipping dull; prospects uncertain.
H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, Mar. 23, 1914.
Shipping dull.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Mar. 23, 1914.
Shipping dull; prospects uncertain.
J. PEARSON, Agent.
P. O. Box 6. Tel. Main 557.

Portland Agency, Mar. 23, 1914.
No meeting.
Shipping dull; prospects uncertain.
G. A. SVENSON, Agent.
P. O. Box 2100. 51 Union Ave. Tel. East 4912.

Eureka Agency, Mar. 23, 1914.
No meeting. Shipping slack; prospects uncertain.
JOHN ANDERSON, Agent.
227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, Mar. 23, 1914.
Shipping dull; prospects uncertain.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Mar. 16, 1914.
Shipping dull; prospects uncertain.
JACK EDWARDSON, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Mar. 26, 1914.
The regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping improving. A quarterly Finance Committee was elected. The full Shipwreck Benefit was ordered paid to one member of the steamer "Cricket's" crew.
EUGENE STEIDLE, Secretary.
Phone Kearny 5955.

Seattle Agency, Mar. 18, 1914.
No meeting; shipping medium.
LEONARD NORKGAUER, Agent.
P. O. B. No. 214. Grand Trunk Dock, Rooms 203-205. Phone Main 2233.

San Pedro Agency, March 18, 1914.
No meeting; shipping poor.
HARRY POTHOFF, Agent.
P. O. B. No. 54.

Portland Agency, Mar. 23, 1914.
No meeting; shipping fair.
THOMAS BAKER, Agent.
27½ 2nd St., Bickle Bldg., Room 10. Phone Main 9731.

DIED.

Lars Kolvig, No. 943, a native of Norway, age 48, died at Oakland, Cal., March 24, 1914.

UNEMPLOYMENT CONFERENCE.

(Continued from Page 7.)

Professor Henry R. Seager, president of the American Association for Labor Legislation, spoke on the English unemployment insurance system. The year's experience under that act, the report of which is now available, is suggestive and encouraging, according to Professor Seager, and while the benefits are small, the practicability of the system has been demonstrated. It is valuable also as a measure of the risk of unemployment. Ninety-nine per cent. of those receiving unemployment benefits were idle less than fifteen weeks in the year.

Frederic C. Howe described the German system of labor exchanges, and Professor Charles R. Henderson of the University of Chicago spoke eloquently of the bitterness and the waste of the struggle for employment.

The latter part of the session was devoted to constructive proposals. William M. Leiserson laid down the principles for the conduct of public employment offices that the Wisconsin experience has proved to be sound. First, he said, the officials who are in charge of the work must be removed from the domain of politics so that good men certain of their tenure of office may be induced to give their lives to the work. Second, the offices must be guided by unpaid advisory committees consisting of employers and workers. Third, the offices must always be open to applicants for work or for workers, but it must be conducted with impartiality. The facts of a strike must be made known. Fourth, there must be adequate bookkeeping and registration of all applicants.

Frances A. Keller of the North American Civic League for Immigrants, urged the necessity of Federal action looking to the distribution of labor. Lee K. Frankel of the Metropolitan Life Insurance Company, briefly discussed unemployment insurance. He spoke favorably of the Danish system of government subsidies to the unemployment funds of the trade-unions. This system has been described in detail in "The Survey" of March 14 by Professor Coman. Royal Meeker, United States Commissioner of Labor, expressed the hope that Congress will make it possible for his bureau to investigate unemployment.

John H. Walker insisted that in any plan for distribution of labor under Government auspices, care must be taken lest the standards of employment in any locality be undermined.

The results of the conference were summed up in the form of resolutions which were, in substance, as follows:

First, favoring a bureau of distribution in the Federal department of a system of employment exchanges throughout the country, and to act as a clearing house for information.

Second, favoring the establishment or reconstruction of free State employment agencies and urging that they conform to certain specific principles, which were laid down.

Third, urging the various municipalities to establish employment offices.

Fourth, recommending the strict regulation of private employment agencies.

Fifth, recommending that the American Association for Labor Legislation prosecute a thorough investigation of the problem of unemployment and at the same time initiate and promote public action.

WIRELESS IN ASIA.

Development of wireless telegraph communication along the southeastern coast of Asia is slowly proceeding, though it is far from being as advanced and as satisfactory as has been expected. Early in December the wireless installation under construction in British North Borneo was put into operation to some extent and communication established with the Philippines. At present the service lies between Sandakan and Malabang, where a Deforest installation has been in operation for about seven years. The communication from Malabang to Manila is by land lines. The second station in North Borneo is being completed at Jesselton, the two stations named being stations in a complete system which is being established by the British North Borneo Company.

Wireless installation in Hongkong has not yet materialized despite the fact that the colonial budget for 1912 and for 1913 each appropriated about $50,000 gold therefor, and this, too, independently of the plans of the British Government for a comprehensive system of wireless com munication for the colonies. The actual purchase and installation of the proposed low power plant, according to information given by the colonial government, lies with the crown agents in London. Questions of defense and military exigency are mixed with other elements in the situation, so that it is not easy to give any date for the installation of a wireless service, though the business community of this the largest commercial port in the East and especially the shipping interests in this great shipping port are insistently demanding wireless service.

In China wireless is receiving considerable attention, though as a rule the service given is not very satisfactory. Some twelve stations are operated or supposed to be operated in various parts of Kwangtung and Kwangsi Provinces and the Chinese Government has planned extensions of wireless service all over the country, including a service to Tibet and the so-called New Territory. A contract was made about a year ago for establishing a complete system of high-power stations from Peking and Kalgan to Shanghai, Canton, and all provincial capitals and also on the Pratas Island Shoals, about 200 miles south of Hongkong, but for financial and other reasons the actual work has not yet been commenced and it is uncertain just when the system will actually be established.

The work of installing the powerful Telefunken stations in Siam, commenced a year ago, has progressed satisfactorily. The principal station is at Klong Toi, near Bangkok, where a most substantial installation has been made for the maintenance of a day and night service with Singora and points as far as Sabang.

The reformer who cites the past only to contemn it resembles the navigator who should attempt to shape a course without knowledge of the time at first meridian. Both are bound to be very much "at sea" in the end.

HAMBURG DOCK LABORERS.

The control and organization of labor on the docks in Hamburg and on vessels in port are as interesting as they are complicated, involving a partly free labor market and two distinct organizations—(1) The Public Dock Administration of the Hamburg State Government; and (2) the Harbor Traffic Association (Hafenbetriebsverein), which is composed of steamship companies and owners, brokers, storage warehouse companies, and other corporations engaged in the harbor traffic.

Many complications result from the fact that a number of the quays are leased by the Hamburg State Government to various steamship companies, such as the Hamburg-American, Hamburg-South American, Woermann, and Levant Lines. These leases carry with them the right to control the workmen employed on the quays designated, whereas the men employed on the docks operated by the Public Dock Administration are under the control of the state officials.

Under the supervision of the Harbor Traffic Association are 1,639 men employed on vessels in the port, called Schauerleute, who have a union among themselves known as the Transport-Arbeiter Verband, Sektion Schauerleute, and when controversies arise the negotiations are between this Verband and the Harbor Traffic Association. Any man employed in the harbor can become a member of the Verband; and it is the understanding that, while membership in this union is not compulsory, it is difficult for a non-union man to secure employment, and nearly all workmen belong to some union.

At the present time the Harbor Traffic Association has these 1,639 men under contract, and they are paid whether the association has work for them to do or not. The wages are paid weekly and vary according to work done, averaging from $1.33 to $1.76 per day. If the 1,639 men under contract are not sufficient to do the work at hand, the association calls upon outside men to whom at some previous time has been given a card of the association showing that the man has been employed and is satisfactory. If there are not enough of these men with cards, then, as a last resort, the association looks for what are called Galegenheits-Arbeiter, or occasional workers. The association maintains an employment bureau, with 13 branches in different localities, and when members require laborers they apply to the bureau. The 1,639 men under contract to the association are obliged to sign an individual contract, although as to questions of wage rates the association deals with the union of the men. These men also maintain among themselves a benevolent fund.

The average earnings of the principal bodies of Hamburg port laborers are variable, amounting in the case of Schauerleute, during the first half of 1913, to 7.41 marks ($1.76) per day, as against 7.26 marks ($1.73) in the corresponding months of 1912. These are undoubtedly high wages considered absolutely, but less so when considered in the light of the number of days on which work was available, and there must also be taken into consideration the fact that the average is reckoned for all workmen, including the extra hands.

The average number of employees on

the docks and on vessels in port during the first half of the present year was 11,410, as compared with 11,514 in 1912, of which rather more than one-half found employment on the docks. During the first half of 1913, in each month of 25 working days, labor was furnished as follows: To men working on vessels, 17.3 days in the month; on docks, 20.7 days; on barges and lighters, 13.3 days; ship and boiler cleaners, 18.1 days; in warehouses, 16 days; in grain elevators, 20.2 days; harbor and storage warehousemen 16 days.

The men who work on the docks of the Public Dock Administration consist in part of the members of a closely organized body known as the Akkord-Arbeiter-Corps (Corps of Contract Workingmen). This labor union has a membership limit of 2,287, exclusive of men who work under equivalent conditions for the Hamburg-American Line and other large corporations. All workmen under 50 years of age and who have never been convicted of violation of law are eligible to membership in this union. Extra hands (Hilfsarbeiter) and nonmembers in search of employment are accepted as occasional workers (Gelegenheits-Arbeiter), when needed.

The Akkord-Arbeiter-Corps is a strong and responsible body of men who are under definite contract to perform work on land in accordance with a tariff based upon the number of tons or pieces of freight handled. Every four weeks the total earnings of the corps are divided among the members, in proportion to the hours of work performed individually. Members of the organization receive an advance on account of these earnings of 4.50 marks ($1.07) per day.

An initiation fee amounting to 2.70 marks ($0.64) is collected from members of the Akkord-Arbeiter-Corps, which goes into a fund from which losses caused by neglect, etc., are paid.

Hilfsarbeiter (extra hands) of the first grade have yellow working cards (Arbeitskarten) if constantly employed; the second-grade extra hands have gray cards and are not constantly but frequently employed; third-grade extra men receive green cards at the Arbeits-Nachweis, an office where vacancies are reported.

None of these men (Hilfsarbeiter and Gelegenheits-Arbeiter) are identified with any union and must take their chances of securing work. During the first half of 1913 about 2,150 outside laborers were employed on an average. No men are employed who are unable to identify themselves by documents relating to insurance against sickness and invalidity.

The temporarily employed laborers holding yellow and gray cards receive 4.20 marks ($1) per day; they perform delivery, stowing, and similar work. The third-class men with green cards receive 3.80 marks ($0.90) per day, and they do trucking and other simple work. The first two grades of men are accepted according to their personal abilities to do the same amount and class of work, and the temporarily employed extra hands are satisfied with these lower rates of wages because of their hope of becoming eventually constantly employed.

If all lawbreakers were behind bars there would be fewer administrators of law and also less need for those.

INJUNCTIONS IN LABOR DISPUTES.

(Continued from Page 2.)

stances inflict punishment for disobedience of a decree. . . . Anything in the nature of a sentence to a definite punishment, like a fine or an imprisonment for a term, was entirely foreign to the process."

The courts seem to have forgotten, therefore, that contempt proceedings were properly cognizable by a jury and that as Professor Beale states, until within a hundred years, it was very doubtful if the chancellor had ever resorted to punishment for criminal contempt, reserving the process entirely to the carrying out of a decree which might otherwise have been futile. But they have not forgotten that contempts are ordinarily criminal in their nature, language to such effect being used by the Supreme Court of the United States as well as by a great number of inferior courts. A very few of the many examples are the following: 7 Wheaton, 38; 20 Wall., 387; 221 Mo., 623; 26 Pa. State, 18; 117 Fed., 184; 191 Fed., 208; 125 Pacific, 802; 129 Fed., 105.

Unionist Request For Jury Trial.

Considerations of space forbid our enlarging the argument. Suffice it to say that the foregoing shows that the trade unions are at least justified in their view that from the standpoint of right, as well as from the standpoint of earlier precedent, power of arbitrary adjudication and commitment in cases of contempt should not rest in the hands of the judges. When, therefore, the unionist asks that juries be allowed to pass upon this class of questions he is not unreasonable.

It is not necessary that we should consider in this connection whether judges have abused the power which for so many years they have, as it appears, assumed. The thing they have done is, as we have shown, contrary to the first principles of judicial action, recognized through all the ages. The unionist is under no more obligation to prove that wrong results therefrom than the mathematician is to demonstrate the accepted axioms of mathematics. Certain things are inherently right in law as in geometry and certain other things are as inherently impossible if justice be a legal end.

Yet the National Association of Manufacturers, through its representatives before Congress, has resisted to the utmost not alone trial by jury in contempt cases, but even as mild and ineffectual a thing as the allowance of a change of venue from a judge supposed to be prejudiced against the person accused of contempt, although the judge before whom the case should then go might very possibly be influenced against the defendant by his surroundings and relationship to the judge whose orders are supposed to have been offended. And, after all, as we have pointed out, the real offense, if any, has been against the government of which the judges are merely the agents. It has been hard for the National Association mentioned to understand that judicial processes are not essentially more sacrosanct than the orders of an executive or the acts of Congress.

Until this lesson be learned in court and out, as well as the other lessons to be inferred from the examples given in the earlier part of this article, undoubtedly the trade-unionist will feel that he has just cause for complaint against courts.—Jackson H. Ralston, Counsel, American Federation of Labor, in The Survey.

Some time ago the Norwegian Government issued an order, to come into force on July 1 next, according to which in all Norwegian ships and all foreign vessels carrying a Norwegian pilot, the words "right" and "left" were to be used as the steering commands, instead of "starboard" and "port." This order has met with a lot of opposition among seamen and shipowners, and a meeting of Norwegian shipping corporations held recently in Bergen unanimously passed a resolution demanding its recall. The meeting was in favor of a "sensible" command, but with the retention of the words "port" and "starboard."

The distinction of being the oldest steamer in Lloyd's Register is given to the Bristol steamer "Collier," of 249 tons gross, launched in January, 1849, by Messrs. Reid and Co., of Port Glasgow, which has been in active service ever since. In the Register Book of 1850, where she first appears, there are only 111 steamers, the largest being the "City of Glasgow," of 1087 tons, trading from Glasgow to New York. The next is the "Princess Royal," 687 tons, owned by the General Steam Navigation Co.

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships. Fraternally yours,

LAKE SEAMEN'S UNION,

V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION

570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y.....55 Main Street
Telephone Seneca 936 R.

CLEVELAND, O.....1401 W. Ninth Street
Telephone Bell Main 1842.

MILWAUKEE, WIS.....133 Clinton Street
Telephone South 240.

ASHTABULA, O.....21 High Street
Telephone 552.

NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

DETROIT, MICH.....7 Woodbridge Street, East
Telephone 3724.

SUPERIOR, WIS.....1721 N. Third Street
Telephone, New, Broad 385.

BAY CITY, MICH.....108 Fifth Avenue
OGDENSBURG, N. Y.....70 Isabella Street
CONNEAUT, O.....922 Day Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue
PORT HURON, MICH.....517 Water Street
ERIE, PA.....107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

HEADQUARTERS.

71 Main Street, Buffalo, N. Y.
Telephone Seneca 48.

BRANCHES:

CLEVELAND, O.....1185 W. Eleventh Street
CHICAGO, ILL.....445 LaSalle Avenue
MILWAUKEE, WIS.....151 Reed Street
DETROIT, MICH.....27 Jefferson Ave., East
SUPERIOR, WIS.....1814 Fourth Street
OGDENSBURG, N. Y.....70 Isabella Street
BAY CITY, MICH.....108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.

HEADQUARTERS:

BUFFALO, N. Y., 55 Main St. Tel. Seneca 2295

BRANCHES:

CLEVELAND, O.....1401 W. Ninth Street
MILWAUKEE, WIS.....151 Reed Street
CHICAGO, ILL.....314 N. Clark Street
ASHTABULA, O.....74 Bridge Street
TOLEDO, O.....54 Main Street
DETROIT, MICH.....7 East Woodbridge Street
PORT HURON, MICH.....517 Water Street
CONNEAUT, O.....922 Day Street
OGDENSBURG, N. Y.....70 Isabella Street
NORTH TONAWANDA, N. Y.....152 Main Street
SUPERIOR, WIS.....1721 N. Third Street
BAY CITY, MICH.....108 Fifth Avenue
ERIE, PA.....107 E. Third Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue

UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS.

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS.

Ashland, Wis.
Ashtabula Harbor, O.
Buffalo, N. Y.
Duluth, Minn.
Escanaba, Mich.
Grand Haven, Mich.
Green Bay, Mich.
Houghton, Mich.
Ludington, Mich.
Manistee, Mich.
Erie, Pa.
Menominee, Mich.
Ogdensburg, N. Y.
Oswego, N. Y.
Port Huron, Mich.
Manitowoc, Wis.
Marquette, Mich.
Milwaukee, Wis.
Saginaw, Mich.
Sandusky, O.
Sault St. Marie, Mich.
Sheboygan, Wis.
Superior, Wis.
Toledo, O.

HOBOES ORGANIZE.

Jeff Davis, king of the hoboes, is in San Francisco to organize a hobo local. At the last meeting of the Labor Council he addressed that body, asking organized labor's support in his organization's fight for the repeal of the vagrancy laws, which he contends are unconstitutional—i. e., in conflict with the fourteenth amendment of the Constitution; further, the boes hold that they have a right to starve to death if they so desire, rather than work for starvation or scab wages. The difference between the bum and the hobo, as explained by Jeff, is that the true hobo is never a strike-breaker and is worthy of support. Davis briefly outlined the work of the hoboes in general and what had been accomplished at Tacoma, Everett and Seattle.

Having been in Seattle a couple of months ago, it was my pleasure to visit Hotel the Gink, the headquarters of the Hobo Unions in Washington, and was so well pleased with the way these men carried on their institution that I made application for and was granted a card in the Itinerant Workers' Union. The membership card bears the following inscription: "Every member hereby pledges himself not to serve as strike-breaker."

The Hotel the Gink is a little democracy —and a splendid success, too. It was organized by labor to help labor. None of your Kelly's or Thorn's simpering, nauseating charity about this place—society is not in on the game doling out its little "holier than thou" dribs to the worthy poor to ease its conscience for the great wrong done labor. But labor itself is doing this work in its own way, and doing it well. The men of the institution manage it, electing their own officers and making the rules for its government and management.

About 700 men are being regularly provided for. Since it was opened a couple of months ago, nearly 6,000 men have fed and slept under its roof, until relief has come through jobs that they could honorably accept. It is the principle of the Itinerant Workers' Union that they will not accept work as strike-breakers, and this hotel is maintained to take care of their members in periods of unemployment. If we had such institutions in all the industrial centers, where would capital get its strike-breakers? This is the thing that makes the Hotel de Gink loom so large. There will be others as the movement develops.

Money is not the "whole works," as some people seem to think, for this institution has been conducted and made a success almost wholly by co-operative work on the part of all who come within its portals. The total amount of cash that has come into its treasury has been less than $1.00. The men go out in squads to gather up waste material around buildings for fuel; other squads work at cleaning up around bakeries, hotels and restaurants, also commission houses and meat markets, where they gather up a vast amount of foodstuff. And thus the men are warmed and fed. The hotel provides disinfecting rooms, etc., where the men are able to clean up and keep clean, and the Seattle union men say that they have never met a more gentlemanly class of men anywhere.

Members of the Itinerant Workers' Union have great plans for the future. While work is good during the summer they propose to donate a part of their earnings to a common fund, which is to be used to purchase a farm on which to raise produce to supply the hotel during the winter seasons. Organizers are also being sent out to form branches in other cities where like hotels are to be established by the workers to care for themselves during periods of unemployment, and recently a local was organized at Everett, Washington, with State Senator John Campbell as its president.

"We want justice, not charity," is their motto. It is a great work that will grow and succeed—and the end of the charity monger's job is in sight. JACK ROSEN.

THE GREAT DESTROYER.

History is a record of a sad procession of world tragedies. Nations and empires in turn have risen to greatness only to fall. Before the deathblow was struck from without the evidence shows in every case the ravages of a Titanic destroyer within, under whose operations the vitality and strength of the nation were submerged in a general degeneracy.

For centuries the world's philosophers and historians have looked on appalled, overwhelmed. Only in the last few years has science taken up the question. Following her patient, rigid methods, under which nature and life have slowly yielded up their secrets, science has at last cleared up the mystery and identified the great destroyer as alcoholic poisoning.

The discovery, like most great discoveries, came about almost by accident. During the Boer war it was found that the average Englishman did not measure up to the standards of recruiting and the average soldier in the field manifested a low plane of vitality and endurance. Parliament, alarmed by the disastrous consequences, instituted an investigation. The commission appointed brought in a finding that alcoholic poisoning was the great cause of the national degeneracy. The investigations of the commission have been supplanted by investigations of scientific bodies and individual scientists, all arriving at the same conclusion. As a consequence, the British Government has placarded the streets of a hundred cities with billboards setting forth the destructive and degenerating nature of alcohol and appealing to the people in the name of the nation to desist from drinking alcoholic beverages. Under efforts directed by the Government the British Army is fast becoming an army of total abstainers.

The Governments of continental Europe followed the lead of the British Government. The French Government has placarded France with appeals to the people, attributing the decline of the birth rate and increase in the death rate to the widespread use of alcoholic beverages. The experience of the German Government has been the same. The German Emperor has clearly stated that leadership in war and in peace will be held by the nation that roots out alcohol. He has undertaken to eliminate even the drinking of beer, so far as possible, from the German Army and Navy.

The Army War College at Washington made an investigation of the destructiveness of war. Taking all the wars of the world, from the Russo-Japanese war back to 500 B. C., the War College found that the total number of killed and wounded in battle amounts to about 2,800,000, of which it is estimated that about 700,000 were killed and something over 2,000,000 wounded.

The comparative figures show the appaling fact that alcohol is killing off as many Americans every year as all the wars of the world have killed in battle in 2,300 years.

Applied to the whole white race, we find that alcohol is killing 3,500,000 white men every year, five times as many as have been killed in war in 2,300 years; so that, stated mathematically, alcohol is 10,000 times more destructive than all wars combined. No wonder the governments investigating the subject have found that war has been only a secondary cause of national decline, and that alcohol has been the real destroyer that has overthrown all the great nations of the past and is now undermining the great nations of to-day.

The figures of the British Government and English life insurance companies as to the effect of drinking on longevity are stated as follows:

If a young man at the age of 20 is a total abstainer and remains a total abstainer his prospect of life is 44 years, and he will live to the average age of 64, but if he is a temperate regular drinker his prospect of life will be 31 years and he will live to the average of 51, after losing 13 years out of his life. If he is a heavy drinker his prospect of life is 15 years, and he will die at the average age of 35, after losing 29 years out of his life. Conservative estimates place the number of confirmed drunkards in the United States at something over 1,000,000, of whom 300,000 die every year; the heavy drinkers at over 4,000,000; and temperate regular drinkers at over 20,000,000. A soldier wounded in battle and losing 10 years of his life as a consequence would be classed as seriously wounded. The confirmed drunkards and heavy drinkers together, 5,000,000 in number, must be looked upon as mortally wounded and the temperate regular drinkers as seriously wounded, making a total of over 25,000,000 Americans wounded by alcohol to-day, more than 10 times as many as wounded in all the battles of the world since the dawn of history. The estimates for the white race make over 125,000,000 white men to-day wounded by alcohol.

If a great miiltary power were to declare war on unprepared America to-day every patriotic heart would be filled with anxiety. I know the full significance of war, especially when a nation is unprepared. But if I had the choice of having alcohol continue its deadly ravages with the nation at peace or of having it wiped off the face of the land with a declaration of war by all the nations of the earth, I would not hesitate for a moment; I would take sober, undegenerate America and face the combined world in arms.—Speech of Richmond P. Hobson.

The legation of the Netherlands at Washington has extended an official invitation to the United States and the Philippines to take part in the International Rubber Congress and exhibition to be held at Batavia, Java, from September 8 to October 10, 1914.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

the shipowners defended, were responsible for the large number of shipwrecks and great losses of passengers. He further insisted that on boats now there were not enough men even of the kind that the shipowners were furnishing, under supervision of the Federal Inspection Department. President Furuseth of the International Seamen's Union, accepted as truth the testimony of Messrs. Gottheil and Dollar, and said that if the foreign shipowners refused to send their vessels to this country, then American citizens could build up an American merchant marine upon their own terms, because they would then have no competition, and that, on the other hand, if the foreigner chose to come and increase the charges, as predicted, then the American merchant marine could be built up, because the American shipowners would be on an absolute equality in the cost of operation with their foreign competitors.

The La Follette Seamen's bill has passed the Senate, and the report of the House Committee will be a factor in deciding the bill's fate when it comes before the House of Representatives. The seamen are using the testimony of their opponents as the best of reasons why the bill should pass, and have issued a circular in which they say: "If you don't agree with the shipowners' statement that it is safe to jump overboard with your child in your arms, waiting to be picked up by a passing vessel, write to your Congressman on behalf of this bill, now pending in the House of Representatives."

Will Hold Public Hearings.

How may relations existing between American employers and employes be made more harmonious without sacrificing the rights or thwarting the legitimate ambitions of either? The United States Commission on Industrial Relations is in the field to find an answer, and any person who has a constructive suggestion will be given an opportunity to offer it at the public hearings now being planned to include the following cities: New York, Philadelphia, Boston, Paterson, Scranton, Pittsburgh, Buffalo, Wheeling, Charlotte, Greenville, Atlanta, Birmingham, Nashville, Memphis, Louisville, New Orleans, Detroit, Indianapolis, Cleveland, Chicago, Houghton, Milwaukee, Madison, St. Louis, Kansas City, St. Paul, Denver, Trinidad, Dallas or Houston, Los Angeles, San Francisco, Seattle, Butte and Lead. Any one who can tell of successful efforts to maintain harmonious and satisfactory relations through trade agreements or otherwise is invited by the commission to communicate with it at Washington and to send in the names of witnesses who are competent to testify regarding such efforts. Other fields of inquiry will be entered. Those include the problems of unskilled labor, such as unemployment, irregularity, and revolutionary labor organizations; the relation of the courts to labor disputes, vocational education and the activities of public agencies in enacting and enforcing laws for the regulation of industrial relations. One important subject to be considered is scientific management and the problem of how to apply it on a basis that is fair both to employers and employes. Public hearings will begin April 6 and all information as to witnesses and matters that should be considered in particular cities should be sent to the commission promptly.

Oppose Labor Injunctions.

By a vote of 52 to 2, the New Jersey State Assembly indorsed the Injunction Limitation bill introduced by Assemblyman Quinn. The bill was indorsed by New Jersey trade-unionists and provides that no restraining order or injunction shall be granted in any case between an employer and employe relating to labor disputes or strikes unless necessary to prevent irreparable injury to property rights of the person making the application, and for which there is no adequate remedy at law. The author of the bill pointed out to his colleagues that the leading New Jersey political parties went before the people at the last election on injunction limitation platforms, and that the position of these organizations fairly indicated the views of New Jersey's citizenship on the question of human rights versus property rights. Opponents of the bill are now leveling their heaviest guns on the Senate and its judiciary committee, and to offset this force the trade-unionists asked President Gompers to appear before the Senate committee. The A. F. of L. executive's address before that body was a masterful presentation of Labor's reasons why courts should not use the injunction writ in industrial disputes where remedies provided by law obtain.

COMPUTATION OF WAGES.

Walter Macarthur, United States Shipping Commissioner at San Francisco, has issued a form for the computation of seamen's wages. The form is said to be an amplification of the rule issued by the Bureau of Navigation and will be found to cover practically all cases involving the question of wages due for a given period of time. The form was issued under date of March 23, and reads as follows:

A month's wages shall be reckoned as from a given day in one month to the next preceding day in the following month.

Example: June 15 to July 14 equals one month.

Periods of less than one calendar month shall be reckoned on the basis of 30 days per month.

Example: June 15 to July 14 equals one month.

June 15 to August 14 equals two months;

June 15 to September 14 equals three months;

June 15 to October 13 equals three months, 29 days; or 3 months at $30 a month equals $90; 29 days at $1 a day, $29; total, $119.

When the calendar month occupies less than 30 days, payment shall be made as for a full calendar month.

Example: February 21 to March 20 (28 days) equals one month.

In the foregoing instance the voyage will be considered as being ended on the day the vessel is docked; provided, that when a vessel enters port on a previous day the voyage may be considered as being ended by giving notice to the crew that their services are no longer required, in which case the crew shall be entitled to be put ashore and to receive one-third of the money due them if they so desire.

Demand the union label upon all purchases!

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to bodv or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

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Headquarters:
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Agencies:
SEATTLE, Wash., 84 Seneca St., P. O. Box 42.
ASTORIA, Ore., P. O. Box 138.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA

29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

The San Francisco Labor Council Hall Association reports that the contracts have been let for the steel and concrete work for the new Labor Temple at Sixteenth and Capp streets, and is to be completed and dedicated next Labor Day, Monday, September 7th.

There is under contemplation an extension of the international organization by a membership-at-large plan, whereby plate printers working in towns where there are not sufficient number of workers to form a union, may receive certificates of membership from the international office.

Drivers and teamsters employed by the "Times" in Philadelphia have signed an agreement with these workers which calls for an increase of $1.50 a week. Commenting on this strike the "News-Post" says: "If drivers are worth anything to a newspaper they are worth $2 a day, and this is miserable enough."

The noble red man is the latest to accept the principles of organization to remedy grievances which he claims Uncle Sam has failed to adjust. At a meeting in Tacoma, the Indians formed an association which has for its purpose their release from government by Indian agencies and for the free ownership of land on the same footing with the white man.

"Tying up on a siding for any purpose, whether to wait orders or for the passing of other trains, or for any other purpose connected with the transportation of freight or passengers, is as much a part of the general movement of trains as the actual running thereof," says the United States Circuit Court of Appeals in San Francisco in upholding a fine levied against the Great Northern Railroad by the Federal District Court of Idaho. The case was that of a fireman forced to work more than sixteen hours in one day, and who was then compelled to work as watchman while his train stood on a siding. Both courts held that sixteen hours' work means sixteen hours' work, and if a fireman is forced to do other work after the limit provided by law is reached, this constitutes an offense, for every activity of employes is essential in the operation of the road.

A general strike of the Children's Dressmakers' Union at New York, involving about 15,000 workers, has been averted as the result of conferences between trade union representatives and the association of interested employers. The workers charged that the employers had violated their agreement. The latter agreed to comply with the terms of the protocol, and also agreed to co-operate with the union in bringing about protocol conditions in the non-association shops, which number about one-third of the total in New York city. It is said the union will force strikes in those establishments that refuse to place themselves on the same competitive basis, as regards labor cost and working conditions. Both parties to the conference agreed that they would confer with an expert on industrial relations and discuss questions that may arise in the future. Matters upon which they fail to agree are to be referred to the Board of Arbitration appointed under the protocol.

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Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Andersen, Tony
Anderson, Victor
Axelsen, Herman
Alquist, E.
Anderson, K. E. V. -573
Anderson, T. H.
Andersen, A.
Arbucle, Daniel
Bjorkman, Chas.
Boysen, J. J.
Bishop, Patrick
Burholtp, F.
Backman, A. A.
Blair, F.
Christensen, H. -1366
Curran, N.
Dahlstrom, Arthur
Darker, Thos.
Duffy, John
Ecklin, L. W.
Engstrom, Chas.
Edvards, C.
Flynn, J.
Fredriksen, H.
Giortz, P. V.
Graae, P. C. (Reg.)
Graything, L. A.
Grendal, Chas.
Graae, P. C.
Haas, Wm.
Hansen, Schroeder
Hansen, John
Hermanson, L. (Reg.)
Holst, L.
Hubner, Herman
Heyn, Hans
Jacobsen, Holger
Johansen, Alfred
Johansen, Emil
Johnson, F.
Jansewitch, J.
Kristensen, J. R.
Kvamme, N.
Klebnikoff, I. W.
Knudsen, Lorentz
Korsvik, John
Kristiansen, K. F. -573
Larsen, Herman
Larsen, B.
Larsen, Ludvig A.
Litenberg, A.
Lufgren, Otto
Martinsen, Chr.
Martin, Joseph (Reg.)
Mattsson, C. -1810
Meitak, Mike
Mikelut, E.
McDougall, J. W.
Miller, James
Moller, Walter
Mortensen, John B.
Moen, Robert
Nilson, Conrad
Olsen, Trygue L.
Olsen, A. M. -944
Pedersen, Hedley
Petterson, V. -1447
Petterson, A. V.
Reinink, H.
Rodsten, S.
Stegeru, P.
Swenson, L. G.
Swarbley, J.
Strand, L.
Sheppard, Stewart
Sheele, A.
Silow, Oscar
St. Clair, H.
Stark, B. C.
Sterndock, J.
Stahlbaum, E.
Townsend, R. M. A.
Thompson, Alf.
Valentinsen, G.
Williams, Chas.

INFORMATION WANTED.

Frank Melson, who went as fireman on the S. S. "Maye" from Philadelphia to New Orleans, in May, 1913, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. G. W. Paruin, 4309 Westminster avenue, W. Philadelphia, Pa.

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Tacoma Letter List.

Berglind, Ed.
Bjorklund, Eric S.
Christensen, Albert
Englund, Gust. E.
Flinkenberg, Uno
Freeling, Chas.
Hansen, C. M.
Hansen, Johannes
Haro, Aaro
Hetman, Walter -1287
Iceberg, Theo.
Janson, H.
Johansson, Chas.
Jurgensen, Peter A.
Kallas, Alex.
Kalberg, Wm.
Kirwan, M. L.
Knappe, Adolph
Kutan, Alexander
Kierth, Hans
Linea, W.
Line, Hjalmar
Lundstrom, Samuel
Nielsen, C. V.
Petterson, I. M.
Petterson, Chas.
Petrow, A.
Plesner, Levi J.
Ridderstoff, Ernest
Seblom, John
Swansson, August
Thoresen, Axel L.
Wessman, John

INFORMATION WANTED.

Axel Peterson, F. Lundberg, J. Gustafson, M. Garcia, crew of the steamer Riverside, at the time she towed in the Oceana Vance, kindly call at the office of the Charles Nelson Co. for money due them.

Victor N. Kvenen, a native of Belgium, age 32, last heard of in Ashtabula, Ohio, April, 1909, inquired for by his brother John Kvenen, Route 2, Raleigh, Tenn.

Valetine (Walter) Zima from Lubiachowo, Kreis Schrimm, Province Posen, Germany; last address Sailors' Union Hall, Seattle. Please communicate with Imperial German Consul, Seattle, Wash.

Anyone who was on the schooner "Americana" on January 29, when Louis Buttner was injured, is respectfully requested to communicate with the injured man. Address Sailors' Union of the Pacific, San Francisco, Cal.

Carl Julius Carlson, born in Sweden in 1877, is inquired for by his mother. There is about $2000 due him from his father's estate. Last heard of in September, 1902, on the Atlantic Coast. Previously sailed on the Clifford between St. Johns and New York. Address Fru Sophia Carlson, Klubbegard, Hallands Lan, Heberg, Sweden.

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Eureka, Cal., Letter List.

Ahlstrom, Harry
Brolen, Hans
Bengtsson, Carl -1924
Eriksen, Anton
Gundersen, K. -899
Hansen, Harald
Hansen, Harry -1827 (Photo)
Ismas, Richard
Robertsen, A.
Seiron, T. R.
Thorsen, Fredrik N.

Portland, Ore.

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Portland, Or., Letter List.

Anderson, Gust -1808	Klemgland, Borge
Anderson, Rasmus	Kaas, Otto
Anderson, Mike	Koap, Nick
Baker, Geo.	Kristensen, Otta
Bergman, Karl W.	Laine, Frank
Berglund, Ed.	Larsen, John
Boyard, C. E.	Lemarchand, Louis
Bohm, Franc	Lundeman, Ruktie
Bultz, Ernest	Lipclasey, John
Bakkensen, Peter J.	Lallwer, Alexander
Brown, J.	Macrae, Alexander
Backman, P. W.	Mikalsen, Andreas
Carlmark, Barthols	Miller, H. B.
Christensen, H. P.	Miller, Chas.
Corty, Carl	Meckerman, Ernest
Carlsen, Charlie	Mathiassen, Sigurd
Carlson, Jack	Mynchmyer, Henry
Cagdell, D. J.	McLellan, John
Day, Aca	Neuling, Albert
Dahl, Henry	Nelson, C. J.
Drenkholn, M.	Nielsen, Kristian
Edstrom, John	Nilsson, Axel
Erikssan, Erik	Norberg, John
Erman, A.	O'Brien, Jack
Ekham, Frans	Olsen, Ansgar
Forde, S. C.	Olsen, John A.
Goralia, Piet	Petrow, A.
Gynther, John	Petersen, John
Hansen, Hans M.	Palmer, Jas. W.
Hansen, Bernhard -1437	Petterson, Einar
Helin. Waldemar	Peterson, Hans
Hanola, Eino	Pillman, Frank
Hansen, Oskar	Pohland, Max
Hafke, Hernes	Rantion, Jacob
Henriks, Waldemar	Rhodes, F.
Hansen, Max O.	Rincke, Sperman
Henke, Ernest	Runge, Axel
Hellman, Albin	Schroda, Peter H.
Hogstad, Andreas Mikalsen	Sellin, William
	Schulz, Alfred
Hock, Garve	Semens, O. L.
Johanson, John F.	Swanson, John
Jansen, Harry	Svenson, Martin
Johnson, Ole C.	Swanson, Carl O.
Johansen, Chris.	Thomel, Martin
Karson, K. E.	Warren, C.
Karlson, August	Welson, J.
Kluge, Frank	Wishart, John
Kirker, Alexander	Wieprecht, Ernest
Kaiser, Fred	Wilson, James

Aberdeen, Wash., Letter List.

Anderson, Ernest	Larsen, H. P.
Andersen, F. C.	Lindroos, A. W.
Armstrong, Harry	Larsen, Peter
Anderson, George	Martin, James
Behn, Alfred	Murphy, Daniel
Brown, C.	Martinell, Walter
Bergman, Edwin	Nikolin, E. Miko
Bjorkholm, A. M.	Nord, Karl
Bowen, J. J.	Nielsen, N. C.
Burmeister, John	Nerby, Kristian
Burkland, John	Neddemeyer, John
Bjerkman, C.	Olsen, Nils
Bodahl, Hans	Oksanen, Juko
Christensen, Albert	Osterholm, J. W.
Christensen, Hans P.	Olsen, Oswald -1059
	Peterson, Axel
Christensen, Harry	Petersen, S. J.
Dobbs, Paul W.	Petersen, Erik -903
Eklund, Chas.	Pettersen, Karl
Engfors, Gustaf	Pettersen, Olaf
Eriksen, Olai H. -837	Richendsen, Hilmar
	Rundblad, Oscar
Finth, Richard	Rosbeck, Gustaf
Forde, S. C.	Sandstrom, Hugo
Granberg, Eric	Schacht, H.
Graf, Otto	Siven, Wictor
Glase, Gustav	Sorensen, T. B. G.
Hohn, Arthur	Sutse, M.
Herman, Axel	Schreff, Paul
Hansen, Ove	Sim, Gunder
Hopstad, S. -2101	Slenman, Richard
Hansen, Torleif	Wind, Jacob -1357
Jensen, Harry	Walder, Olsen N.
Johansen, Hans	Williams, J.
Kristiansen, Nils	Walenious, Pete
Loining, Hermand	Zebe, G. V.
Lengtssen, Gottfried	Packages.
Laine, Herman	Hansen, John
Lorsin, G. L.	MacGuire, O. F.
Larsen, Lars	Zebe, G. V.

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of Coast Seamen's Journal, published weekly at San Francisco, Cal., for April 1, 1914.

Name of Postoffice address.
Editor, Paul Scharrenberg, 84 Embarcadero St., S. F.

Business Manager, Jack Rosen, 84 Embarcadero St., S. F.

Publisher, Sailors' Union of the Pacific, San Francisco, Cal.

Owner: Sailors' Union of the Pacific, 84 Embarcadero St., S. F., Cal.

Known bondholders, mortgagees, and other security holders, holding 1 per cent. or more of total amount of bonds, mortgages, or other securities: (If there are none, so state.)
None.

Average number of copies of each issue of this publication sold or distributed, through the mails or otherwise, to paid subscribers during the six months preceding the date shown above. (This information is required from daily newspapers only.)

Jack Rosen, Business Manager.

Sworn to and subscribed before me this 21st day of March, 1914.

Marguerite S. Bruner,
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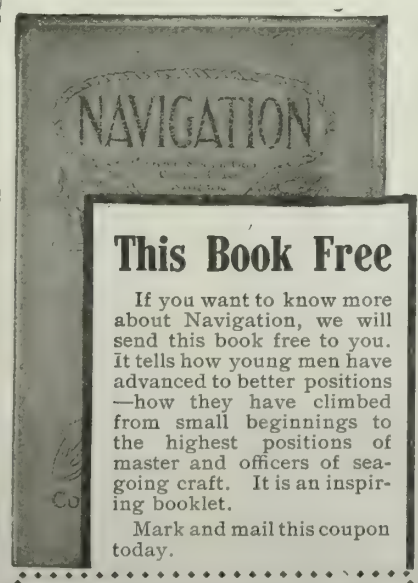
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INFORMATION WANTED.

W. Kahlberg, No. 688, and C. Monsen, No. 1964, are inquired for at the Standard Oil Company's office, at San Francisco.

Marcus Andersen, a native of Norway, age 24, five feet seven inches tall, dark hair, fair complexion; sailing on the Lakes when last heard from, in 1911. Any noe knowing his whereabouts please notify Geo. Johnson, 5727 Sangamon street, Chicago, Ill.



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Home News.

Including women who qualified as voters under provisions of the Illinois equal suffrage act, Chicago has the largest voting population of any city in the United States, its total exceeding that of New York by more than 20,000.

At the request of a number of constituents, Congressman Murray has introduced a bill for the retirement, after 25 years of service, of enlisted men, who participated in the Spanish war, or who saw service in the Philippines or in the Boxer uprising.

A merger of all farmers' co-operative organizations in North Dakota, South Dakota, Iowa, Nebraska, Wisconsin, Montana and Minnesota with the American Society of Equity is the object of the convention of farmers which opened at Minneapolis March 20.

A suit alleging conspiracy, claiming $1,000,000 damages and asking body judgments against the National and State officers of the United Mine Workers of America and all national organizers who have participated in the Colorado coal strike, was filed in the District Court at Trinidad by counsel for the Colorado Fuel and Iron Company.

It was stated by the Pennsylvania Railroad Company that the policy of retrenchment and economy put into effect in the closing months of last year will be continued until the number of employes on its lines east of Pittsburg and Erie, Pa., had been reduced from 142,000 to 117,000. The company confirmed reports that the number of employes had already been lowered in the last few months to 125,000.

Nearly 88,000 acres of land from a former oil withdrawal in Wyoming were restored to entry by the President during February on the recommendation of Secretary Lane, examination of the land by the United States Geological Survey having shown that it is non-oil in character. In Idaho about 2,000 acres of land, heretofore withheld from entry in power-site reserves, were found to have no power value and were therefore restored.

The British-American pecuniary claims commission began a hearing at Washington, D. C., of the case growing out of the seizure of the British vessel "Coquitlam" in 1892, for alleged violation of the United States customs laws, by carrying provisions to British Columbia sealing vessels in southeastern Alaskan waters. The "Coquitlam" was ordered released by the United States Court, but damages of $100,000 are sought, on the ground that a quantity of seal skins, comprising a part of her cargo, was rendered worthless during the period of the vessel's detention.

The proposal of Representative Underwood to impose a prohibitive tax on premium coupons given away with tobacco and cigarettes has been warmly discussed before the House Ways and Means Committee by representatives of the United Cigar Stores Company, independent tobacco manufacturers and trade union officials. The "independents" urge the legislation on the ground that the coupons are destroying their business without benefiting the consumer. The United company declared their coupon system "stimulates" the tobacco business and increases the Government's revenue.

Domestic and Naval.

The British steamship "Nubian," Galveston for Liverpool, reported picking up at sea the crew of the American schooner "Julia A. Trubel," abandoned on March 7.

King George V has awarded silver medals for gallantry in saving life at sea to 232 officers and men of the vessels forming the rescue fleet that went to the aid of the burning "Volturno." The British Board of Trade has presented pieces of plate to the captains and officers and $15 each to two hundred seamen.

The United States gunboat "Sacramento," built at Cramps' shipyard, had her official trial March 29. The "Sacramento" is intended for use in shallow rivers and is required to develop a speed of twelve knots. She has a mean draft of only 11½ feet, with a displacement of 1,425 tons. Her ultimate destination will be the Asiatic station of the United States Navy.

The racing sloop "Defiance," a candidate for the defense of the America's cup, will be launched May 11, according to George M. Pynchon, of New York, managing director of the tri-city syndicate which is building the boat. The yacht "Irolita" will leave City Island for Bath April 28, bringing along the picked crew for the sloop. It is probable that the mast will be stepped immediately after the launching.

The Hamburg-American line has made a contract for the conveyance of 150,000 tons of ore from Port Pirie, Australia, to Antwerp, extending over the next two years, at the very moderate figure of 22s. 6d. per ton, the current rate for chartered tonnage ruling at about 23s. per ton, compared with 35s. paid about a year ago. This contract has probably been made in view of the opening of the Panama Canal when the extended operations of the Hamburg-American line will give them a regular service of steamers to Australian ports.

News of the loss of the French steamer "St. Paul," which was at San Francisco a few months ago, and eighteen members of her crew, was contained in advices received by the Chamber of Commerce from Lloyd's. The dispatches stated that the vessel sank in the harbor of Brisbane after striking a rock, and that the ship's company experienced great difficulty in saving themselves. The "St. Paul," which is owned by the Cie Navale de L'Oceanie of Paris, last November inaugurated a new cargo service to San Francisco from the Antipodes via the French island of Tahiti.

The Chilean Congress has approved a contract made with the Unione Austriaca di Navigazione, of Trieste, by the terms of which the company undertakes to run a monthly service of steamers between Trieste and Arica, calling at Venice, Naples, Barcelona, Buenos Aires and Valparaiso on both the outward and homeward voyages. The vessels are to have a minimum speed of 11 miles per hour and a cargo capacity of from 5,000 to 8,000 tons, as well as passenger accommodation. The Chilean Government will pay the company a subsidy of $3,000 for each round voyage. The object of the Chilean Government in making this contract is to open up the market for nitrate in the Mediterranean countries.

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Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify Jack Rosen, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Abolin, Chris.
Abramsen, Aleck
Adamson, Hjalmar
Ahl, Theodor
Alhanesele, D. M.
Allen, James
Allen, Wm.
Alexander, Paul
Alexis, Hakan
Amundsen, Albert
Anderson, -1246
Anderson, -1477
Anderson, A.
Bartels, Otto
Bartsch, W.
Bawden, John P.
Beansang, Eugene
Behrens,
Beling, Oscar
Bellanger, Karl
Bengtsson, L. P.
Benson, Sigurd
Berge, Peter
Bergholm, Edw.
Bergqvist, -1395
Bergstrom, Paavo
Bessesen, O.
Bieh, Anrew
Bierstet, -1736
Bjornsen, Conrad
Blasohke, Fred
Blodsing, August
Campbell, Donald
Carey, Ed
Carlson, C.
Centers, W.
Cerg, A.
Christen, Bruno
Christensen, Alfred
Christensen, Erling
Christensen, Jack
Christensen, L.
Christiansen, Lauritz
Dahlstrom, -749
Dahlstrom, Arthur
Davidson, H.
Dehler, Alf
Derengowski, Julius
Deswert, William
Eggers, John
Ehlers, Chas.
Ekholf, Otto
Ellertsen, -875
Ellis, Jack
Eliasen, C.
Entomsen, Herman
Fagerlund, G. E.
Fay, F.
Finnelley, W.
Fjellman, Jonas
Forsgren, Karl
Forshen, Otto
Forshn, Alex
Foss, Louis
Gabrialsen, Peder
Gansen, H.
Gansrud, O. K.
Garbes, Gustav
Garden, George
Gibbes, L. W.
Gifford, S.
Gilholm, Albin
Gillet, Henry
Gloat, Adam H.
Gjesdal, Elling
Grambow, Gustav
Haack, R. K. M.
Haave, N.
Hakansen, Emil
Hakensson, C.
Hallberg, N. B.
Halvorsen, Emanuel
Halvorsen, Olaf
Hammargren, Oscar
Hampell, W.
Hampt, Emil
Hangland, Harold
Hansen, -968
Hansen, -1869
Hansen, A.
Hansen, Chas.
Hansen -2115
Hansen, Bernhard
Hansen, C. P.
Hansen, Hans M.
Hansen, H. P.
Hansen, Karl
Illig, Gust
Illison, Edw.
Ilsemann, H.
Jacobsen, J. H.
Jacobsen, Joakim
Jacobsen, Martin
Jacobsen, Ole
Jade, H.
Jakobsen, Anders
Jansen, -1234
Jansen, Fred
Jansen, John G.
Jansen, Just
Jensen, -1555
Jensen, C.
Jensen, Fredrike
Jensen, George
Jensen, Jens
Jensen, M. P.
Andersen, Albertinus
Anderson, Albin
Anderson, Andrew
Anderson, Chas.
Anderson, H.
Anderson, H. J.
Anderson, John
Anderson, Otto
Anderson, Samuel
Antonsen, Marius
Apderbeck, Eugen
Apostoli, Theo
Boers, M.
Bohm, Frans
Boisen, Knud
Bora, S. S.
Borden, Jas.
Borgen, John
Bowman, K. H.
Boy, Geo.
Branz, Alex.
Brockman, Erick
Brooke, Oswald A.
Brown, Dave
Brown, Frank
Brown, John R.
Bruen, J. F.
Bryning, W.
Buchessen, John
Buoad, Thos.
Classen, Henry
Clausen, Fred
Clausen, Jorgen
Claussen, I.
Clover, Wm.
Coasta, Cacimiro
Conlon, Tom
Conoby ,Obirt
Coss, D. C.
Cransen, H.
Dignam, Carl A.
Donovan, J. J.
Dowe, John
Dracar, E.
Duglass
Eriksen, Edw.
Ericksen, Gerhard
Erickson, Konrad
Eriksen, Fred
Eskildsen, N. P.
Evensen, Martin
Frainer, Frank
Frances, George
Franke, Karl
Franke, R.
Fredholm, C. J.
Fredholm, Folke
Fritsch, Leonard
Furlong, P.
Grant, Otto
Grant, W.
Gravit, C. J.
Grinberg, T.
Gronros, Oswald
Guarmdel, O.
Gumoes, Frederik
Gundersen, C.
Gundersen, P.
Gunderson, Krist
Gustafson, Einar
Gustavsen, Olaf
Hansen, Olaf
Hansen, W. H. C.
Hanson, Harold
Hannus, Alex.
Hartman, J.
Haugen, Hans C.
Hay, James
Heesche, Henry
Hellesten, Ingval
Helloten, Gus
Helin, Paul
Hem, Jens
Herman, Jack
Hesse, R.
Hewitt, P.
Hofgaard, Hans
Hogan, A.
Holmber, Gost
Holm, Peter
Hughes, Walter
Irving, Robert
Iversen, John
Jersch, Bill
Johansen, -1223
Johansen, -1705
Johansen, Alf
Johansen, Herluf
Johansen, J. Ingwald
Johansen, Thos. W.
Johanson, N. A.
Johnsen, -983
Johnsen, -2183
Johnsen, Andrew
Johnsen, Aug
Johnsen, Henrey
Johnson, Saml. O.
Jones, Alfred
Kallasman, E.
Kallber, Arvid
Kalnin, Edw.
Kamp, Gust
Karlson, -1256
Kayser, Carl
Kearns, N.
Kenny, J.
Kentseh, C.
Kesber, Karl
Kive, Conrad
Klassen, Jacob
Laas, J.
Lange, de I.
Lapouble, Jean P.
Larsen, -1424
Larsen, H.
Larsen, H. P.
Larson, F. W.
Larson, G. O.
Larson, N. E.
Lartowa, I. A.
Lauritzen, Hans C.
Lemberg, Fred
MacCarthy, P. J.
Macaulay, Hugh
Mackay, Alexander
MacLaughlin, M.
Maki, Ivan
Manse, Fred
Marchand, Louis
Markus, Gottfrid
Marmon, S.
Martens, -1892
Martens, -2562
Martens, H. F.
Mathisen, Nils
Mathison,
Neil, John
Nerner, P.
Netras, Rudolf
Neuman, F.
Nicholsen, I. E.
Nicolaisen, Carl
Nielsen, -1116
Nielsen, C.
Nielsen, Chas.
Nielsen, Ed
Nielsen, Hans Fr.
Nilsen, -520
Nilsen, -641
Oaks, T. K.
Ochile, Mersman
Oksa, Victor
Olafson, M.
Olango, Pedro
Olman, P.
Olsen, -178
Olsen, -1229
Olsen, B. K.
Olsen, Chas.
Olsen, Chas. A.
Olsen, Ernest V.
Paldan, Y.
Parly, Frans.
Partanen, John
Pedersen, Olaves
Pedersen, P.
Pedersen, Vilhelm
Pederson, S. R.
Person, Oscar
Petersen, -1551
Petersen, -1560
Petersen, -1595
Petersen, -1598
Petersen, C. W.
Petersen, H. A. R.
Petersen, John G.
Rade, Alfred
Radebrecht, Alfred
Rasmussen, Robt.
Reinhold, Ernest
Reitan, Pete
Renstrom, Ernest
Repson, Ed.
Rimmer, Chas.
Rivera, Ben
Robertson, John N.
Sabel, F. L.
Saderlund, Andrew
Salivar, J.
Sahlman, Chas.
Salvesen, S.
Salzer, Julius
Sandberg, Tom
Sandstrom, Hugo
Sane, Fred
Sane, T.
Santo, Manuel
Santoz, Ben
Saunder, Jas. B.
Saunders, Jim
Savaje, Roland
Saxton
Schellenberg, H.
Schluter, Paul
Schmidt, A. R. B.
Schmidt, Hans
Schroder, Gus
Schultd, Albert
Schultz, John A.
Schulze, Paul
Seaman, Carlie
Sear, John
Seiffert, Johannes
Seileff, A.
Selen, J.
Seppanen, Alexander
Shallgren, John
Siebert, R.
Sigwartsen, A.
Tamman, Chr.
Tampson, E.
Thoorn, J. E.
Thompson, Ch.
Thomsen, Emil
Thorsell, Chas.
Thorsen, Jens
Thorsen, Otto
Thovsen, Theo
Uesair, M.
Uppit, Walter
Vahvr, Morris
Verstad, T. P.
Vesgaard, Jens.
Klette, C. F.
Klingston, S. S.
Klocker, Theo.
Knopp, S.
Kolt, Chris
Kramer, Fred
Krane, Anton
Krejsman, Karl
Kristiansen, Hans
Kristiansen, Johan
Kritjan, A. W.
Kronstrand, H.
Lewis, Robt. W.
Liljedahl, Lewis
Liljendahl, Ludwig
Linden, C. W. H.
Lindeberg, Ernest
Line, V.
Lundberg, Horsten
Lundberg, K.
Lundin, Chas.
Lundmark, H.
Luoma, W. E.
Mayes, J. B.
McKeating, R.
McMahon, Jack
Medling, M.
Mersman, A.
Metzler, Louis
Meyer, W.
Meyers, Ernest
Michelson, J.
Miles, P.
Moore, C. C.
Moore, Wm.
Morris, O. R.
Mortensen, -2191
Nilsen, Alfred
Nilsen, Anton
Nilsen, H. H.
Nilsen, Hans N.
Nilsen, Michael
Nole, Sigvald
Nord, N.
Nordberg, Hilding
Nordin, Gus
Nordstrom, B.
Nordstrom, Bror
Northgren, Chas.
Nyman, Oscar
Olsen, Ferdinand
Olsen, Fred
Olsen, G. B.
Olsen, Jorgen
Olsen, Karl
Olsen, M.
Olsen, Marius
Olson, James
Olson, Otto
Ompen, Abe
Osterholm, J. W.
Ottem, Aksel
Petersen, L. -1389
Petersen, Oscar
Petersen, S. A.
Petersen, William
Peterson, Frank
Peterson, Fred
Pettersen, Anton
Petterson, Oscar
Pilem, Otto
Pitkanen, J. W.
Pitschker, W.
Publicatus, August
Punis, Anthony
Purgold, Geo.
Rodel, Willy
Rokus, J.
Rommerdahl, Knud
Rospersen, Henrich
Routman, Robt.
Rudbeck, Otto
Rundkvist, Oscar
Rundquist, O.
Runte, O.
Sjofforn, Karl A.
Slim, Bernhard
Silverle, E.
Simonsen, Thomas
Singleman, Ernest
Skidsmo, A.
Skogland, Hary
Smith, -2105
Sommer, Jacob
Sommers, F.
Sonneberg, J. C.
Soneson, Wm.
Sorensen, James
Sorensen, L. A.
Sorensen, Soren
Sorensen, Viggo
Sorger, M. E.
Soutjen, -1229
Steadman, Geo. F.
Stein, Emil
Stengord, William
Stenroos, Frank
Stevensen, Julius S
Stewart, James L.
Strasdin, Hans
Stuart, James G.
Sullivan, J.
Sumner, A.
Sundberg, John
Svanson, -2675
Svansson, -2675
Svensson, Lixten
Swartley, N. G.
Tietjen, B. H.
Tillman, Andrew
Tipp, Jos.
Todahl, Martin
Tollefsen, Andreas
Tollefsen, Hans
Tomkin, Frank
Torkilsen, Jonas
Townsend, R.
Ursin, J.
Vesthve, L.
Vinter, G.
Vold, O. P.
Wahlberg, Rud
Wall, Erik
Wallgren, M.
Wallin, John
Wallner, Thomas
Walen, -1302
Webber, John S.
Weiberg, Eric
Wenson, B. S.
Westman, A.
Wheatcroft, L. E.
White, Thomas
Ylinen, Sam
Zeshel, B. M.
Zoe, Frank
Wikinson, W. H.
Wilhelmsen, Hans
Williamson, William
Willmainn, Wm.
Willkas
Wilson, R.
Winther, Sigurd
Wirta, John
Wold, Olaf.
Wold, S.
Wurthmann, M. L.
Zunderer, Theodor

PACKAGES.

Apply to Secretary of Sailors' Union of the Pacific.

Anderson, A.
Anderson, Axel
Athanasele, Michel
Beling, Oscar
Berg, John
Blixham, S.
Christoffersen, Olaf
Dehler, A.
Ellefsen, Otto
Finnelly, Wm.
Gulbransen, Bjorn
Gubbrandsen, Jack
Hansen, Chr. M.
Hansen, Karl
Hansen, Marius
Haugen, Lars
Heiberger, Morgan
Hendriksen, H. -1333
Hernas, K.
Jacobsen, Joakim
Johansen, Emil
Johansen, -2021
Jorgensen, Oluv
Laydon, D.
Lindroth, Erik
Markley, Paul
Mortensen, -2191
Nelson, Hasmund
Nilsen, Emil
Nordin, Gus
Olsen, -1244
Olsen, Carl -1101
Petersen, Karl
Petersen, Olav
Raasch, O.
Rarly, Frans.
Rasmussen, Emil
Rathke, Reinhald
Rimmer, Chas.
Roslin, Robert
Ruter, P.
Summers, J. J.
Swanson, Martin
Thorsen, Jens
Van Pratwijk, Johannes
Wakely, R E
Walters Albert B
Willmann, Wilhelm

INFORMATION WANTED.

William Fayette White, whose mother died recently, is inquired for by his brother. Anyone knowing his whereabouts please address S. A. White, 106 W. Salem Ave., Roanoke, Va.

William McGrail, of Baltimore, Md., who sailed on the Atlantic and Gulf Coasts as cook for a number of years, is inquired for by his brother, George McGrail, 603 Decatur street, New Orleans, La.

Francis Robert Bassett, a native of England, last heard of in San Francisco, Cal., in 1901, was well known around the water front as "Liverpool Frank." Any information regarding this man will be gladly received at the office of the British Consulate, San Francisco, Cal.

Arthur Griffith, alias Simmons, a British subject age 28 years; 5 feet 6 inches in height, fair complexion, stout build, blue eyes, top false teeth, clean shaven, who is believed to sail on a coasting vessel between San Francisco and Portland, is inquired for by H. B. M. Consul-General. Anyone knowing his whereabouts please notify the British Consulate-General, San Francisco.

George Albert Vaughan, age 47, of Handsworth, Birmingham, England. Was in New York City in 1902; worked as steward on New York and South American boats. Important. Address, Rev. R. C. Cookson, 96 Monroe street, Brooklyn, N. Y.

Any one knowing the whereabouts of John Burke No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

Fritjof Ellingsen, age 32, a native of Drammen, Norway, he was short, heavy set, dark hair, parted in the center, and good looking. Anybody knowing his whereabouts please notify Ed Knach, 171 Clipper street, city.

Andrew John Anderson, who left Aberdeen, Wash., on lumber barge Washtura for San Francisco, is inquired for. Any one knowing his present whereabouts please notify Mrs. Anna Anderson, Aberdeen.

John Rebbetad, who was in the steamer A. F. Lucas in November, 1911, is inquired for by his brother. Address, Coast Seamen's Journal

Heinrich Schel, born in Zingst, near Barth, Germany, is requested to communicate with Mr. A. Praast, 93 Diepe Straat, Antwerp, Belgium.

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Alango, John	Nachtigall, H.
Hermansen, L.	Rosbeck, Gustaf
Johansen, John	Varner, C.
Johnson, Ole	Wilson, Gus
Moore, George	



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SEPT. 1880
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Isralson, Isak	Partanan, Alex
Larson, Claus Ludwig	Richards, James
	Snorsvold, Lars

Seattle, Wash.

Abolin, Adam	Osterlund, Albert
Borgen, K. Sigurdsen	Olsson, Sigfrid
	Peterson, Andrew K
Dahl, Ben.	Phister, Albert
Fister, Johannes	Polhome, Mr.
Finnigan, I. H.	Ridderstaff, Ernest
Hagen, Gunder	Rye, F. M. J.
Jensen, Gustav	Selback, Chris.
Johansen, Ingvald	Slinning, Rasmus O
Johnson, Axel	Spellman, Tom.
Nelson, Nels Wilhelm	Starks, John
	Stein, George G.
Larsen, Fred	Stixrud, Jack
Magnuson, P. A.	Stromsness Oscar

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INFORMATION WANTED.

Nils Johnson, who was wrecked in the American bark "Oasis," Sept. 2, 1887, is inquired for by W. F. Hohenschild, Berkeley, Cal.

Albert Christensen, native of Byrum Laso, last heard of in San Francisco in 1910, in inquired for by his brother. Address, H. C. Christensen, Scandinavian Sailors' Home, San Francisco.

Carl Janson, age 36, born in Wastervik, Sweden; last heard of in Seattle six years ago. Any one knowing his address please communicate with Erika Askenberg, 2280 86th street, Cleveland, Ohio.

Archie Smith, who was cook on the steamer "Hyades" in August, 1913, is urgently requested to communicate with Ambrose Gherini, 460 Montgomery St., San Francisco.

Samuel Dickson, a seaman, aged about 40 years, son of Moffett Dickson, deceased, of Belfast, Ireland, or any person knowing his whereabouts, is requested to communicate at once with the undersigned in connection with a legacy. A. R. Smith, U. S. Shipping Commissioner, Philadelphia, Pa.

News from Abroad.

Greece plans large increases to her navy to maintain the prestige won in the Balkan war.

Recent Transvaal elections gave labor candidates a safe majority in the Provincial Council.

France proposes to commemorate its part in building the Panama Canal by erecting a monument.

Ten passengers were killed and fifteen injured in a railway collision in New South Wales, Australia.

The commonwealth ministry of New South Wales is preparing a national insurance bill on the lines of Lloyd-George's measure.

Forty-three ships were wrecked in the vicinity of Melilla, Morocco, having been driven on the rocks and shoals by a terrific hurricane. The wrecked vessels include five steamships and 38 sailing craft.

The increase in the Russian military estimates have intensified the Russian war scare now prevalent in Germany, because of which it was reported the German government planned an extraordinary expenditure of $125,000,000 on artillery.

Rosa Luxemburg, one of the most revolutionary members of the Social Democrat movement in Germany, has been sentenced to a year's imprisonment before a Frankfurt court for inciting soldiers at a time when war seemed not improbable, to refuse to shoot at the enemy.

The London Times is issued for the first time as a penny paper. There is absolutely no difference in its makeup. It is certainly the most remarkable penny paper which has ever been printed and the demand for the first issue was immense.

Madame Henriette Caillaux, wife of Joseph Caillaux, the French Minister of Finance, shot and killed Gaston Calmette, editor of Le Figaro. A desire to avenge her husband, against whom Le Figaro for months has waged a bitter campaign, is said to have caused the crime.

Two hundred and sixty-three Arabs were killed in a battle with Italian troops near the oasis of Seustina. An Italian column, composed of native levies, was attacked on the march by 2000 Arabs and a sharp battle ensued. The Italians lost two officers and 42 native soldiers kiled and a number of officers and 100 native soldiers wounded.

The Balkans seem at present to be on the high road to peace. All the small nations are exhausted by war and are, perhaps, more anxious for commercial consolidation than for anything else. Even Turkey has listened to reason, and now considers that the purification of her finances and the reorganization of her army are necessary before she can again think of regaining her former prestige in the Balkans or recovering her possessions.

By a unanimous vote the German Parliament passed a bill providing that where a duel or a challenge to a duel has been provoked by dishonorable conduct, the offender shall be liable to imprisonment in a penitentiary instead of confinement in a fortress. The bill gives the courts discretionary power to deprive the offender of his civil rights. This is the first occasion on which all the parties in the imperial Parliament have been united on a measure to discourage dueling.

With the Wits.

"Should a man go down on his knees before a woman these days?"

"It all depends. Seems to be considered the correct thing in shoe store circles."

"Dear, when shall I install you as the mistress of a dear little home?"

"You may as well understand now first as last, John Henry, that there won't be any home on the installment plan."

Conductor of Village Band—What's wrong, Duncan?

Duncan (cellist)—The drum's been playin' ma music and I've been playin' his.

Conductor—I thocht there was something no just richt.—Punch.

Even.—First Author—That Carper is a beastly sheet; it says you have put a lot of trash in your recent book of poems.

Second Author—Yes, and it says that you have put a lot of yourself into your recent novel.—Brooklyn Life.

Merely Logical.—"Boss," complained the famous twirler, "I'm all run done!"

"I don't wonder," sharply answered the manager of the team. "You've been trying to save your arm by pitching without winding up."—Chicago Tribune.

Employe—Sir, I would respectfully ask you for an increase of salary; I have got married lately.

Manager of Works—Very sorry, Hornyhand, I can be of no assistance to you. The company is not responsible for accidents that happen to its employes when off duty.

Inherited Superiority.—"The Declaration of Independence states that all men are born free and equal, I believe?"

"Something of the sort."

"Then why do you hold yourself so aloof?"

"My dear man, I'm descended from one of its signers."—Washington Herald.

Children's Accounts

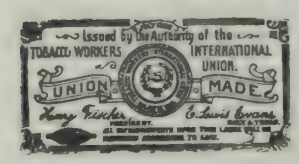
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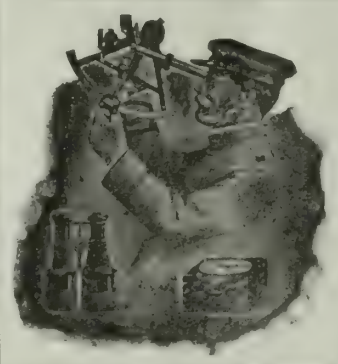


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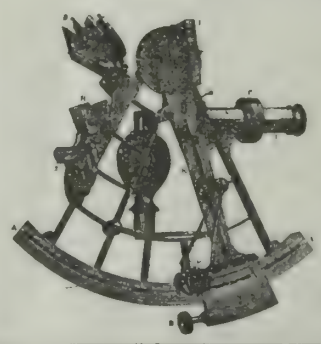
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Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XXVII, No. 30. SAN FRANCISCO, WEDNESDAY, APRIL 8, 1914. Whole No. 2272.

WELFARE OF AMERICAN SEAMEN.

To the Senate and House of Representatives of the United States:

The Seamen of the United States of America, through their committee duly appointed at their national meeting held at Seattle, Wash., May 12, 1913, respectfully petition for the disapproval by the Senate of the International Convention on Safety of Life at Sea, signed at London, January 20, 1914, and for the enactment by Congress of S. 136, "An act to promote the welfare of American seamen in the merchant marine of the United States; to abolish arrest and imprisonment as a penalty for desertion, and to secure the abrogation of treaty provisions in relation thereto; and to promote safety at sea." In support of said petition your petitioners respectfully represent and state as follows:

International Conference.

The great sacrifice of life resulting from the loss of the British steamship "Titanic" aroused the public mind of the civilized world to a realization of the great and manifestly growing dangers of travel by sea. The citizens and subjects of several nations insisted upon such changes in the construction, equipment, and manning of passenger steamers as would have a tendency to prevent such disasters in the future. Apparently responding to this public demand, an international conference, representing thirteen nations, was called to meet in London, England. The labors of this conference having been completed and the results thereof made public by Great Britain, we respectfully represent that the convention proposed should not be ratified by the United States for reasons amongst which we submit the following:

The convention, and the regulations attached to and made part of same, deals with:

Chapter I. Safety of life at sea.
Chapter II. Ships to which this convention applies.
Chapter III. Safety of navigation.
Chapter IV. Construction.
Chapter V. Radiotelegraphy.
Chapter VI. Life-saving appliances and fire protection.
Chapter VII. Safety certificates.
Chapter VIII. General.

The safety certificate, to be issued under the provisions of the convention, certifies:

"I. That the above-mentioned ship has been duly surveyed in accordance with the provisions of the international convention, referred to above.

"II. That the survey showed that the ship complied with the requirements of the said convention as regards (1) the hull, watertight subdivisions, main and auxiliary boilers, and machinery; (2) the boats and life-saving appliances; (3) Radiotelegraph installation.

"III. That in all other respects the ship complies with the requirements of the said convention, so far as those requirements apply thereto."

The certificate will show the number of lifeboats and the number of persons they can accommodate, the number of rafts and the number of persons they can accommodate, the number of life buoys, the number of life jackets, and the class and number of wireless operators. It may also show, upon the owner's request, that the vessel in her construction, from the point of view of safety, is above the standard adopted by the convention. The standard applies to "new ships" which, for purposes of construction, means vessels whose keels are laid after July 1, 1915. All other vessels are "existing ships," and they may continue without alteration. This need not be shown on the certificate.

Article 57 of the convention, dealing with safety certificates, reads as follows:

"A certificate, called a 'safety certificate,' shall be issued, after inspection and survey, to every ship which complies in an efficient manner with the requirements of the convention.

"The inspection and survey of ships, so far as regards the enforcement of the provisions of this convention and the annexed regulations, shall be carried out by officers of the State to which the ship belongs; provided always, that the Government of each State may intrust the inspection and survey of ships of its own country either to surveyors nominated by it for this purpose or to organizations recognized by it. In every case the Government concerned fully guarantees the completeness and efficiency of the inspection and survey.

"The safety certificate shall be issued either by the officer of the State to which the ships belong, or by any other person duly authorized by that State. In either case the State to which the ship belongs assumes the full responsibility for the certificate."

Article 60 reads as follows:

"The safety certificate issued under the authority of a contracting State shall be accepted by the Governments of the other contracting States for all purposes covered by this convention. It shall be regarded by the Governments of the other contracting States as having the same force as the certificates issued by them to their own ships."

Article 61 reads as follows:

"Every ship holding a safety certificate issued by the officers of the contracting State to which it belongs, or by persons duly authorized by that State, is subject in the ports of the other contracting States to control by officers duly authorized by their Governments in so far as this control is directed toward verifying that there is on board a valid safety certificate, and, if necessary, that the conditions of the vessel's seaworthiness correspond substantially with the particulars of that certificate; that is to say, so that the ship can proceed to sea without danger to the passengers and the crew."

It appears to your petitioners that by the adoption of these articles the United States will surrender its power to regulate foreign vessels coming to its ports. We believe that as a result of such action foreign ships will continue to have the advantages over American ships which, in the past, have been one of the main factors in destroying the American mercantile marine in the foreign trade.

Article 68 of the convention reads as follows:

"The treaties, conventions, and arrangements concluded prior to this convention shall continue to have full and complete effect as regards (1) ships excepted from the convention; (2) ships to which it applies, in respect of subjects for which the convention has not expressly provided.

"It is understood that, the subject of this convention being safety of life at sea, questions relating to the well-being and health of passengers, and in particular of immigrants, as well as other matters relative to their transport, continues subject to the legislation of the different States."

Your petitioners respectfully raise the question whether the expression "the different States" does not mean the different States to which the ships belong and whether the passenger act will not, by virtue of this article, cease to apply to foreign vessels bringing passengers to ports of the United States. Further, whether existing treaties, conventions, and arrangements relating to crews of vessels are not, by the language used, made part of this convention and, therefore, must continue in force without abrogation or amendment until after July 1, 1921, under article 69, which reads as follows:

"This convention shall come into force on the 1st of July, 1915, and shall remain in force without any prescribed limit of time. Nevertheless, each high contracting party may denounce the convention at any time after an interval of five years from the date on which the convention comes into force in that State.

"This denunciation shall be notified through the diplomatic channel to the Government of Great Britain and by the latter to the Governments of the other contracting parties. It shall take effect 12 months after the day on which the notification is received by the Government of Great Britain.

"A denunciation shall only affect the State which makes it, the convention remaining fully and completely operative as regards all the other States which have ratified it, or which have acceded thereto or which thereafter acceded thereto."

Your petitioners respectfully suggest that the Conference on Safety of Life at Sea has built and submitted to each of the high contracting parties a barrier against any legislation dealing with the subject of safety of life at sea inconsistent with the provisions of the convention; that this barrier, if ratified, will remain intact until after July 1, 1921; and that no improvements can be adopted by any State to be made applicable to other than its own vessels. Any higher and more expensive standards enacted and made applicable to domestic ships would put such vessels at a disadvantage in competition with vessels of other nations, and therefore, in event of the convention being adopted, no nation would be likely to take such action.

Among the standards of safety set by this convention and protected by this barrier are several which reduce existing standards. Thus, the present English law provides lifeboats for all persons on board, while Article XLII of the regulations annexed to the convention provides lifeboats for only 75 per cent. of all persons on board, the remainder may be provided for with rafts.

Our present law dealing with radiotelegraphy provides that steamers plying between ports or

places more than 200 miles apart and having on board 50 or more persons shall have wireless installation, continuous service with two certified operators. Articles 32, 33 and 34 of the convention reduces this requirement to such an extent that only fast vessels in the intercontinental trade are compelled to have wireless operators keeping continuous watch.

One of the standards set by the courts of the United States (In re Pacific Mail Steamship Co.) is that a crew is inefficient for service, either on the vessel or in lifeboats, if the men cannot understand the orders of the officers. Article XLVII of the regulation annexed to the convention provides that the certificated lifeboat men shall be "capable of understanding and answering the orders relative to lifeboat service." This language permits the use of a crew that requres interpreters.

The same article prescribes a minimum number of lifeboat men for each lifeboat according to its carrying capacity. These lifeboat men, whose number is entirely too small to manage the boat except by help of others, may be drawn from the saloon, the deck, or the engine department. This is at variance with the action of the House of Representatives in the Sixty-second Congress, and the action of the Senate in the present Congress, in both cases of which it was provided that each lifeboat must have at least two men of the rating of able seamen or higher as a part of its crew.

Articles XXXII and XXXIII of the regulations annexed to the convention provide definite specifications for the building of certain types of lifeboats and pontoon rafts, but Article XLVI of the regulations provides that lifeboats and rafts below that accepted standard may be continued on "existing ships" until January 1, 1920.

Article 42 of the convention provides this:

"Each boat must be of sufficient strength to enable it to be safely lowered into the water when loaded with its full complement of persons and equipment."

Article 49 of the convention provides that:

"The davits shall be of such strength that the boats can be lowered with their full complement of persons and equipment, the ship being assumed to have a list of 15°.

"The davits must be fitted with a gear of sufficient power to insure that the boat can be turned out against the maximum list under which the lowering of the boats is possible on the vessel in question."

Subsection (d) of Article XLVI of the regulation annexed to the convention provides that:

"The provisions of articles 42 and 49 of the convention, respecting the launching of boats, shall not be applicable to existing ships."

Your petitioners respectfully represent that the standards adopted by the conference are not sufficiently high to insure reasonable safety at sea, even on "new ships," and that on "existing ships," by exceptions provided for, some of the most unsafe of existing practices are legalized.

Senate Bill 136.

In support of S. 136 we respectfully submit the following analysis of the necessity for its enactment:

Senate 136 is substantially a copy of H. R. 23673, which passed the House in the last Congress, except that it has a new clause requiring sufficient lifeboats for passenger vessels.

In the report of the Committee on the Merchant Marine and Fisheries, May 2, 1912 (after exhaustive hearings, in which all objections now urged by shipowners were given consideration), it is described as follows:

"First. It will give freedom to the sailors. Second. It will promote safety at sea. Third. It will equalize the operating expenses of foreign and domestic vessels engaged in our oversea trade and tend to build up our merchant marine."

Equalizing the Cost of Operation.

The shipowners have claimed that competition with foreign vessels was impossible because of the difference in cost of building and operating. They emphasize the difference in cost of operation. The last Congress equalized the building cost by admitting foreign-built vessels to American register for purposes of foreign trade.

All difference in operating cost is now in wages paid. The wage cost of operating depends upon the port in which the crew is hired, not upon the flag of the vessel. It is the same to vessels of all nations hiring their crews in the same port and engaged in the same or similar trade.

If foreign ships were deprived of certain special privileges, under which they now have the aid of our Government in forcibly retaining or recapturing the men secured in ports with a lower wage rate, such foreign ships would find it necessary to adopt the American standard of wages when trading to our ports. This in order to keep their crews or to obtain new crews. Let the United States cease to be a slave catcher for foreign ships. The certain effect will be to equalize the wage cost of operation.

"American" shipowners having money invested in foreign ships, with their partners the European shipowners, understand this to be the inevitable result of Senate 136. It will give real American ships proper opportunities in the foreign trade. That is why they oppose it.

The "special privileges" referred to above are the means by which, while in our ports, foreign ships are enabled to forcibly hold the crews secured at the lower wage rates of foreign ports. Under treaties and statutes our Government uses its police powers, at the request of foreign shipowners, to capture and return seamen who attempt to quit the service of their ships. Thus the wage rate of foreign ships is forcibly kept lower than that prevailing at American ports.

This marks the one advantage which foreign ships now hold over American ships in the foreign trade, and which prevents the proper growth of our merchant marine. Other conditions have been equalized.

The building cost was equalized by a clause in the Panama Canal act permitting American register to foreign-built ships for purposes of the foreign trade.

The cost of supplies is equal to all. An American ship trading between New York and Antwerp, for instance, purchases her supplies in Antwerp if the cost there is lower than in New York.

The remaining item, and the most important, is that of labor cost on the vessel itself, i. e., the wages of the crew. If conditions can be brought about whereby the wage cost of operation will be equalized, the development of our merchant marine and our sea power will be unhampered.

This is within the power of our Government. The present situation is entirely artificial. The remedy is to set free the economic laws governing wages, economic laws which, in their application to seamen, are now obstructed by treaties and statute law.

There has been a very common misapprehension that wages of seamen depend upon the flag under which they work. Their wages depend upon the port in which they are hired and sign shipping articles, regardless of the nationality of the vessel, and the wages in that port depends upon the standards of living in the country where the port is located. In other words, the economic law governing wages of seamen is exactly the same as that governing wages of any other class of workers.

Imagine two ships, one flying the American flag, the other a foreign flag, moored at the same dock in New York. The crew of the American vessel has been hired in New York at American wages; that of the foreign ship at some low-wage port in the Mediterranean. The two crews come into contact, each discovering the wages and conditions of the other.

What is the natural result? Unless prevented by force, the crew of the foreign vessel would either get the same wages as paid on the American vessel or they would quit. The foreigner would then have to hire a new crew at the wages of the port, not as the result of any organized action by the men, but as the result of individual desire inherent in human nature.

The foreign owner would have gained no advantage by his refusal to pay the higher wages to the crew he brought here. Under such conditions ordinary business sense would quickly induce him to pay his crew in accordance with American standards, in advance of arrival in an American port, as the only way to retain their services and thus avoid the cost involved in delaying his vessel for a new crew.

In 1884 Congress enacted a law intended to enable American shipowners to hire their crews in foreign ports where wages were lowest and to hold these crews in American ports where wages were higher. It was an attempt to force wages down to the foreign standard, but it failed to accomplish its purpose. The whole pressure of American life was against it.

The way to successfully equalize the wage cost of operation is to permit the men on all vessels in our ports to release themselves, instead of assisting shipowners to forcibly hold them. Equalization will then follow a natural course upward to the higher level in response to economic conditions. Equalization downward by artificial means is impossible, and results only in men quitting the sea.

Let Congress reassert and maintain domestic jurisdiction over all vessels in our ports, enact standards of safety and skill based upon American conceptions, equally applicable to all and kept under control of our own Government, thus depriving foreign vessels of any special privileges. The wage cost of operation will be equalized and so remain, and there will be no need of subsidies to rebuild the American merchant marine.

Freedom.

In our country seamen are the only persons who may be punished for violation of a civil contract to labor, by being arrested as deserters (except in the domestic trade), detained, and finally delivered back to the ship, or sentenced to a term in prison, for the simple act of quitting the service of an employer.

Modern education and this ancient status exist together. The native American, therefore, has left the sea to such an extent that few now remain, and the white man everywhere is leaving, because of the taint of slavery which extends, in its influences, even into the exempted portions of the calling.

Abolish the slave laws. Let American freedom extend to the decks of the American ship. Let American soil become free soil for seamen as it is for all other men. Then the United States will have the pick of the world's best seamen, while it is developing a much needed native personnel, a body of native American seamen owing allegiance to our flag and to none other. In short, enact Senate bill 136.

Hours of Labor.

The hours of labor are discretionary with the owner and master. The seamen must work until exhausted or go to prison for "disobedience to lawful command."

Twelve hours' work every day, seven days a week, at sea, is the minimum often exceeded. In port 15 to 18 hours a day, sometimes 30 to 40 hours at a stretch, are required. Then the vessel proceeds to sea and, without intervening rest, the men begin their sea watches.

Men who work thus are too much exhausted to attend to safety of ships and passengers. Yet in this condition they go to the lookout, to the wheel, and to other work upon which the safety of all depends.

Men on shore demand and often get the 8-hour day and the 6-day working week. Seamen ask simply watch-and-watch at sea (two on deck, three in fireroom) and a 9-hour work day in port, except in emergencies. Such regulations are provided for in Senate bill 136.

Safety.

Safety at sea, as everywhere else, depends either upon self-interest or upon law. The present insurance system and the laws limiting liability of shipowners to freight money pending and proceeds from sale of wreck has eliminated self-interest and legal responsibility on the part of the shipowners, except as noted below. Safety, therefore, can only be attained through laws compelling the necessary safeguards.

The courts in the case of In re Pacific Mail Steamship Co. denied the benefits of limited liability because of the proven incompetency of the crew. Such proof is very difficult to make and the question cannot be raised until after the disaster. Shipowners avoid the whole point by organizing one corporation for each vessel, the wreck of which destroys the assets.

At present the shipowner may send his vessel to sea with a crew not one of whom, except the few licensed officers, has had any experience or can understand orders. There is now no limit to the number of passenger decks above the water line, nor to the number of passengers a vessel may carry in the domestic trade, except the conscience of the local inspector, pressed to the limit by the power and persuasion of the shipowners. Thus there is undermanning and lack of skill in the crew and, in many instances, dangerous overcrowding of passengers.

Senate 136 regulates this by requiring a percentage of able seamen on all vessels of over 100 tons, that there shall be two such men, or men of higher rating, for each lifeboat on passenger vessels, that 75 per cent. of the crew in all departments must be able to understand orders of the ship's officers, and by basing the number of passengers upon the number and capacity of seaworthy lifeboats.

Opponents of S. 136 claim that some vessels cannot carry a sufficient number of lifeboats on account of lack of space. That is true only in cases where steamers are now dangerously overcrowded. If lifeboats are necessary for a part of the passengers and crew, why not for all?

There should be no exemption of the coastwise trade, the Great Lakes, or of bays and sounds from the provisions of Senate bill 136. The Great Lakes, for instance, have within the past few months again proven among the most dangerous waters in the world.

Rivers and harbors are already exempted. The legal meaning of the word "harbor," according to Bouvier's Law Dictionary, is "a place where ships may ride with safety." It covers, therefore, sufficiently sheltered bays and other waters.

Proximity to land, except it be river banks or harbor docks, is not an element of safety. There is the added danger of a lee shore and of crowded navigation.

"Reaching land" means beaching the vessel and is only done in hopes of saving a few when otherwise all would perish. She may ground in from 12 to 20 feet of water a hundred fathoms to a mile distant from land, or the shore may be steep and rocky. But a collision or a fire may make "reaching land" impossible.

On excursion steamers the greatest danger is from fire. "Beach her; put on life preservers and jump overboard" is the "safety" offered by opponents of the bill. But how can help then be given without lifeboats?

Assuming that all the "women and children first" have jumped overboard, how long can they remain in the water without perishing? Of whose children were the shipowners thinking when they urged this as a means of safety, and what children were the inspectors considering when they accepted it?

No one will claim it is safe to crowd people into a theater or a shirtwaist factory and then to lock the doors.

Is it not even more dangerous to jam a steamer full of passengers and then to send it out of harbor without having on board the means whereby they may be taken off quickly and safely in case of need? Whether it be an ocean liner or an excursion steamer, the necessity is the same in that there should be lifeboats

(Continued on Page 8.)

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Labor Wants Justice, Not Immunity.

The organized labor movement is a protest against wrong and injustice—it seeks to secure freedom and justice. That is the reason it now demands labor's amendment to the Sherman Anti-Trust Act. That act was passed by Congress in 1890 for the purpose of checking combinations among capitalists formed for the purpose of controlling the supply and price of articles of trade and commerce. The framers of that law did not intend that the law should apply to labor organizations and farmers' unions. They did not intend that organizations formed not for profit but for human betterment should be classified as illegal combinations in restraint of trade. The National Association of Manufacturers and all like combinations of employers who are hostile to organization among the workers and yet who themselves organize for the purpose of destroying organizations of labor and of farmers, persistently assert that those who favor the Bartlett and Bacon bills desire to establish a special class of evil-doers.

The organized labor movement as expressed by the American Federation of Labor is an ardent advocate of law and order. It yields first place to none in its loyalty and patriotism in upholding institutions and agencies for promoting and insuring peace, justice and freedom by permanent, normal agencies. It is just as vigorous in its efforts to secure the enforcement of all law as is any other organization in this country. It challenges a comparison of its record with that of any other organization. It has ever stood for the right and the good.

The officials of the American Federation of Labor have iterated and reiterated that violators of the law, whether they be union men or not, should be punished and compelled to pay the penalty. The American Federation of Labor demands that if workingmen are guilty of crimes and illegal acts, those deeds shall be punished according to the laws provided to apply to such cases. No one need fear that the misdeeds of the toilers will not be duly punished. But organized labor protests against the perversion of law to apply to acts of totally different nature from those which the law was enacted to cover. Organized labor protests against "direct action" by the judiciary as emphatically as it does against "direct action" by all other members of society.

The American Federation of Labor has never asked special favors, but it does demand just application of the laws and equal opportunity for all to receive justice.

The American Federation of Labor is more interested in the enforcement of law than many of those who prate loudly about the enforcement of law. Our opponents understand and demand enforcement of law to protect property rights only. They have no conception of human rights—rights necessary for human welfare, aye, even for the protection of human life. The organized labor movement demands that law shall recognize these human rights—that enforcement of law shall be mindful of human interests.

If the opponents of the Bartlett-Bacon bills were even honest with themselves they would concede that the Anti-Trust Act was intended to deal only with commodities and not with labor and its activities in securing equitable conditions between employer and employe. They would all concede, as even Walter Gordon Merritt has been forced to concede, that a law which applies to the sale and distribution of products should not necessarily apply to the relation of employer and employe, and that there is a difference between a human being and a bushel of coal.

The labor organizations do not want any special privileges. On the contrary, they have and do now vehemently protest against the granting of special privileges to any class of society. They have done more than any other social force to secure equality of opportunity and freedom for all. All the labor unions want is the right to work out their destiny under laws that promote and assure human rights. Furthermore, they feel keenly and resent the injustice of the courts in placing them in the same class with organizations which have been held by the courts to be "illegal combinations." They declare it unjust to consider labor unions as organizations identical with such organizations as the Standard Oil, Steel and Tobacco trusts. The managers of these latter combinations control millions of wealth, while the members of labor organizations only insist that the law give them the right to own themselves and their labor power.

Literacy Test Is Favored.

By the unanimous vote of those present, the Senate Immigration Committee decided to report the Burnett Immigration bill with the literacy test unchanged. The bill recently passed the House of Representatives by a two-thirds vote. The literacy test provides that immigrants must read at least forty words in either English or some other language, dialect or tongue. The exemptions include those fleeing from religious, racial, or political persecution, and also the mother, wife, or grandmother, or father and grandfather over fifty-five years of age. The bill now goes to the Senate, with the prestige of an overwhelming vote by the House and the unanimous approval by the Senate committee, whose chairman, Senator Smith of South Carolina, said: "I consider this bill the most effective measure that has been presented to Congress in years for the purpose of restricting undesirable immigration. It is fair alike to foreign governments and to our own people." Strong pressure is being exerted to have the Senate reject the literacy clause in this bill, and trade-unionists are urged to notify their Senators of their views on this question.

The world's most useful citizens have been merely "dreamers," in the esteem of their fellows. The whole progress of humankind is but a realization of their visions.

Demand the union label and thus in a practical way show your sympathy for the underpaid classes of labor.

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeland Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts Maritimes de France, 33 rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S, Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

The Sydney (N. S. W.) Labor Council has requested the New South Wales Government to insert a clause in all future contracts let by the State providing for preference to unionists.

The twenty-fifth congress of the French Railwaymen's Federation will begin April 16 in Paris. The congress will deal at great length with the question of what shall be done to cause the railwaymen who were victimized at the last strike to be reinstated, as well as with the question of the nationalization of the railways and the fusion of the railwaymen's organization.

The British Trade Union Congress for 1914 will begin on September 7 in Portsmouth. The amount of opposition to political representation within the trade unions is appallingly great. Up to the present, however, but comparatively few members have made use of their rights to exemption from the payment of political extra contributions by means of a signed declaration.

The strike movement among the printers in Austria involved a lamentable sacrifice. One of the officials of the Printers' Union, who attempted to confer with strikebreakers in a peaceful manner, was shot by a strikebreaker's agent in Fetschen, Bohemia. The strikebreaker's agent, who is said to be in the service of the Berlin secret police, has made a special business of supplying strikebreakers for a long time.

The French and the Italian Federation of Hospital Employes have planned the establishing of a special international for those in the employ of public health services and departments. Since, however, the hospital employes in most countries belong to the federation for workers in public services, and an international already exists for this branch of workers, the necessity for the contemplated international is not very apparent.

Unionists at Montreal are filing complaints to the authorities because of their inactivity in enforcing the workmen's "fair wage" clause, which, it is said, is overlooked in many cases when the Government lets contracts. In a letter on this subject, the Board of Business Agents says: "Representatives of the department call upon us and try to make us believe that they are dealing with these grievances, but when they leave and nothing is done to adjust our grievances, we have pointed out to them that the growing opinion that the department is playing a game of bluff is firmly implanted among our members."

The difference between a warning and a threat was argued recently before the London Court of Appeal, which sustained members of a trade union in a case for damages because they refused to work with members of a dual organization. The court held that there was no threat, no violence, or suggestion of violence. Neither was there anything illegal, but that the refusal to work with the persons disagreeable to the defendants was merely a warning, without anger, violence, rudeness, or ill manners; only a courteous intimation to the employer that he must act on the resolution that had been passed. The plea for damages was dismissed and the costs asesed against the plaintiffs.

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MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

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PATRONIZE
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INDUSTRY

INFORMATION WANTED.

Andrew Wilne, native of Dundee, Scotland; about 28 years of age, dark complexion, last heard of about nine years ago, sailing as steward, also as fireman, is inquired for by his relatives. Address A. S. Milne, 1122 Rose street, Grandview, Vancouver, B. C.

Nils Edmund Johansen, a native of Tansberg, Norway, aged about 50, last heard of at Melbourne, Australia, is inquired for by his brother. Address, Martin Johansen, 839 Centennial avenue, Alameda, Cal.

Charles Harold Allen, who has served as an apprentice in a British ship, age about 21 years, medium height, brown hair, last heard of in San Francisco November 9, 1911, is anxiously inquired for by his father. Please notify British Consul-General at San Francisco.

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INFORMATION WANTED.

Adolf Theining, a native of Vannersborg, Sweden, is inquired for by his mother. Address, Coast Seamen's Journal.

Walter Jorgesen Clang, born in Aaland Yetta, Ostro Yetta, is inquired for by his uncle, John Clang. Address Coast Seamen's Journal.

George Alfred Hall, last heard of on the Sch. "Sehome" in June, 1913, will please communicate with his brother, Walter Hall. Address 790 18th street, Oakland, Cal.

Rudolph Kurella, born January 5th, 1868, at Grabowo, Germany, is inquired for by the German Consul-General at San Francisco, Cal.

Oscar Osolin, John Lind, M. Elone, John Anderson, Thomas Pukki, Alex. Tuominen, Chas. Grouberg, who were on board the steamer "Fifild" April 7, 1913, please communicate with the Coast Seamen's Journal.

Johannes Larsen, age 22, born in Fitje, Norway, is inquired for by his brother, Ingolf Vestrick. Anybody knowing his whereabouts please notify his brother at 9 Mission street, San Francisco.

Fred (Albin) Swanson, a native of Malmo, Sweden, aged about 25, is inquired for. Address, Coast Seamen's Journal.

San Pedro Letter List.

Andersen, Gust. -810	Johansen, Emil
Andersen, Martin -1894	Johnson, Gus.
	Isaacson, Gustaf E.
Andersson, E. -1762	Klaessen, K. A.
Anderson, David	Kumlander, E.
Arnell, John	Kalnann, Andrew
Anderson, A.	Lundberg, T.
Anderson, Sven Hugo	Lasen, Johan -1542
	Lewis, Roy
Anderson, A. -1645	Lindholm, Erik A.
Askvik, Torgersen Ed	Larsson, Axel
	Moe, John M.
Bjorholm, A. M.	Muller, W. -2039
Bergh, Borge	Miller, Wm.
Bergstrom, C.	Mayers, P. M.
Benson, Charles	Mikkelsen, Harald
Byeberg, Nels H.	Morris, H.
Baardsen, George	Maki, Ivar A.
Bringsrud, Harald	Magnussen, E. W.
Behrsin, Jacob	Militzer, Ernst
Christoffersen, C. -865	Neergard, A. -1165
	Nilsen, Anton
Carlson, Walter	Nielsen, J.
Carlson, Gust W.	Olsen, Skutar
Carlson, Gustif	Owen, Fred
Dallman, Hugo	Olsen, Ludvig
Durara, Ciso	Olsen, Nick
Dalsgaard, R.	Oisen, A.
Dalin, Sven Gustav	Oksa, Victor
Ekholm, F.	Olsen, Hans
Ellingson, Ivar	Ohlund, Chas.
Enstrom, Carl M.	Pillman, Frank
Friedland, C. J.	Paulson, Gustaf
Folvik, Ludvig	Pihkip, K.
Grigoleit, Ed.	Pedersen, A. -1564
Gusek, B.	Petersen, Aage
Grantley, C. W.	Pedersen, Peder
Gunther, Dick	Petterson, C. -1287
Hansen, Nick	Peachman, George
Hansen, Fred	Philipps, K.
Holmgren, Joel	Petterson, A. K.
Hansen, S.	Rosten, Hugo
Holmroos, W.	Rommerdahl, Knud
Hogstrom, Axel	Roth, Svend
Haggar, Fred	Rignell, J. V.
Heineg, Hans	Sleen, Ed.
Hogan, Mr.	Samuelseni, W. L. -1346
Hovl, Andrew	Salveson, Svedrup
Hengst, Otto	Sutse, Michael
Hansen, Herald	Saland, Hans
Hansen, Johannes	Sandy, Oskar
Heeshe, Henry	Samuelsen, Victor
Heide, Tom	Schreff, Paul
Hansen, Oskar	Senger, G.
Johansen, Gust	Swenson, Axel
Janson, Leonard	Soderlund, Uno
Jansson, A. R. -58361	Sparkes, A.
Johansson, A. -1847	Thorn, Arvid -70
Johnson, J. H.	Torgensen, Anton
Jarawo, J. A.	Torjuson, Gunvald
Johnsen, Grunner	Ullman, Axel
Johnson, J. -2266	Utby, Carl
Johansson, C. A.	Ulappa, Kosti
Jorgensen, Jorgen	Werner, Paul
Jensen, Jens B.	Welsen, Julius
Jordan, Earl	Wenneck, Andrew
Jurishuck, Oswald	Zimmerman, Fritz
Jorgensen, Fred	Zoe, Frank
Jensen, Jens	Zorning, A.
Johnsson, J. A. -1659	Packages.
	Byberg, Nels Hansen

Honolulu, H. T.

Anderson, Fred	Kayer, Charles
Austin, Frank	Kolaed, Geo.
Anderson, Anders	Langen, Robt
Bergman, Ivar	Lundberg, T.
Beinink, H.	Lintenon, Ernest
Carlson, Ed	Licks, Ernst
Clancy, James	Nilsen, Nils
Carlson, Axel	Nordling, C.
Christensen, Anton	Nilsen, C. O.
Erickson, Edward	Paty, Geo. W.
Edgerton, J. E.	Perm, E.
Hanson, Max	Rasmundson, Fredrick
Hanson, Nils	
Hanson, Christ	Richard, Jim
Hanson, Jorg	Reinunk, Herman
Hapstold, Sigurd	Russel, Wm.
Haven, Francis	Remmerdahl, Knud
Johnson, Ole	Scott, Emil
Jensen, Hans	Schneider, Henrick
Ivans, Carl	Sundquist, Ernest
Irwin, Robert	Stalbery, Wm.
Kjarsgaard, Hans	Sunders, O. F.
Karlson, Oscar	

INFORMATION WANTED.

John Dickson, who left Greenock, Scotland, about 10 years ago, his last address was Melrose House, Lower Boxhill, Brooklyn, New Zealand, is inquired for by his mother. Anybody knowing if he is alive or dead please notify the Secretary of the National Sailors' and Firemen's Union, Greenock, Scotland.

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, 84 Embarcadero, San Francisco, Cal.

IMPORTANT. Will Hans Grunt, who was a seaman on board schooner "Maud H. Dudley," September, 1910, please communicate with Hans Steen, 481 Commercial street, Portland, Maine.

Pacific Coast Marine.

Assistant Secretary of the Navy Roosevelt will be in San Francisco, April 14-18, on his Western tour of navy yards.

It has transpired that Captain Rinder, who recently purchased the old Pacific Mail steamer "Acapulco" for $11,000, was acting for the Luckenbach Steamship Company.

The wooden schooner "Rugby," 306 tons register, built at Alameda, Cal., in 1902 and owned by Sudden & Christensen, San Francisco, has been sold to J. E. Shields, Seattle, for $9,000.

The Union Steamship Company of New Zealand, through its local agents, Hind, Rolph & Co., has announced its intention of carrying exhibits of New Zealand resources and produce to San Francisco from New Zealand and return free of charge.

Details of the yachting events to be held in San Francisco Bay in 1915 under the auspices of the Panama-Pacific International Exposition were determined recently at a meeting of representative San Francisco yachtsmen held in the office of the Yachting Bureau of the exposition.

Portland's first public dock was dedicated on March 28. The dock, which is the first unit in the harbor development plan of the Dock Commission, is situated between Fifteenth and Seventeenth streets on the West Side.

United States Inspectors Dolan and Guthrie have suspended the license of Captain B. O. Nilson of the steamer "Hilonian" for fifteen days. The skipper pleaded guilty to the charge of negligence and unskilfulness in the grounding of the vessel near Hilo on March 11.

Another damage case has resulted from the collision between the steamer "Hyades" and "Canada Maru," which demolished the wharf and grain conveyor at the Sperry mills, Tacoma. The flour mills company has begun action to recover $12,000 damages for the destruction of its property.

A report is in circulation that Robert Dollar, the San Francisco lumberman, is planning to make Coos Bay his base of lumber shipping business. He was recently in Marshfield to settle the affairs of the Alfred Johnson Lumber Company, and is now trustee of the mill on the Coquille River.

The wooden tug "Argo," sixty-five tons, belonging to the Pacific Towboat Company, was rammed and sunk on April 1 by the Milwaukee Railroad's steel tug "Milwaukee" off Point Wilson, near Seattle. The seven men of the "Argo's" crew were rescued. The "Argo" was built at Port Blakeley, Wash., in 1906, and was valued at $20,000. It is supposed she is a total loss.

The new steel steamer "Alvarado," turned out at Long Beach for the Swayne & Hoyt coastwise fleet, arrived at San Francisco on April 3, on her maiden voyage in command of Captain Erickson. The vessel will operate between San Francisco, Portland and Grays Harbor. She is the sixth of the Swayne & Hoyt fleet, being 214 feet long, 40 feet beam and 16 feet deep, and having a gross tonnage of 1383.

As a result of striking off the South Farallon while approaching San Francisco last week from Honolulu, the Matson liner "Wilhelmina" will receive five new bottom plates. A survey of the vessel in dry dock revealed the fact that the damage was to five plates on the starboard side of the keel abaft of amidships. There was a hole in the outer shell large enough for a man to crawl through. The inner shell was not affected.

Charged with whipping a member of the crew with a knotted rope during the voyage from Callao, knocking him down and otherwise subjecting him to cruel punishment, F. Hansen, mate of the barquentine "Echo," in port at Aberdeen, Wash., has been bound over to the Federal grand jury in Tacoma and bail fixed at $1,000. Hansen admitted he beat the complaining witness, William J. Lollas, and also Wesley Conn and Jack O'Connor, because they were not good sailors.

Old Fort Point, at the entrance to San Francisco Bay, long abandoned by the Army and a picturesque if apparently worthless relic of the days before modern artillery made such fortifications useless, has become a scene of tremendous activity and is being remodeled by eighty prisoners from Alcatraz Island, into a modern and up-to-date barracks. It is destined before many months are over to become the first disciplinary barracks on the Pacific Coast and probably the only one. With its occupancy as such by the military authorities, Alcatraz Island will cease to be a military prison and will be turned over to some other branch of the Federal Government—the immigration authorities, in all probability.

As a result of the opening of the Panama Canal the direct importation of Pacific coast lumber into French ports will be favored, and a large increase in the receipts from this source may be expected. Many other products of the Pacific coast, which are now handicapped in the French market by reason of high prices produced by indirect shipment, will benefit by the new route. A noteworthy example is the trade in fresh apples of Washington and Oregon. The frozen salmon of the Pacific coast will also be able to compete on better terms with the Siberian fish, because its transportation in cold storage will be unbroken between the Pacific coast and France. Moreover, the freight rates on canned salmon and canned fruit from the Pacific coast will be cheaper by the Panama Canal than via Tehuantepec.

The Hamburg-American and Kosmos Steamship lines have agreed to transport German exhibition goods for the Panama-Pacific International Exposition from Hamburg to San Francisco and return free of charge. In their communication to A. M. Mortensen, traffic manager of the exposition, the directors of the Hamburg-American company say that they have been moved to make their offer by a desire to assist in making the 1915 celebration a success and to encourage the exhibition of German wares at the exposition. They offer to carry bona fide German exhibition goods to and from San Francisco free of charge for freight, subject to several conditions. All goods enjoying such privileges must be strictly of German origin. The shipper at Hamburg must pay the freight charges to San Francisco. At the close of the exposition the goods are to be shipped back to Hamburg, where the freight charges for transportation both ways will be refunded. Should the exhibitor sell his exhibition goods, he must forfeit the freight charges from Hamburg, as these will not be refunded.

With the arrival at Honolulu of the British steamer "Kestrel" from Washington and Fanning Islands, word comes that Great Britain is busily engaged in exploration work on Fanning Island that foreshadows the establishment of a coaling station in the midpacific. Not only will the little island become the working base of the Pacific Ocean for the fighting ships of the British navy, but, according to reports, London capital is behind a scheme for harbor improvement that will make of Fanning Island a supply station for the merchant marine of the Pacific. Fanning Island is ideally situated for such a purpose, being on a direct line between the Pacific Ocean entrance to the Panama Canal and Hongkong. Its ideal location gives emphasis to the reported activities of the British Government and English capitalists. The "Kestrel's" officers state that the harbor is almost a mile in width, with an average depth of thirty feet, the bottom being of a formation that would permit of dredging at very small expense, to a depth that would be sufficient to float the largest vessels that will travel through the canal. Armstrong & Armstrong of London, at present in control of both islands, are pioneers in the development of the resources, having already explored and worked phosphate deposits for some thirteen miles inland. A light track has been laid and extensive copra developments are now under way. The company is looking for a vessel of about 1000 to 2500 tons capacity to put in the service between the islands and Australia, meantime keeping the "Kestrel" as a supply vessel, making trips about each eight or ten weeks from Honolulu to the islands.

Thomas Cook & Son, agents for the Pacific Steam Navigation Company, have received descriptive data of the company's new liner "Orduna," recently launched. The "Orduna," which is for the east and west coast South American service, is of 15,000 tons register, and especially designed for the route. The length of this latest addition to the company's fleet is 570 feet. She is very strongly constructed, with double bottom throughout and has seven steel decks, an electric lift communicating between the various decks. In case of emergency the whole of the water-tight bulkheads can be closed in a few seconds by the simple movement of a small lever worked on the bridge. There is accommodation on board for over 1100 passengers—first, second, intermediate and third class. Boats are carried greatly in excess of the number of persons, and there is a complete wireless equipment, with two Marconi operators. Another precaution in case of emergency consists of a duplicate electrical plant on the top deck, by which, in the event of the remainder of the vessel being submerged, the electrict lighting of the ship and the wireless instruments can still be worked. The accommodation provided for the passengers is equal to the most luxurious quarters to be found in a London "hotel de luxe," if, indeed, it does not exceed that standard in some respects. There is no information available upon the crew's quarters—which are presumably arranged in the same old middle-age style.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

International Seamen's Union of America.

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NEW YORK, 40 South St. and 280 West St.
BALTIMORE, Md., 806 S. Broadway.
NORFOLK, 41 Loyalls lane.

HARBOR BOATMEN'S UNION.

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(Continued on Page 11.)

Coast Seamen's Journal

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PAUL SCHARRENBERG.....Editor
JACK ROSEN.....Manager

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, APRIL 8, 1914.

PUBLICITY—AT LAST!

At last the common mortals are to learn something about the results of the late International Conference on Safety of Life at Sea.

At last the powers that be have seen fit to throw off the mantle of secrecy that has covered the conference and its deliberations from the very beginning.

The United States Senate on March 25 finally removed the injunction of secrecy and the JOURNAL is now in possession of an authenticated copy of the detailed regulations which have been submitted for approval to the participating countries. A final protocol, and the voeux expressed by the conference, all signed at London on January 20, 1914, together with a report from the United States Commissioners to the conference, giving a summary of the subjects considered, are also at hand.

The Legislative Committee of the International Seamen's Union of America has prepared an analytic review of the conference and its recommendations. That review has been printed as a Senate Document and is entitled a "Memorial of American Seamen." The JOURNAL gives practically this entire issue to the subject, and it is hoped that every man who follows the sea will familiarize himself with the serious arguments that have been advanced against a ratification of the treaty proposed by said conference.

The entire matter is now pending in the Senate Committee on Foreign Relations, and until finally disposed of there will probably be no further action upon the La Follette Seamen's bill, which is still slumbering in the House Committee on Merchant Marine and Fisheries. In view of the publication of the "Memorial" further comment upon the London conference recommendations seems unnecessary. If the recommendations which have emanated from the star chamber sessions of the British Lords, the German Barons and the American Chamberlins and Uhlers are approved by the United States Senate, it may be advisable to go into details regarding certain "particular interests" to which repeated reference is made in the official documents.

However, the JOURNAL does not believe that the Senate of the United States will sacrifice existing American standards for safety of life at sea in order to placate British and German shipping interests.

FUROR SCRIBENDI!

Keep your eye on the man who has a rage for writing—sooner or later he will demonstrate that words can be used to conceal thought.

The editor of the Pacific shipowners' organ has become overzealous in his anxiety to serve those who pay his salary. He is no longer satisfied to merely fill the columns of his sheet with a rehash of puerile twaddle in opposition to everything which has a tendency to improve the conditions of American seamen. Perhaps he has learned that no one, least of all our Congressmen, read his printed effusions. So he has transferred the scene of his activities to a course of correspondence with Representatives in Congress who object to the kind of "Americanism" which stands first, last and all the time for cheap coolie labor.

Congressman Raker of California is among those who were importuned—via the correspondence route—to vote against the Seamen's bill. Mr. Raker is, fortunately, familiar with pending legislation pertaining to safety of life at sea, and his reply fully exposes the shallow sophistry usually advanced by the shipping interests in opposition to the bill.

The conclusion of Mr. Raker's reply covers the situation splendidly and is right to the point, as follows:

> I want to give the American shipowner an equal opportunity with his foreign competitor. I want him to have the additional advantage that comes from hiring his crew in the home port under the supervision of the owner himself. I want to nurse such skill as we yet possess and develop more by getting our own people to sea. I want to have a merchant marine that can carry our troops across the Pacific should it become needed, which I hope it will not. I want men in the merchant marine that are subject to draft if they will not serve in the Navy voluntarily in hours of danger, and I do not believe drafting will be necessary when our own people are at sea under proper conditions. I want excursion vessels and coastwise steamers so regulated as to the number of passengers they carry, the number of boats that they have on board and the men to man them, that I can feel reasonably safe in taking my family on an excursion or taking a trip along the coast.
>
> For these reasons I shall vote for the bill, which I hope will pass at the earliest date.

It is evident by the foregoing that Congressman Raker has decided views of his own upon the subject under discussion. And he is to be commended for the effective style in which he meets and vanquishes a verbose correspondent.

Astoria, April 2.—The British steamer "Strathendrick" sailed to-day for Australia direct with a cargo of about 3,500,000 feet of lumber loaded at Eureka, Astoria and Knappton. The Malay sailors who had been confined in the Astoria city jail for several days because they refused to do their duty were taken on board last evening.

In this manner Uncle Sam protects the interests of the cheap, coolie-loving foreign shipowners. Those Malay sailors have no union, hence no rights or privileges which any one is forced to respect. They are the ideal mariners of the twentieth century, the type of men Mr. Dollar would substitute for self-respecting and independent white men!

SIGNIFICANT TESTIMONY.

The recent testimony of Mr. Geo. Uhler, the chief of the U. S. Steamboat Inspection Service, upon lifeboats and life-preservers, given before the House Committee on Merchant Marine and Fisheries, has evidently set some people thinking.

And well they may!

When the highest official in that branch of the Government service which is entrusted with the enforcement of laws and rules for safety of life upon the oceans and lakes, testifies that in his opinion, and in the opinion of the Board of Supervising Inspectors, it is sufficient for safety when a vessel carrying 3800 passengers on Lake Michigan has boats for only 95, rafts for 285, and life-preservers for the other 3420—if the vessel remains within five miles from shore—it is nearly time for the traveling public to sit up, take notice, and demand a change.

This has been done in the annual meeting of the Consumers' League of the District of Columbia, held on March 24, 1914, by the adoption of the following timely and self-explanatory resolutions:

> Whereas, It has become clearly evident that passenger vessels which will not sink or burn are not now and cannot be built; and
>
> Whereas, The several nations have, up to the present, failed to provide an adequate number of seaworthy lifeboats for all persons on board, with a sufficient number of real seamen to manage such boats; and
>
> Whereas, The loss of the "Titanic" with nearly 1600 lives furnished conclusive proof that shipowners will accept more passengers than can be given any protection in emergencies, and that national regulations, both as to lifeboats and men, were then wholly inadequate; and
>
> Whereas, The loss of life in the burning of the "Volturno" furnished additional proof, by showing an insufficient number of real seamen to manage the lifeboats on board of her; and
>
> Whereas, The loss of life caused by the sinking of the "Monroe" proves that nothing effective has so far been done, either by the governments or the shipowners themselves, to properly care for the safety of passengers; and
>
> Whereas, The London Conference on Safety of Life at sea made recommendations in some instances ineffective, in other instances legalizing existing unsafe practices; and
>
> Whereas, The number of persons permitted to be carried by vessels in the domestic passenger trade being subjected to the unrestricted discretion of the U. S. Inspectors has resulted in the vessels being so crowded with passengers that according to the shipowners' testimony they cannot carry lifeboats for all persons on board; and
>
> Whereas, The Supervisor Inspector General in explaining the policy of the steamboat Inspection Service admitted that only eight or nine square feet on deck for each passenger is all that is generally allowed on excursion steamers, and that vessels while within five miles from shore but any distance from harbor may sail with 3800 passengers although having lifeboats for only 95 persons and rafts for only 285 persons. The "safety" offered the other 3420 people is, in case of fire or sinking, under present regulations, to put on life preservers, take their children in their arms, and jump overboard, and
>
> Whereas, The La Follette Seamen's Bill, which passed the United States Senate on the 23d of October last, provides seaworthy lifeboats for all persons on board and a crew sufficient to man each lifeboat with at least two able seamen or men of higher rating—surely reasonable and conservative safety provisions—is now being resisted in its passage through the House of Representatives by the combined influence of American and European shipping companies; therefore,
>
> Resolved, That we urge upon Congress the immediate passage of the La Follette Seamen's bill and that pending such measure we advise the public to refrain from any but necessary travel by water; and further
>
> Resolved, That we advise those who must travel, either on the ocean or on the Great Lakes, to carefully investigate the equipment and manning of passenger vessels, comparing the same with the standard set by the La Follette Seamen's bill, before purchasing tickets.

The real friend of labor shows his friendliness by granting the claim of the workers to know most about their own affairs. The professional in that line is known by his assumed superiority of judgment.

LABOR LOSES RECALL BATTLE.

Labor in California failed in the effort to recall State Senator Owens. But Labor has learned some lessons and if the workers of California will only heed those lessons the unsuccessful fight to recall a pliant tool of the interests has not been made in vain.

First of all the working people should understand definitely and conclusively that in California the labor planks in the Democratic platform must not be taken as serious—those pledges are made solely for the purpose of catching Labor votes.

Owens was elected upon the Democratic platform as adopted by that party's convention. As a legislator he deliberately violated practically every platform pledge which concerned Labor. In the face of this undeniable fact the Contra Costa County Democratic Central Committee had a special session for the purpose of endorsing and commending the traitor's career and incidentally lambasting the men and women who acquainted the people with the Senator's disgraceful record. Owens proudly wore that coat of whitewash throughout the campaign. He had no other defense and the leading lights of his party, with one honorable exception, seemed to be quite well satisfied with the treatment accorded Labor.

Although Owens trampled upon the Democratic party's platform, broke his written promises to Labor and in general made a record so bad that words are utterly inadequate to describe it—the party again stood sponsor for him in the recall election and secured for him another certificate of character.

If organized labor does not resent that kind of treatment at the first opportunity—then Labor deserves no better fate.

Labor certainly did its very best to recall the double-crosser. In every city and town where the organized workers have any foothold the misrepresentative was recalled. Richmond, his home town, which knew him best, repudiated Owens by a majority of 751 votes. Pinole, Hercules, Giant, Rodeo, Selby, Crockett, Pittsburg, Tiburon and Sausalito returned majorities for the recall. But Martinez, the county seat of Contra Costa—the home of as fine a collection of reactionary politicians as ever disgraced a California town—gave the corporation henchman 327 votes to 87 against.

The voters in the farming districts and the grape-growing section rallied to Owens' support as though their very lives depended upon retaining a labor crusher in the Senate. The anti-labor spirit of the grape growers was even reflected in the precinct at Winehaven, where the employees of the California Wine Association voted three to one against the recall. The grape growers and the wine nabobs stabbed Labor in the back, but at the November election they will doubtless expect Labor's support in defeating the pending initiative measure which provides for State-wide prohibition.

An incident which will help to explain the "line-up" of certain influential factors in politics took place at San Rafael on election day. Both the recognized Republican and Democratic bosses of Marin County were active workers for Owens. The Republican boss held fort at Julius Levy's Wholesale Liquor Store, from whence he directed the movements of twelve modern motor cars which were stationed in front of said store. The Democratic boss was in charge of the most stylish car bringing the faithful to the polls.

Nevertheless, it appears as if many sincere and well-meaning voters supported Owens because they had been led to believe that the liquor interests and the dive-keepers of San Francisco were behind Labor in the fight for his recall.

This is the first time in history that Labor has attempted to recall a legislator for his refusal to live up to pre-election promises and platform pledges. It was thought in the beginning that the press in the Ninth Senatorial District would treat the matter with ordinary fairness. This was a serious miscalculation and resulted in bitter disappointment. The columns of the daily and weekly press, practically without exception, were closed to the proponents of the recall. Owens, through his corporation backers, absolutely controlled these "molders of public opinion." Not until the Richmond Daily News entered the field was it possible to secure any kind of publicity upon the true facts involved in the recall. The Daily News did valiant service, but its circulation was confined to Richmond and immediate vicinity. In the country districts the weekly press stopped at nothing to embitter the minds of people against the recall. The venom of the rattlesnake became a harmless sleeping potion in comparison with the poisonous darts hurled at those who told the truth about Owens.

Together with the enthusiastic support of the allied standpat and reactionary forces Owens seemed to have unlimited financial backing. The pennies collected from the workers to meet legitimate recall expenses were evidently duplicated by as many dollars to assure the retention of the corporation server.

Organized labor's effort to recall Senator Owens has been lost—but it was only a skirmish in the great nation-wide struggle to make our government truly representative of the people. The efforts to rid the California Legislature of Owens and his ilk will not cease because of a temporary setback. Big Business and its lieutenants in the Ninth Senatorial District will soon enough learn that the Recall election of March 31, 1914, was after all only a pyrrhic victory.

If the Pacific Coast Congressmen who insist upon a subsidy (free tolls) for American ships in the coastwise trade were to display as much zeal and energy in battling for the men who man those ships, the Seamen's bill would not remain in the committee's pigeonhole very much longer. But it seems as if some "satesmen" can never become really enthusiastic unless it be for the purpose of giving a subsidy to a monopoly.

Press dispatches in last Sunday's dailies contained the details of two atrocious murders. One took place in Stockton, Cal., and the other in Vancouver, B. C. Both of the victims were married women and both of the murderers were Asiatic house servants. Yet; Orientals are usually given the preference over white household servants.

For fair products of all kinds consult the JOURNAL'S ad columns.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., April 6, 1914.
Regular weekly meeting came to order at 7 p. m., Jack Rosen presiding. Secretary reported shipping medium; quite a number of men around. Delegates were nominated to the Convention of the International Seamen's Union of America, to be held in Boston, in June. The election of delegates will be held at Headquarters and Branches on or about May 11.
JOHN H. TENNISON, Secretary pro tem.
84 Embarcadero. Phone Kearny 2228.

Victoria, B. C., Mar. 30, 1914.
No meeting. Shipping fair.
CHAS. J. DOLAN, Agent pro tem.
518 Yates St.

Vancouver, B. C., Mar. 30, 1914.
Shipping fair.
W. S. BURNS, Agent.
N. E. corner of Hastings and Main streets. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Mar. 30, 1914.
No meeting. Shipping dull; prospects uncertain.
H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, Mar. 30, 1914.
Shipping and prospects poor.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Mar. 30, 1914.
Shipping dull; prospects uncertain.
J. PEARSON, Agent.
P. O. Box 6. Tel. Main 557.

Portland Agency, Mar. 30, 1914.
Shipping fair; prospects uncertain.
G. A. SVENSON, Agent.
P. O. Box 2100. 51 Union Ave. Tel. East 4912.

Eureka Agency, Mar. 30, 1914.
No meeting. Shipping fair.
JOHN ANDERSON, Agent.
227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, Mar. 30, 1914.
Shipping fair.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Mar. 24, 1914.
No meeting. Shipping dull; prospects uncertain.
JACK EDWARDSON, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., April 2, 1914.
The regular meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping quiet. The report of the Quarterly Finance Committee, finding books, cash on hand and in banks correct, was read and adopted.
EUGENE STEIDLE, Secretary.
Phone Kearny 5955.

Seattle Agency, Mar. 26, 1914.
Shipping slow.
LEONARD NORKGAUER, Agent.
P. O. B. No. 214. Grand Trunk Dock, Rooms 203-205. Phone West 2233.

San Pedro Agency, Mar. 26, 1914.
No meeting. Shipping slow; plenty of men ashore.
HARRY POTHOFF, Agent.
P. O. B. No. 54.

Portland Agency, Mar. 29, 1914.
Shipping fair; few men ashore.
THOMAS BAKER, Agent.
27½ 2nd St., Bickle Bldg., Room 10. Phone Main 9731.

DIED.

Knut C. Kohler, No. 901, a native of Finland, age 27, died at Buffalo, N. Y., March 29, 1914.
Karl Branz, No. 2000, a native of Denmark, age 30, died at San Francisco, Cal., April 2, 1914.

WELFARE OF AMERICAN SEAMEN.

(Continued from Page 2.)

for all and skilled men to handle such boats. Other means are of little avail.

Regarding Skill.

Inefficiency in the engine department, aside from its dangers, lessens speed, increases repair expense and consumption of fuel, and is therefore a constant appeal to self-interest.

Service in kitchen and saloon determines comfort; inefficiency there, being continuously apparent, results in loss of patronage and is guarded against accordingly.

The steadily growing inefficiency in the deck crew results in the increasing loss of life and property. Here the shipowner is secured by insurance and limitation of liability. Lloyd's underwriters faced $35,000,000 liability in the year just ended. Safety depends at all times upon the human element, at sea more than elsewhere.

The deck duty is so varied and crowded with emergencies that down through the times four years' experience on deck was required as training for the rating of able seamen. British and Norwegian commissions dealing with existing conditions recommended that a standard of three years' experience on deck be set by law. This now is the law in Great Britain, Germany, Australia, New Zealand, and is the standard set by Senate bill 136. Safety of the vessel, which is the primary need, requires a sufficient number of these men to attend to their duties without overwork.

When a ship must be abandoned, the only safety is in lifeboats, the average crew of which is seven or more. At least two of the men in each lifeboat must have the highest skill and calmest judgment attained by seamen for the purpose of lowering the boat, getting away from the ship's side, attending to the sea anchor, using the steering oar, and guiding the work of the others. Such knowledge and training cannot be obtained in the saloon or fireroom, or from any occasional "drill." Nor can men from the hot fireroom or sheltered saloon, scantily clothed, long endure the exposure in the bow or stern of a lifeboat.

The sailors' daily work in all kinds of vessels and weather, at the wheel, on the lookout, and on deck teaches them to know the sea and how to work with it. Their work with tackles, lines and cables in hoisting and lowering trains their judgment of strains and distances. Up to their number they are now distributed among the lifeboats when all the boats are needed, and they are always the crew of the emergency boat for rescue work at sea.

The claim that able seamen to qualify under Senate bill 136 are not available is not based on fact. The fact is that the average shipowner now refuses to employ a sufficient number of able seamen for reasonable safety at sea. But he eagerly accepts them into harbor gangs where, with the skill gained at sea, they prevent much damage in the shipping, hoisting, and lowering of expensive and heavy merchandise. Marine insurance covers freight only when it is in the vessel.

After the "Titanic" disaster, under pressure of public opinion and for purposes of advertisement, the number and capacity of lifeboats was increased in the North Atlantic trade in advance of legal requirements. In other trades no change came until the promulgation of new rules. But in no trade was the number of men increased, and the skill is lower than it was five years ago.

In every large city will be found many men who have left the sea in rebellion at the conditions imposed, and who have found that on shore the skill acquired at sea enables them to earn wages that permit of family life.

The real opposition to Senate bill 136 is not because of the increase in size of deck crew. In more than 90 per cent. of the vessels no increase in the number will be required. But inexperienced men will be replaced by able seamen who, having greater skill, will require higher wages.

Caucasian or Oriental, Which?

At present the controlling thought in navigation is cheapness. To get cheap men and to hold them the shipowners insist upon paying wages before it is earned, upon denying part payment in ports after it is earned, upon involuntary labor and imprisonment for desertion. Thus they retard the natural development of skilled seamen, and steadily force self-respecting men from the sea.

This must be reversed or shortly there will be no Caucasian seamen. "The prompt alleviation of the very unsafe, unjust, and burdensome conditions which now surround the employment of sailors and render it extremely difficult to obtain the services of spirited and competent men, such as every ship needs if it is to be safely handled and brought to port," must be attained through law. Such law must be made applicable to all vessels sailing in and out of the ports of our country in order to equalize the wage cost of operation, or we shall never have a national merchant marine or seamen available for our Navy.

The Able Seamen.

The following is a partial description of the routine duties performed by able seamen on steamships. We think it shows that the work and experience of sailors is not only such as to fit them for leading members of a lifeboat crew, but that they are so used now, and that in dividing the crews of vessels into lifeboat crews this is a fact recognized by masters and owners of vessels:

Every steamer's crew is divided into three separate sections, known as the deck department, the engine department, and the steward's department.

To obtain any conception of the character of work performed by able seamen on steamships and the skill required of them on such vessels it is necessary to know in a general way the work of the men in each department and to understand the relationship between the different departments and between each of the departments and the ship itself.

The deck department (sometimes called the captain's department) has to do with the general navigation of the ship. Its officers are in general command, the highest deck officer, i. e., the master, being in supreme command of the entire ship, every department being subject to his orders; the first mate taking command in the absence of the master and the second mate in the absence of his two superiors. The crew of the deck department, in which the able seaman is the unit, consists of the officers, quartermasters—where special men for steering are designated—boatswains, carpenters, a varying number of sailors officially designated either as "able seamen," "sailors," or "deck hands," and boys or men who are or who are supposed to be learning seamanship. A deck crew inefficient in skill or insufficient in number endangers the vessel, her passengers, and cargo.

The engine department (usually called the engineer's department) operates the boilers and engines, keeps them clean and in working order, making such repairs as can be done on the vessel. A chief engineer is in charge, with assistant engineers and a crew of oilers, water tenders, wipers, electricians, firemen, and coal passers. Inefficiency means large bills for shopwork, waste of fuel, and decrease in speed.

The steward's department has to do with the preparing and serving of food, care of staterooms and interior of cabins, and general personal service to passengers. It is in charge of a purser and chief steward, with a crew of cooks, waiters, pantry and linen men, bell boys, stewardesses, and chambermaids. Inefficiency in this department means loss of passengers, arising from bad reputation.

The world's ocean carrying trade is done (a) in sailing vessels from 100 to 5000 tons, but the general type of sailing vessel is from 500 to 3000 tons. The rig of these vessels range from the fore and aft schooner without topmasts to the four or five masted full-rigged ship with or without studding sails; the number of sailors on these vessels is approximately 125,000. (b) In steamers ranging in tonnage from 100 to 40,000 tons, but the general type varies from 700 to 7000 tons, with a rigging consisting of two pole masts with two or more booms on each to four or five masts with up to eight cargo booms on each mast, besides some sail with or without gaffs, with or without wireless equipment; they employ about 90,000 sailors. Some of these vessels, steam and sail, trade to ports where there are towboats, wharfs, and freight handlers, but the greater number go to ports where none or few of these facilities exist, and there the sailors, led by the deck officers, and the firemen, led by the engineers, do the repairing in their several departments, and where the sailors do all the discharging and loading of cargo, using lighters, ordinary boats, or surf boats.

The deck crew of a steamer may be from 9 to 72 or even more, both inclusive of officers, while the whole crew runs from 18 or less in the small freighter trading to shallow harbors to 972 in the "Olympic" and still more in the "Imperator."

The term "able seaman," as used on board any ship, steam as well as sail, means a man who has had sufficient experience in deck service to acquire the skill in seamanship needed to perform the duties, routine and emergency, required in that service. Boatswains, quartermasters, etc., are simply able seamen assigned to certain positions.

The amount of gear and equipment used in the deck department on different classes of steamships varies greatly, of course, but it is a difference in degree, not in kind. The less gear and equipment the vessel may have, whatever her trade, the greater the skill needed in emergencies which no vessel can avoid. The deck crew of a steamer well supplied with rope and wire, lines and cables, booms, blocks and tackles, canvas, lumber, tools, and boats does not find it nearly so difficult to successfully meet emergencies as is the case on board a poorly equipped vessel. At the same time men cannot learn a seaman's duties as quickly on a poorly equipped vessel as he can on one that is well supplied with gear of various kinds.

In reading the following partial description of a seaman's work it should be borne in mind that a sailor works on all kinds of ships and does not confine himself, cannot confine himself, to one kind of vessel in any one given trade. When out of employment he cannot remain idle, waiting until he can ship on a particular kind of a steamer, rigged and equipped in a certain way; but he ships—hires out—on any kind of vessel he can get, and so, of necessity becomes familiar with all classes of vessels, and must know his work in any or all of them.

Routine Duties of Able Seamen.

The routine duties of the deck crew are so varied and the skill and knowledge required of able seamen is of such a character as to be exceedingly difficult to describe. The following, however, will give some idea of the routine work on steamships, what the seaman (sailor) learns while engaged in it, and how it therefore fits him for the numerous emergencies he must meet.

While on board ship in port the sailors are occupied mainly with preparing the vessel for sea. Much of the general work described herein is partially done while in port if there is sufficient time. The steering gear must be carefully overhauled, the wheel chains below decks taken down and, together with the wire rope, examined for needed repairs or substitution and set up again.

If they do not take part in the handling of cargo they must, at least, take care of the gear used in that work, in moving the steamer from one part of the dock to another, running lines, changing berths at the same pier, breasting her into a dock or springing her out, using heavy mooring hawsers and cables, holding on or surging with turns of the hawser around timber heads or bitts, or by compressor on a deck winch, putting the heaviest possible strain on the line without losing control by parting it.

A good deal of the painting of hulls is done in port. This is done from light staging—a narrow plank with or without cross-pieces—constructed by the sailors and slung over the side by means of light but strong ropes, with use of hitches which will not jam but which are safe. Sliding down the rope to the narrow plank, which may be swinging more or less, especially when working over the bow or under the overhanging of the stern, they work anywhere from close to the water to 50 or 60 feet above it, climbing back on deck, shifting the stage after every fleet, making fast to the rail here, a cleat there, a stanchion or any other safe and convenient holding place. An imperfect hitch or knot here means man overboard.

While some of the crew is doing this, others are preparing gear and equipment, looking after the mooring lines, slacking off when too tight, or heaving in when too slack, or if deck crew be small one job is interrupted while more urgent ones are done.

The cargo out, loading is begun. Gear may have to be shifted, the hold cleaned out or the vessel may proceed to sea light or in ballast, taken on board by longshoremen or sailors, hoisted or otherwise, unless water ballast is used.

In many trades and ports, coastwise as well as foreign, the deck crews load and discharge cargoes. This consists in slinging it on the dock, hoisting it from the dock, and lowering it into the hold, or in trucking it over a gangplank through a side port into the hold, where it is stowed away so that it will not be damaged and the vessel will be in proper trim; even where stevedores are employed the mate is responsible for the proper stowing of the cargo, and he usually details some able seaman to assist him in seeing that the work is properly done. Or the vessel may be in open ports, of which there are many, and passengers and cargo may be landed in lighters, boats, or by use of special boats called surfboats, carried especially for that purpose. The cargo may be anything from small package stuff, handled in net slings, to a piano or an automobile, costly glass or china ware. In weight it may be from a few pounds to 50 or more tons. It may be lumber to be hoisted on board in sling loads or shoved in by hand and stowed in the hold, or it may be bales of wool or cotton to be stowed, or grain, coal or ore to be trimmed. In any case the stowing must be properly done or cargo will be damaged and vessels are likely to be lost.

Ready for sea, an able seaman goes to the wheel. Lines are cast off or anchor weighed, cargo ports, if any, closed either partially, as on a short trip in good weather, or made secure and water-tight for a long voyage or in bad weather. On passenger vessels the "emergency boats" are cleared away and swung out ready for instant use. Some passenger vessels send one man to the lookout in the bow, or the "crow's nest" on the foremast, immediately upon leaving port; others not until sundown or foggy. Freight steamers never, unless foggy or during night. On passenger ships the officer of the watch (one of the mates) goes to the bridge and takes charge as soon as the master is ready to be relieved, which is usually as soon as the vessel is out of port. Another mate or, if none, then some able seaman selected for the purpose supervises and assists in the work of clearing up the ship, lowering or topping and securing cargo booms, etc. Any stays or other rigging needing to be set up are attended to, hatches are battened down, i. e., made water-tight, or put in condition to be made water-tight quickly. Heavy "strong backs" (handled by hand or purchase) have been placed under the hatch covers, wood or steel covers put on, and the tarpaulins (heavy canvas, soaked with tar) fastened on. There

may be anywhere from 3 to 36 hatches to be battened down.

On passenger vessels lower deck hatches may also be battened down if there be men enough on board to attend to it. Usually there are not. It always ought to be done because of possible collision.

Lines are coiled away, blocks, tackles and guys used in connection with the cargo booms are taken down, coiled up and stored away; everything put into such shape as to permit all rope gear to dry thoroughly in preparation for overhauling and repair. Anchors are secured, fish tackle, if used, is unshipped and stored away, or canvas cover laced on to protect it from the weather. All hawse pipes, chocks or other openings leading into inclosed parts of the vessel are plugged or covered to keep seas from washing in.

Watches are then set if the crew is divided into equal watches. Few passenger vessels in the coastwise or lake trade do this, but it is generally done in the oversea trade.

In the general ocean trade, exclusive of large passenger vessels, each member of the deck crew (officers excepted) takes a two-hour "trick" at the wheel and lookout, working around deck during the rest of their watch.

Clean ship. Wash decks, the outside of all deck houses, etc., using hose and brooms, afterwards seeing that all gear is in order and especially that rope gear is hung up; awnings and canvas weather cloths, when necessary, put up or taken down; fastenings and lacings are rope exclusively; care of these ropes, awnings and weather cloths and their repair involves the same kind of work as is done on sails.

One sailor sounds the pumps hourly or every watch, watching for leaks, sounds all ballast tanks to note the amount of water ship is making, so that she may be pumped out when necessary (there is no such thing as a perfectly water-tight ship). The steering engine must be examined and oiled each watch, and when not actually in the engine room this is done by one of the deck crew. In fog or rain all exposed gear, signal halyards, tackles, etc., must be slacked off when shrinking too tight and likely to be damaged under the strain, and as they slack up when air becomes dry must be tightened again. Other work being done, the deck crew begins the overhauling of all cargo gear, working lines, cables and hawsers for repairs. Stranded, chafed or badly weakened parts are repaired by putting in a new strand, or the weakened part cut out entirely and the ends put together again by a spice suitable for the line according to its use. New rope is uncoiled (a seemingly unimportant proceeding, but if improperly done the rope will be damaged and some parts of it rendered nearly useless), measured off in lengths needed, new tackles rove off, new lines prepared, spliced into blocks, new pennants, whips and slings made. Awnings, tarpaulins, boat covers, weather cloths, canvas caps and covers for ventilators repaired or new ones made. On longer voyages and in properly manned vessels all these things are done on board by the deck crew. Extra lashings are prepared for various uses, rope swabs made, standing rigging oiled or tarred from time to time, and numerous things of the same nature attended to. In a greater or less degree this work goes on in all classes of ships.

The man who expects to be known as an able seaman on a steamship must know the use of rigging screws, fids, marlin spikes, serving mallets, the palm and needle, calking tools and most of the carpenter tools, the mixing of paints and colors, how to obtain strong leverage with bars, ropes, tackles, how to brace with wedges and shores, besides knowing the various knots and splices and to worm, parcel, serve and seize with rope and wire, and must be able to hold up his end of a job when it comes to climbing and working in places where both arm hold and foot hold is difficult. He must know the lead line, not only in its marks, but how to use it, to get correct sounding when the ship is in close quarters, the night dark and the sea heavy, whether he stands in a smother of sea on a low freighter or far up the side of an immense liner. The compass, of course, is a familiar object to him, but he must know how to use it, how to steer the ship under all conditions, what to expect and how to meet it when he is steering across a current as well as with it or against it, through the swift rush of a narrows, passing at close quarters in and out of the suction of another heavy ship under speed, with the wind light or strong from any direction, heading into a heavy sea, taking it on either bow or quarter or abeam, under check or full speed, rolling and pitching heavily, or running before it, when a blunder may mean total loss of ship with lives and cargo. The man at the wheel must know his work, what to expect and how to meet it instantly in calm or storm, daylight or dark, in clear weather or in fog. The man who learns to be a reasonably good helmsman in even three years is an exception, because, regardless of the aptitude of the individual, the personal knowledge of varying conditions, different ships and how they act under differing circumstances, familiarity with the various steering gears, can only be gained through experience necessarily covering a good deal of time. The steam steering gear, rendering less physical strength necessary and making possible the handling of larger ships, requires greater skill than the old hand method which permitted the man at the wheel to feel the increasing or decreasing rudder pressure and thus warned him of just how the ship was acting.

Painting, scrubbing, etc.—Prepared paint is seldom brought on board ship. The raw material is put on board and is mixed according to needs by the able seaman. Graining, filling, varnishing and lettering is done, as well as ordinary flat painting. Sailors become sufficiently skilled at this work to qualify as journeymen painters on shore. The deck crew cleans all outside parts of the ship, except the funnel, from the masts and booms to the deck houses, decks and sides of the ship. Some of this work may be described to show that there is more practice in it than simply scrubbing and painting.

Scrubbing and painting lifeboats (usually painted white). Covers removed and all gear taken from the boats—inside cleaned—boat lashings let go, boats hoisted clear of the chocks—outside cleaned—boats lowered in place, gear and lashings replaced. When painting, the same process is repeated.

Scrubbing and painting of masts. Gantlines must be rove either through sheaves just below the eyes of the backstays (near extreme top) or through block carried aloft for that purpose. The sailor goes up the ratlines to the eyes of the lower rigging, from there he "shins" up the topmast to the eyes of the upper rigging, where he hangs on as best he can while some one on deck bends the gantline on to the signal halyards and hoists it to the man aloft, who reeves the gantline through the sheave, unbends the halyards, slides down the mast to the eyes of the lower rigging, bringing the ends of the gantline and the signal halyards with him, thence to the deck. If no signal halyards, such halyards are usually rove off first to be used in hoisting up the gantline. If no ratlines on the lower rigging, he must "shin" all the way up the shrouds of the lower mast and then up the topmast. When the gantline is rove, it is bent on to a "boatswain's chair" (a short piece of board slung in a rope strap) and the sailor is hoisted back aloft. Reaching the highest point to which the "chair" can carry him, he is anywhere from 10 to 15 feet below the truck or extreme top of the mast. He gets out of the "boatswain's chair" and "shins" the bare pole to the very top, sometimes using a rope strap. Scrubbing materials are sent up to him on the signal halyards, and hanging on to the bare pole he works down in that manner until he gets low enough to swing himself into the "chair" again; after which he works down, lowering himself as needed by slacking away on the gantline, which he makes fast to the "boatswain's chair." Reaching the deck, he is hoisted aloft again and then goes through the same performance in painting, which may include gilding or painting the ball on top of the mast. Anywhere from one to three men work each mast. Where three men work, one takes the topmast, the other two the lower mast.

Ship's work of the nature described above continues unceasingly until bad weather sets in and heavy sea rises. Everything movable on deck must then be securely lashed, extra lashings are put on the more exposed lifeboats, some of the ventilator tops exposed to the wash of the sea are unshipped, canvas coverings lashed over openings, parts of hatches left open for ventilation are closed and battened down, and as needed life lines are stretched along exposed sections of the deck. During the gale the watch on deck and sometimes the whole deck crew is constantly at work. Anything may break adrift, from a piano in the cabin in a passenger ship to a heavy cargo boom on deck, from paint pots in the forepeak to a spare anchor on the forecastle, from some cargo below decks or on deck to a lifeboat on the gallows. The deck crew must secure it, whatever it is, and put on the necessary lashings. A deadlight is smashed in, a hatch cover loosened, part of a rail broken, a ventilator cap torn off, a companion ladder getting shaky, a cargo port weakened and leaky. The able seaman must do whatever is necessary to remedy the damage. No matter what kind of ship, no matter the trade, when the gale is on the deck crew finds no time for anything except to perform work immediately necessary for the safety of the ship and its equipment, aside from being prepared to meet the many grave emergencies that may arise. On such occasions they work often without any rest until so exhausted that they are absolutely unable to do any more.

The weather moderating, unusual lashings put on boats are removed, life lines taken down, parts of hatches reopened, ventilators reshipped, and in event any damage done it is repaired as far as is possible at sea. In all this, excepting only in connection with the engine and boiler rooms, and sometimes even there, the deck crew, working under supervision of the deck officers, are called upon.

Routine work is resumed and continued. When no other work is immediately necessary some interior chipping of rust, scraping and painting may be done inside or outside the hull, the towing hawser or anchor chains are overhauled and restowed. Damaged rigging or damaged service on shrouds may have to be repaired, ratlines may have to be replaced, if of rope seized with marlin; if iron rods, with wire seizing; canvas covering used on some parts of the deck and on top of the deck houses may be ripped off and new stuff laid; life preservers overhauled and repaired; the ship's colors, signal flags, etc., kept in

(Continued on Page 10.)

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships. Fraternally yours,

LAKE SEAMEN'S UNION,

V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION

570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y.....55 Main Street
Telephone Seneca 936 R.

CLEVELAND, O.....1401 W. Ninth Street
Telephone Bell Main 1842.

MILWAUKEE, WIS.....133 Clinton Street
Telephone South 240.

ASHTABULA, O.....21 High Street
Telephone 552.

NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

DETROIT, MICH.....7 Woodbridge Street, East
Telephone 3724.

SUPERIOR, WIS.....1721 N. Third Street
Telephone, New, Broad 385.

BAY CITY, MICH.....108 Fifth Avenue
OGDENSBURG, N. Y.....70 Isabella Street
CONNEAUT, O.....922 Day Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue
PORT HURON, MICH.....517 Water Street
ERIE, PA.....107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

HEADQUARTERS.

71 Main Street, Buffalo, N. Y.
Telephone Seneca 48.

BRANCHES:

CLEVELAND, O.....1185 W. Eleventh Street
CHICAGO, ILL.....445 LaSalle Avenue
MILWAUKEE, WIS.....151 Reed Street
DETROIT, MICH.....27 Jefferson Ave., East
SUPERIOR, WIS.....1814 Fourth Street
OGDENSBURG, N. Y.....70 Isabella Street
BAY CITY, MICH.....108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.

HEADQUARTERS:

BUFFALO, N. Y., 55 Main St. Tel. Seneca 2295

BRANCHES:

CLEVELAND, O.....1401 W. Ninth Street
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CHICAGO, ILL.....314 N. Clark Street
ASHTABULA, O.....74 Bridge Street
TOLEDO, O.....54 Main Street
DETROIT, MICH.....7 East Woodbridge Street
PORT HURON, MICH.....517 Water Street
CONNEAUT, O.....922 Day Street
OGDENSBURG, N. Y.....70 Isabella Street
NORTH TONAWANDA, N. Y.....152 Main Street
SUPERIOR, WIS.....1721 N. Third Street
BAY CITY, MICH.....108 Fifth Avenue
ERIE, PA.....107 E. Third Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue

UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS.

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS.

Ashland, Wis.
Ashtabula Harbor, O.
Buffalo, N. Y.
Duluth, Minn.
Escanaba, Mich.
Grand Haven, Mich.
Green Bay, Mich.
Houghton, Mich.
Ludington, Mich.
Manistee, Mich.
Erie, Pa.
Menominee, Mich.
Ogdensburg, N. Y.
Oswego, N. Y.
Port Huron, Mich.
Manitowoc, Wis.
Marquette, Mich.
Milwaukee, Wis.
Saginaw, Mich.
Sandusky, O.
Sault St. Marie, Mich.
Sheboygan, Wis.
Superior, Wis.
Toledo, O.

WELFARE OF AMERICAN SEAMEN.

(Continued from Page 9.)

good condition. The work is never completed, because there are not men enough in the deck crew, and some of it is done in sail lofts and by "harbor seamen" when the vessel is in port.

Nearing port, preparations are made for landing of passengers and discharging of cargo. Necessary gear is made ready, anchors ready, hatches unbattened, etc. The vessel may go to a dock in convoy of tugs, as in the case of a big liner, or may work her way in alone close enough for one of the sailors to slide down a rope and swing himself on to the dock to take a line; or she may come to anchor in some harbor, a roadstead or off the open beach, as the case may be. Passengers may be landed over gangplanks, cargo discharged by longshore gangs, or, if in bulk, scooped out by powerful machinery in ports where traffic is regular and heavy and the docks arranged for the purpose; or the cargo may be handled by the deck crew, as in some trades like that of the Pacific, some of the bay and sound steamers of the Atlantic, or the combination passenger and merchandise steamers of the Great Lakes; or, if in one of the hundreds of small or open ports of the world, passengers and cargo may have to be landed in boats manned by the deck crew, sometimes through heavy surf.

All vessels, steam or sail, carry lifeboats. One on a small sailing hooker, two to four on freight steamers, up to thirty or more on large passenger ships. The handling of boats in all cases, except at drills and when all boats must be used at the same time, is done almost exclusively by the deck crew.

The smaller class of vessels of all kinds lower a boat for general working purposes at every anchorage or port to communicate with shore, to run lines, etc., and man it by members of the deck crew. In all trades passenger steamers carry a working boat, handled by the deck crew, for general service in connection with ship's work.

The emergency boats (which are kept ready for instant lowering on passenger ships) are manned exclusively by members of the deck crew.

In rescue work at sea, boats are manned entirely by able seamen if a sufficient number of such are on board. If able seamen are insufficient in number, the less experienced men in the deck crew fill out the boat crews, and when that is insufficient men from the other departments are necessarily used. The difference between the exhibition known as boat drill and actual service conditions and practice will be described later.

Some Emergencies.

Fire—In event of actual fire the official fire alarm used on passenger steamers in fire drill is promptly dispensed with. The bridge or pilot house and engine room is notified. Fire on deck or in the cargo is handled by the deck crew, getting help when needed from the engine department. When the fire is in the passenger quarters (the steward's department) the deck officers who responds with his crew of sailors takes immediate charge, his crew being assisted by the steward's men if necessary. When the fire is in the engine or boiler room or coal bunkers the deck officer with his crew promptly gets to the spot, but here the deck officer does not take charge as quickly, the engineer's staff usually being the best fire fighters for that part of the ship.

Stranding—When the vessel runs ashore and the immediate assistance of tugs or other vessels is not to be obtained, the ship must be lightened and worked off in some manner. For this purpose cargo and other heavy material may be transferred from one part of the ship to another or may be thrown overboard. Among other things to be done may be the carrying out of an anchor to help pull the ship off. If the kedge anchor will not hold, one of the large anchors, regardless of size or weight, must be taken out and dropped some distance from the vessel with a heavy hawser attached. This is done by the deck crew. Two or four lifeboats may be lashed together, a heavy boom or spar lashed across, the anchor suspended from the spar under the boats, the hawser lightered by the other boats if necessary. The anchor is taken to the desired distance, the hawser thrown off the boats sustaining it and the anchor dropped by cutting the lashings holding it to the spar, whereupon the winches, capstans or windlass may be used, putting the greatest possible strain upon the cable while the engines are backing or going ahead full speed. If another vessel appears to offer help, lines must be run between the vessels, and again the deck crew does the work, using the boats.

Wheel chains parting, or tiller quadrant breaking; relieving tackles are hooked on, the steering is done "pulley haul" while repairs are made. In bad weather (the only time it happens at sea) this is always a difficult and dangerous job, requiring skill in every man assisting.

Collisions—The damage must be ascertained, leaks stopped and sinking prevented, or at least delayed, if possible. In this many things may be done, from dragging a sail or tarpaulin over outside of the injured spot to shoring down a lower deck opening over the damaged compartment to hold the pressure, shoring and bracing strained bulkheads, and, of course, clearing away boats ready to receive passengers.

Loss of rudder—Sails to be set for the purpose of steadying the vessel (most steamers carry sails on board ready to be bent on), a sea anchor sometimes made in a hurry, used if necessary, while a jury rudder or some other contrivance for steering the vessel is rigged up.

Engines disabled—The deck crew with sail and sea anchor must find some way to steady the ship and keep her out of the trough of the sea while repairs are being made.

Wireless gear aloft carried away—It is the able seaman who goes aloft to repair the damage and the deck officer who directs the work.

Boat Drill Versus Actual Service.

Held weekly. First the signal for the "fire drill" is given, calling the various members of the crew to their stations, lines of fire hose are pulled down and perhaps some of the valves are opened. Immediately after this comes the signal for "boat drill," for which the crew is now awaiting. They go to the boats to which they are assigned. In the assignment to boat stations the deck crew is divided between the various boats in such a way that one man from that part of the ship's crew will be in each boat, as far as their number will permit. In many instances, especially in steamers in the coasting, Great Lakes and bay and sound steamers, the deck crew goes to the boats in advance and prepares them for the drill by letting go lashings, clearing away tackles, etc. The entire crew then proceeds to "drill," covers are pulled off (not always), boats hoisted from the chocks and swung out ready for lowering. In some cases the boat's painter is passed out and plugs put in place. The boats may or may not be lowered into the water. In event any of the boats are lowered the job consists of simply lowering the lifeboat into the smooth water of the harbor. Oars are gotten out and some pulling is done. Boats are then hoisted up and placed in the chocks, after which the deck crew completes the job of straightening out the gear, relashing the boats, etc.

A ship in distress is sighted, passengers and crew need to be transferred. Five or six of the lifeboats are ordered away for this work. Be the weather good or bad all boat-drill arrangment is dispensed with. The boats are cleared away and manned, not by their boat-drill crew, but by members of the deck crews as far as the deck crew is sufficient in number to man such boats. In any event every important position in such boats is filled by able seamen or men of higher rating from the deck department; at the steering oar, the stroke oar and the bow oar, are able seamen, and if the weather be very bad no more boats are lowered than can be manned with a majority of able seamen in each boat, and especially in all important positions. In a seaway with the ship rolling, a boat must be lowered so as to avoid too great a swing and gotten away from the ship's side as soon as it is water borne, otherwise it will be stove in by smashing against the ship's side, swamped or capsized. The boats are lowered one at a time, bumpers or cushions of sails or mattresses may be hung over the side, a bridle passed around the falls to check the outward swing, a line made fast to the lowest point that can be reached on the ship's side is passed into the boat where it is used to check the outward swing, while others of the crew guard against the heavy inward swing with their oars laid so as to catch the force of the blow without breaking the oars. A sea painter is used, leading from well forward on the ship and into the made fast, but is held by one man with one or more turns around the thwart to help keep her parallel with the vessel until it is time to let go, when it is used to shear the boat off from the vessel's side sufficiently to make possible the use of the oars. Perhaps the safety of the boat depends more upon this one man than upon any other that is in the boat until she is perfectly clear. The lowering of the boat must be done so as to keep her on even keel, and the two men lowering away at the tackles must work well together and understand their job, to which a knowledge of the sea is essential, or the boat may come down end on and spill the occupants out, or may be swamped even before the tackles are unhooked. One at a time the boats are thus sent away. As they return with their loads the people must be hauled on board, boats hoisted, and in this nothing is done as in boat drill.

A technical description might be attempted but would not be generally true, because things to be done, and sometimes even more important left undone, are as changeable as the ever-changing sea. Nothing but the experience and skill, coupled with the mental attitude acquired as the result of a seaman's daily work at sea, can give to any person the qualities that go toward making rescue work at sea effective. On a steamer this can only be obtained in the deck department. The other departments require a high degree of skill, but it is of a different kind, acquired under different conditions and for different purposes.

To quote from Bullen's Men of the Merchant Service, page 256:

"An able seaman, properly so called, is a skilled mechanic with great ability. On sailing vessels his place in calm or storm never can be adequately filled by the unskilled, however numerous, nor in steamships in emergencies."

Perhaps the best description of the able seaman was by the master who said:

"Joe has been with me for two years. I have never seen him appear to be wet or cold nor to be stumped by any work that came his way on board the vessel."

He must, indeed, be able to do any work that comes to him or to which he is placed or he will, at the discretion of the master, be reduced in rating and wages as provided in section 4612 of the Revised Statutes of the United States and by the maritime laws of all nations.

Up to the time when insurance had been so developed as to remove risks from the owner of a ship, and the responsibility to the traveler and shipper had been minimized and practically wiped away by a limitation of shipowner's liability, the shipowner insisted that four years' of experience was little enough time to fit a man to take care of his property at sea, and so he insisted, when appealing to legislators or by attorneys pleading to a court—he talks differently now.

Conclusion.

The Caucasian is leaving the sea; the Oriental is filling the vacancy. Sea power is in the seaman. Vessels are the seaman's working tools; tools become the property of nations or races who handle them.

Respectfully submitted.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

ANDREW FURUSETH,
V. A. OLANDER,
Legislative Committee.

MR. UHLER'S TESTIMONY.

The following is part of the remarkable testimony of Mr. Geo. Uhler, Supervising Inspector-General of the Steamboat Inspection Service, given before the House Committee on Merchant Marine and Fisheries, on March 12, 1914:

MR. MANAHAN. I notice in the abstract from the records of your office that you permit the steamer "Christopher Columbus" to carry 3800 passengers, when on routes within five miles of land between May 15 and October 15. Do you think that that provision protects the traveling public upon that vessel?

MR. UHLER. It does not give them all a seat upon a lifeboat; it does not give them all a seat upon a liferaft, but it gives—

MR. MANAHAN (interposing). Do you think it is a fair inference—

MR. UHLER. Now, please let me finish my answer. I must ask your indulgence until I finish my answer.

MR. MANAHAN. Certainly; I do not want to embarrass you.

MR. UHLER. The law provides that every one of them must have a life-preserver, and there are life-preservers provided for everybody. In addition to that they provide for steamers operating within five miles of the land—10 per cent. in lifeboats and liferafts.

MR. MANAHAN. Yes; 10 per cent. of the 3800; that is 380.

MR. UHLER. Yes.

MR. MANAHAN. And one-fourth of that is lifeboats?

MR. UHLER. One-fourth of that may be lifeboats.

MR. MANAHAN. Ninety-five passengers you provide with boats. Now, I want you to explain: Here is the steamer "Christopher Columbus," which you authorized to carry 3800 passengers; if she keeps within five miles of land you only require her to carry lifeboat provisions for 95 passengers. Two hundred and eighty-five, as I figure, of the full 3800 you permit liferafts to be carried for. Now, do you think that the inadequate provision of lifeboats for a vessel of that character carrying 3800 passengers is fair to the traveling public?

MR. UHLER. I think so.

MR. MANAHAN. Yes. How much space on the deck does that revision allow each passenger?—about eight square feet?

MR. UHLER. Oh, I do not know.

MR. MANAHAN. Less than that, is it not?

MR. UHLER. Probably nine.

MR. MANAHAN. Eight or nine square feet?

MR. UHLER. Eight or nine square feet.

MR. MANAHAN. About one yard square.

MR. UHLER. Yes.

MR. MANAHAN. Do you think that is sufficient space for a passenger?

MR. UHLER. For his comfort?

MR. MANAHAN. Yes.

MR. UHLER. Yes.

MR. MANAHAN. And his safety? Comfort and safety in case of accident, or anything like that?

MR. UHLER. Yes.

A man's friendship for organized labor may be better judged by his disposition to stay in the background at certain times than by his willingness to come to the front at others.

ONE MAN'S VIEWS.

"An abhorrence of concession and compromise is a never-failing characteristic of religious factions."

So said Hallam, the noted English historian. His dictum is equally applicable to those reform factions whom we usually designate as "radical." Their battle-cry of "no compromise" is quite proper and admirable where vital principles are at stake. But when raised in furtherance of those many non-essentials with which every reform movement is necessarily freighted, it gets the movement nowhere. This is a world of give and take. So many men, so many minds. Certain great truths all men will subscribe to. But on the multitude of issues where our self-interest is involved there cannot possibly be unanimity of opinion. Mutual concessions must be made if we are to get anywhere at all. For, as Edmund Burke once stated, "all government, indeed every human benefit and enjoyment, every virtue and every prudent act, is founded on compromise and barter." In this world we can usually have our own way only to the extent that we allow others to have their way. And the really important thing in all contests, all strivings for the ideals to which we stand committed, is to hold every inch of the road over which we have traveled. On that head there should be no yielding, no concession.

The "Sea-lawyer" and "Hawserlaid Bill" were at it, hammer and tongs, arguing the pros and cons of the Panama free tolls question. The "Sea-lawyer" was strong for free tolls. "Hawserlaid Bill" was equally strong for the moral obligation of a nation to stand by its treaties with other nations.

"Treaties be damned," snorted the "Sea-lawyer," fishing out from somewhere in his bunk an old, yellowed and soiled copy of a ship's articles. "Here," he cried, triumphantly, pointing to a written clause in the document; "would you consider yourself bound by a contract like that?"

Bill took hold of the articles and read:

"And the crew hereby agree to proceed in the said ship on a voyage from Boston, Mass., to Callao, Peru; and from there to any other port in the world between latitude 60° N. and 60° S., as the master may direct, and back to a final port of discharge in the United States north of Hatteras; time not to exceed thirty-six calendar months.

"The crew further agree to load and discharge cargo whenever required. No money in port except at master's option."

"Well," said "Hawserlaid Bill," reflectively scratching his bald pate, "if I was fool enough to sign articles like them there, I'd certainly be man enough to stand by 'em."

Does prohibition prohibit? Well, it is now a score or so of years since the Louisiana State lottery, the last of the licensed concerns of the kind, was put out of business by Congress. To-day, according to an apparently reliable authority, there are more than a hundred lotteries scattered throughout the United States and its possessions, all doing a profitable business. The army canteen was likewise abolished by Congressional enactment. Result: more drunkenness in the army than ever before. In nearly one-half of the United States the manufacture and sale of liquor is now prohibited by statute. Nevertheless the per capita consumption of liquors and beer is steadily growing. Anti-betting legislation is everywhere a dead letter. Ditto anti-cigarette, anti-tipping, anti-treat and anti-free lunch laws. What's the answer?

More than 60 years ago Lord Macaulay foresaw and wrote that with the end of free land in America we would face the same acute problem of unemployment which was then, and still is, the haunting nightmare of old world statesmen. How clear his foresight was we of to-day now know to our sorrow. But his prophecy also made clear the remedy for unemployment. It is free access to the land. The Single Tax will accomplish that. A word to the wise is sufficient. Are you wise?

"Good times" will come to us and roost in our midst forever just as soon as we drive out the scarecrow of private monopoly from the field of industry. "Private monopoly is intolerable and indefensible," says President Wilson. Only natural born fools will tolerate an "indefensible" scarecrow to frighten away good times. Are you a natural born fool?

The high cost of living is mainly a matter of high rents. The Single Tax will end high rents. The collective ownership and democratic management of mines, public utilities, and those industries which require a public franchise for their operation, will do the rest. Get a move on you!

A lady of Tacoma is taking her dog to Europe for its health. Hundreds of thousands of humans are dying of consumption because they can not afford to leave their work in the sweatshops. Every one of them would probably be willing to "lead a dog's life" after reading about the humane (!) young lady from Tacoma.

"It takes a thousand culls to make one American beauty rose," once explained John D. Rockefeller, Jr. Just so, under capitalist civilization, it takes a thousand industrial culls to make one Rockefeller. In other words, the poor are poor because somebody has to be poor.

An economist of some note says that the acme of human intelligence is concentrated in the management of industry to-day. Of course, he means the industry of exploiting the many for the benefit of a few. Great jokers these college professors!

The world may be groaning 'neath poverty's burden, small children be fed to the moloch of Mammon; the rumshops and brothels may ruin their millions, but bus'ness is bus'ness for a' that, and a' that.

There is no royal road to the co-operative commonwealth.

The man who would rather be right than popular generally gets accommodated.

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LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to bodv or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

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The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA

29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

A convention of the International Labor Press Association of America will be held in St. Louis, Mo., April 14 and 15, when questions affecting the editors, owners and managers of bona fide labor newspapers of America will be discussed. Officers in charge invite all labor newspapers to join the organization and be in attendance at the coming convention.

Twenty-three additional suits for damages as a result of the Triangle fire at New York, in which 148 employes lost their lives, have been settled for $75 each. Most of the suits were for more than $10,000 damages, and were filed shortly after the fire occurred, three years ago. The terms of the present suits were filed in the Supreme Court, and are similar to compromises last January, when Surrogate Fowler signed an order permitting the administrators of the estates of nine victims to settle claims against the Triangle company for $75 apiece.

The dire predictions regarding the educational test for miners in Nevada, which took effect the first of the year, have not been fufilled. This law provides that all underground workers and surface mine workers must be able to speak the English language intelligently, and was urged by the State mine inspector and the miners' unions. The act makes it impossible to employ any one "who cannot clearly speak and readily understand the English language, or who cannot readily read and understand any sign, notice or list of rules or directions printed in the English language in regard to rules of safety in said underground mine, or in the handling of explosives."

Members of the Order of Railway Telegraphers, employed by the Boston Elevated Railway Company, will receive a wage increase of 3 cents an hour, to date back to May 1, of last year. This rate continued until March 14, after which the men will be granted an additional 1 cent an hour increase, making the total increase over the old rates 4 cents an hour, to remain in effect until September 14, of next year. Overtime will be paid for at the rate of time and one-half and the management of the company has taken under consideration a proposition to grant the men one day off in thirty without loss of pay. It is estimated that each man will receive about $72 in back pay. This is the first agreement the company has entered into with the Order of Railway Telegraphers.

"Peeling potatoes is easier than the nerve-destroying work of operating the plugs and keys of a switchboard," said one of the telephone girls on strike at Canton, Ohio, while arranging the lunch for her associates on the "picket" line. The girls have been on strike for several weeks because of discrimination and unjust conditions, and to husband their resources they have established a kitchen and dining-room in the headquarters of the Central Labor Union, where they prepare their own meals. The girls are being aided by the local movement, and while a comparatively few are involved, the strike has been conducted so intelligently and vigorously that it is attracting general attention, and State officials are attempting to adjust the matter.

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Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Andersen, Tony
Anderson, Victor
Axelsen, Herman
Alquist, E.
Anderson, K. E. V.
Anderson, T. H.
Andersen, A.
Arbucle, Daniel
Bjorkman, Chas.
Boysen, J. J.
Bishop, Patrick
Burholtp, F.
Backman, A. A.
Blair, F.
Christensen, H. -1366
Curran, N.
Dahlstrom, Arthur
Darker, Thos.
Duffy, John
Ecklin, L. W.
Engstrom, Chas.
Edvards, C.
Flynn, J.
Fredriksen, H.
Giortz, P. V.
Graae, P. C. (Reg.)
Graything, L. A.
Grendal, Chas.
Graae, P. C.
Haas, Wm.
Hansen, Schroeder
Hansen, John
Hermanson, L. (Reg.)
Holst, L.
Hubner, Herman
Heyn, Hans
Jacobsen, Holger
Johansen, Alfred
Johansen, Emil
Johnson, F.
Jansewitch, J.
Kristensen, J. R.
Kvamme, N.
Klebnikoff, I. W.
Knudsen, Lorentz
Korsvik, John
Kristiansen, K. F. -573
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Larsen, B.
Larsen, Ludvig A.
Litenberg, A.
Lufgren, Otto
Martinsen, Chr.
Martin, Joseph (Reg.)
Mattsson, C. -1810
Meitak, Mike
Mikelut, E.
McDougall, J. W.
Miller, James
Moller, Walter
Mortensen, John B.
Moen, Robert
Nilson, Conrad
Olsen, Trygue L.
Olsen, A. M. -944
Pedersen, Hedley
Petterson, V. -1447
Petterson, A. V.
Reinink, H.
Rodsten, S.
Stegeru, P.
Swenson, L. G.
Swarbley, J.
Strand, L.
Sheppard, Stewart
Sheele, A.
Silow, Oscar
St. Clair, H.
Stark, B. C.
Sterndock, J.
Stahlbaum, E.
Townsend, R. M. A.
Thompson, Alf.
Valentinsen, G.
Williams, Chas.

INFORMATION WANTED.

Frank Melson, who went as fireman on the S. S. "Maye" from Philadelphia to New Orleans, in May, 1913, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. G. W. Paruin, 4309 Westminster avenue, W. Philadelphia, Pa.

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Tacoma Letter List.

Andersen, Anders
Berglind, Ed.
Bjorklund, Eric S.
Bruse, D.
Christensen, Albert
Englund, Gust, E.
Grove, Albert
Hansen, Johannes
Haugan, Arthur
Johansson, Charles
Johnson, Oscar
Johannsen, Christian
Jorgensen, Peter A.
Kallas, Alex.
Kalberg, Wm.
Leander, George
Linea, W.
Line, Wiktor
Loren, A. L.
Lundberg, Thorsten
Nielsen, W. -1054
Ogilvie, Wm. A.
Olsen, Martin E.
Paterson, John
Ridderstoff, Ernest
Reinhardt, Werner
Swanson, August
Thorsen, Axel L.
Wene, K. J.

INFORMATION WANTED.

Axel Peterson, F. Lundberg, J. Gustafson, M. Garcia, crew of the steamer Riverside, at the time she towed in the Oceana Vance, kindly call at the office of the Charles Nelson Co. for money due them.

Victor N. Kvenen, a native of Belgium, age 32, last heard of in Ashtabula, Ohio, April, 1909, inquired for by his brother John Kvenen, Route 2, Raleigh, Tenn.

Valetine (Walter) Zima from Lubiachowo, Kreis Schrimm, Province Posen, Germany; last address Sailors' Union Hall, Seattle. Please communicate with Imperial German Consul, Seattle, Wash.

Anyone who was on the schooner "Americana" on January 29, when Louis Buttner was injured, is respectfully requested to communicate with the injured man. Address Sailors' Union of the Pacific, San Francisco, Cal.

Carl Julius Carlson, born in Sweden in 1877, is inquired for by his mother. There is about $2000 due him from his father's estate. Last heard of in September, 1902, on the Atlantic Coast. Previously sailed on the Clifford between St. Johns and New York. Address Fru Sophia Carlson, Klubbegard, Hallands Lan, Heberg, Sweden.

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Eureka, Cal., Letter List.

Ahlstrom, Harry
Breien, Hans
Bengisson, Carl -1924
Eriksen, Anton
Gundersen, K. -899
Hansen, Harald
Hansen, Harry -1827 (Photo)
Ismas, Richard
Robertsen, A.
Seiron, T. R.
Thorsen, Fredrik N.

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Portland, Or., Letter List.

Anderson, Gust -1808	Klemgland, Borge
Anderson, Rasmus	Kaas, Otto
Anderson, Mike	Koap, Nick
Baker, Geo.	Kristensen, Otta
Bergman, Karl W.	Laine, Frank
Berglund, Ed.	Larsen, John
Boyard, C. E.	Lemarchand, Louis
Bohm, Franc	Lundeman, Ruktie
Bultz, Ernest	Lipclasey, John
Bakkensen, Peter J.	Lallwer, Alexander
Brown, J.	Macrae, Alexander
Backman, P. W.	Mikalsen, Andreas
Carlmark, Barthols	Miller, H. B.
Christensen, H. P.	Miller, Chas.
Corty, Carl	Meckerman, Ernest
Carlsen, Charlie	Mathiassen, Sigurd
Carlson, Jack	Mynchmyer, Henry
Cagdell, D. J.	McLellan, John
Day, Aca	Neuling, Albert
Dahl, Henry	Nelson, C. J.
Drenkholn, M.	Nielsen, Kristian
Edstrom, John	Nilsson, Axel
Eriksson, Erik	Norberg, John
Erman, A.	O'Brien, Jack
Ekham, Frans	Olsen, Ansgar
Forde, S. C.	Olsen, John A.
Goralia, Piet	Petrow, A.
Gynther, John	Petersen, John
Hansen, Hans M.	Palmer, Jas. W.
Hansen, Bernhard	Petterson, Einar -1437
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Hanola, Eino	Pillman, Frank
Hansen, Oskar	Pohland, Max
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Henriks, Waldemar	Rhodes, F.
Hansen, Max O.	Rincke, Sperman
Henke, Ernest	Runge, Axel
Hellman, Albin	Schroda, Peter H.
Hogstad, Andreas Mikalsen	Sellin, William
Hock, Garve	Schulz, Alfred
Johanson, John F.	Semens, O. L.
Jansen, Harry	Swanson, John
Johnson, Ole C.	Svenson, Martin
Johansen, Chris.	Swanson, Carl O.
Karson, K. E.	Thomel, Martin
Karlson, August	Warren, C.
Kluge, Frank	Welson, J.
Kirker, Alexander	Wishart, John
Kaiser, Fred	Wieprecht, Ernest
	Wilson, James

Aberdeen, Wash., Letter List.

Anderson, Ernest	Larsen, H. P.
Andersen, F. C.	Lindroos, A. W.
Armstrong, Harry	Larsen, Peter
Anderson, George	Martin, James
Behn, Alfred	Murphy, Daniel
Brown, C.	Martinell, Walter
Bergman, Edwin	Nikolin, E. Miko
Bjorkholm, A. M.	Nord. Karl
Bowen, J. J.	Nielsen, N. C.
Burmeister, John	Nerby, Kristian
Burkland, John	Neddemeyer, John
Bjerkman, C.	Olsen, Nils
Bodahl, Hans	Oksanen, Juko
Christensen, Albert	Osterholm, J. W.
Christensen, Hans P.	Olsen, Oswald -1059
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Dobbs, Paul W.	Petersen, S. J.
Eklund, Chas.	Petersen, Erik -903
Engfors, Gustaf	Pettersen, Karl
Eriksen, Olai H. -837	Pettersen, Olaf
Finth, Richard	Richendsen, Hilmar
Forde, S. C.	Rundblad, Oscar
Granberg, Eric	Rosbeck, Gustaf
Graf, Otto	Sandstrom, Hugo
Glase, Gustav	Schacht, H.
Hohn, Arthur	Siven, Wictor
Herman, Axel	Sorensen, T. B. G.
Hansen, Ove	Sutse, M.
Hopstad, S. -2101	Schreff, Paul
Hansen, Torleif	Sim, Gunder
Jensen, Harry	Slenman, Richard
Johansen, Hans	Wind, Jacob -1357
Kristiansen, Nils	Walder, Olsen N.
Loining, Hermand	Williams, J.
Lengtssen, Gottfried	Walenious, Pete
Laine, Herman	Zebe, G. V.
Lorsin, G. L.	Packages.
Larsen, Lars	Hansen, John
	MacGuire, O. F.
	Zebe, G. V.

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INFORMATION WANTED.

Albert Smith, a native of Cork, Ireland, who left the American ship John C. Meyer, on Feb. 20, 1911, is very anxiously inquired for by his wife. Please notify British Consul General at San Francisco.

W. A. Goodrich, who left the British ship Puritan at San Francisco, February 6, 1911, is inquired for by the British Consul-General at San Francisco

A. J. Nielson, who was injured on the "Minnie E. Kelton" at the time of her loss, please communicate with H. W. Hutton, 527 Pacific Building, San Francisco, Cal.

Any one knowing the whereabouts of Enoch Joseph Horsfold, 18 years old, native of New Zealand, please communicate with Coast Seamen's Journal.

James McFerran, native of Eden, Carrick-fergus, Ireland, inquired for by J. Brady, box 1356, Vancouver, B. C.

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INFORMATION WANTED.

W. Kahlberg, No. 688, and C. Monsen, No. 1964, are inquired for at the Standard Oil Company's office, at San Francisco.

Johannes Puun, born in Oesel, Arensburg, Russia, supposed to be sailing on the Pacific coast, is asked for by his mother. Anyone knowing his whereabouts please notify A. Lepp, Sailors' Union, San Francisco.

Ten dollars reward will be paid by Johnson & Higgins, 244 California street, for information locating John Anderson and George T. Nelson who were members of the crew of the steamship "Asuncion" in October, 1908.

Richard Ryan, who left the British steamship Candida at San Francisco in July last, is inquired for by the British Consul-General.

John Erik Nordberg, a native of Sweden, age about 26, supposed to be sailing on the Pacific Coast, is inquired for by his brother Harold, care of Sailors' Union of the Pacific, San Francisco.

San Francisco has been chosen as the site for a regional reserve bank for the Twelfth District, which will include the most important financial centers of the Pacific Coast. After three months of consideration, the reserve bank organizing committee announced that it has divided the continental United States into twelve banking districts, and selected twelve cities where Federal reserve banks are to be located under the new currency law. This was the first decisive step toward the establishment of the new system.

Home News.

The privilege, long enjoyed by wealthy prisoners in New Yorg jails, of having their meals brought in from outside restaurants, was abolished by Catherine B. Davis, the new commissioner of corrections.

All New York policemen hereafter must know how to swim and to rescue drowning persons. Swimming and lifesaving will be a part of the examination all future policemen will be obliged to pass.

During 1913 the Pennsylvania Railway carried 111,000,000 passengers without the loss of a single life through a train accident. More than 2,000,000 efficiency tests were made to assure the observance of safety rules.

Constitutional amendments providing for the abolition of the Oregon State Senate and proportional representation in the House will be submitted to the voters for their approval or rejection at the coming general election.

Popular belief that the parcel post has left the big express companies in hard straits has been contradicted by news that the American Express Company would erect a $2,000,000 office building in New York city. The building is to be thirty-two stories high and is to have a frontage of eighty feet on Broadway.

Har Dyal, formerly lecturer on Hindu philosophy at Leland Stanford Jr., University, alleged "direct action" Socialist and one of the most prominent Hindoos in the United States, was arrested at San Francisco by immigration inspectors on the ground that he is an undesirable alien and should be deported.

The American consumer is saving $30,000,000 on his yearly sugar bill. For the first time in almost twenty years refined sugar is selling below 4 cents a pound—to be exact, 3.82 cents—whereas at this time in 1913 it was quoted at the 4.30 cent basis. The new tariff, a big crop and keen competition are the chief causes of cheap sugar today.

The Washington State Supreme Court, in reducing from $17,500 to $10,000 the King County Superior Court verdict obtained by Mrs. Jennie Graham against a company in whose sawmill her husband, Eugene F. Graham, was killed, held that the award was excessive, because interest on $17,000 would amount to more than Graham's earnings as a laborer at $2.75 a day.

The House of Representatives on March 31, after one of the most spectacular legislative struggles in the history of the nation, voted to repeal the provision of the Panama Canal Act exempting American vessels from the payment of tolls. The vote on the repeal bill was 247 to 161, a majority of 86 votes in support of the policy of President Wilson.

After a vigorous partisan contest the House of Representatives has passed a bill to bar foreign convict-made or pauper-made goods from competition with the products of American free labor. The measure, which now goes to the Senate, follows a bill recently passed by the House, forbidding the shipment of convict-made goods in interstate commerce into States which prohibit the sale of such products in the open market.

Domestic and Naval.

It is reported that, owing to the frequent accidents to oil-burning engines on submarines, the French Government has decided to return to steam as the motive power for this type of vessels, particularly the largest ships.

The Canadian Minister of Marine, announces that to improve the aids to navigation on the Hudson's Bay route twelve new lighthouses will be established from the South Straits to Port Nelson, and a wireless station set up somewhere on the straits.

Canada's exports of fresh mackerel for 1913 were valued at $175,488, salt mackerel at $195,320. Most of the fresh fish is sent to the United States, and with the development of refrigeration and transportation facilities the trade is likely to increase.

The two turbine steamers building at Cramp's for passenger service between Puget Sound and San Francisco will be named "Great Northern" and "Northern Pacific." The vessels, which are to be the fastest ever built in this country, will be launched in July.

Tentative dates for the launching of the three America's cup defenders have been announced. It is expected that the Herreshoff craft will take to the water April 25. The Gardener boat is expected to go overboard May 5, and the Owen-designed craft will probably be launched May 11 or 12.

The Court of Claims has given judgment for $105,617.33 in favor of William Cramp & Sons' Co. against the United States for alleged breach of contract by the Navy Deparment. The department agreed to deliver armor and armament for the new battleship "Maine" and failed to make the delivery in time.

Despite the announcement of the Secretary of the United States Navy that he will not accept the resignation of officers who are qualified for service, twenty-five or thirty ensigns and lieutenants are making efforts to leave the service. It is understood that fifteen have made formal application to the Secretary.

The present Canada Shipping Act is merely a collection of the various acts, with amendments that have been passed during the last forty years. So many changes and improvements have taken place in that time in shipping matters that it has become necessary to rewrite the whole act so as to meet the requirements of the present day.

The United States Navy Department has assigned these names to the six new 1,000-ton destroyers now under construction: No. 57, building at Quincy, "Tucker"; No. 58 and No. 59, building at Philadelphia "Conyngham" and "Porter"; No. 60, building at Bath, "Wadsworth"; Nos. 61 and 62, building at Camden, "Jacob Jones" and "Wainwright."

American manufacturers of cranes are protesting against the provision in the Naval Appropriation bill which appropriates $450,000 for a floating crane at Norfolk. It is asserted that the "floating revolving type," which is provided for in the bill, is a description of a crane which is manufactured exclusively in Germany. This design, it is argued, is so thoroughly covered by patents that no American firm can manufacture it.

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San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify Jack Rosen, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Abolin, Chris.
Adamson, Hjalmar
Aderman, E.
Ahl, Theodor
Alexander, Paul
Alexis, Hakan
Altonsen, John
Amundsen, Albert
Andersen, -1060
Andresen, -1635
Andersen, Christian
Andersen, S. P.
Anderson, -1246
Anderson, Chas.
Anderson, H.
Anderson, H. J.
Anderson, John
Anderson, Samuel
Antonsen, Marius
Apderbeck, Eugen
Apset, John

Bang, Maurice
Barteis, Otto
Bawden, John P.
Behrens,
Beling, Oscar
Bellanger, Karl
Bendegard, Frank
Bengtsson, L. P.
Benson, -1154
Benson, Sigurd
Bergholm, Edw.
Bergstrom, Axel
Bertelsen, Bertel
Beunstein, Myst
Bevriacqua, O.
Bierstet, -1736
Blasohke, Fred
Boers, M.
Bohm, Frans
Boisen, Knud
Bora, S. S.
Borden, Jas.
Borgen, John
Bowman, K. H.
Boy, Geo.
Brevicks, Johan
Broberg, Chas.
Brown, Dave
Brown, Frank
Buedesen, John
Buoad, Thos.
Bygtin, Oliva

Callin, Ivar
Campbell, Donald
Carlson, -1510
Carlson, C.
Carter, Sidney
Centers, W.
Cerg, A.
Christensen, -1236
Chistensen, Hans
Christensen, Jack
Classen, Henry
Clausen, Jorgen
Claussen, I.
Coasta, Cacimiro
Conlon, Tom
Conoby ,Obirt
Coss, D. C.

Dahlstrom, H. N.
Dahlstrom, -749
Dahlstrom, Arthur
Davidson, H.
Dehler, Alfred
Deising, Ernest
Derengowski, Julius
Deswert, William
Digman, Carl A.
Doering, E. W.
Donovan, J. J.
Dowe, John
Dracar, E.
Dunn, Walter

Ehlers, Chas.
Eknolf, Otto
Ellingsen, W.
Ellis, Jack
Entomsen, Herman
Eriksen, Edw.
Erieksen, Gerhard
Erickson, Konrad
Eriksen, Fred
Eskildsen, N. P.

Fagerlund, G. E.
Finnelley, W.
Fjellman, Jonas
Forsgren, Karl
Forshen, Otto
Frances, George
Franke, Karl
Franke, R.
Fredholm, C. J.
Freeland, C.

Gabrialsen, Peder
Gansen, H.
Ganserud, O. K.
Garbes, Gustav
Garden, George
Gifford, S.
Grambow, Gustav
Grant, Otto
Grant, W.
Grantley, C. W.
Gravgoad, L. J.
Gravit, C. J.
Grinberg, T.
Gronros, Oswald
Guarmdel, O.
Gundersen, C.
Gundersen, P.
Gunderson, Krist
Gustafson, Ejnar

Haack, R. K. M.
Haave, N.
Hakanson, A. W.
Hallberg, N. B.
Halvorsen, Emanuel
Halvorsen, Olaf
Hammargren, Oscar
Hampell, W.
Hangland, Harold
Hansen, -968
Hansen, Axel
Hansen, Chas.
Hansen -2115
Hansen, Bernhard
Hansen, C. P.
Hansen, Jeremias
Hansen, Karl
Hansen, Olaf
Harmonsen, K.
Hartman, J.
Hartog, J.
Helin, Paul
Herman, Jack
Hernes, Clement
Hevrlerman, Harry
Hewitt, P.
Holman, Martin
Holmber, Gost
Holm, Chas.
Holm, Peter
Hubke, John V.

Illison, Edw.
Ilsemann, H.
Irving, James
Iversen, John

Jacobsen, J. H.
Jacobsen, Joakim
Jade, H.
Jansen, -1234
Jansen, Fred
Jansen, John G.
Jansen, Just
Jensen, George
Jensen, Jens
Jensen, M. P.
Jenssen, Geo.
Jersch, B.
Johannessen, -1487
Johansen, -1705
Johansen, Alf
Johansen, J. Ingwald
Johansen, Thos. W.
Johanson, N. A.
Johansson, -280
Johansson, Alfred
Johansson, Arvo
Johansson, Harlof
Johansson, John A.
Johansson, Oscar
Johnsen, -2183
Johnsen, A.
Johnsen, Andrew
Johnsen, Aug
Johnson, Bernhard
Johnson, Frank
Johnson, Nestor
Johnson, Saml. O.
Johnston, W. J.

Kalmin, Edw.
Kalodzej, G. J.
Kamp, Gust
Karlsen, Hans
Karsten, Hugo
Kaspersen, -1100
Kenny, J.
Kipste, E.
Kive, Conrad
Klassen, Jacob
Klaus, August
Klette, C. F.
Klett, Ernest
Klingston, S. S.
Klocker, Theo
Klutseh, H. C.
Komilensen, Jens
Kramer, Fred
Kristiansen, Hans
Kristiansen, Johan
Kruger, Wm.
Kylander, Herman

Laas, J.
Lange, de I.
Lapouble, Jean P.
Larsen, H.
Larsen, Herman
Larson, F. W.
Larson, G. O.
Larson, N. E.
Lartowa, I. A.
Lemberg, Fred
Lepso, Oscar
Lewis, Bob
Lewis, Robt. W.
Liljedahl, Lewis
Lindberg, —
Linden, C. W. H.
Line, V.
Ljungstrom, John
Lundin, Chas.
Lundmark, H.

Mackay, Alexander
MacLaughlin, M.
Mahoney, F. E.
Maki, Ivan
Manse, Fred
Marchand, Louis
Markus, Gottfrid
Martens, -1892
Martens, -2262
Martens, H. F.
Mathisen, L.
Mathisen, Nils
Mavor, J. S.
Mayes, J. B.
McKeating, R.
McMahon, Jack
Mennicke, Fritz
Meriult, G.
Mersman, A.
Metzler, Louis
Meyer, W.
Michelson, J.
Miller, Henry
Miles, P.
Monsen, Martin
Morris, O. R.
Morris, Oscar
Mortensen, -2191

Nanberg, Gustav
Nedrup, Karl
Neil, John
Nelson, Harry
Netras, Rudolf
Neuman, F.
Nicholsen, I. E.
Nielsen, -1116
Nielsen, C.
Nielsen, Ed.
Nielsen, Hans Fr.
Nilsen, -520
Nilsen, Anton
Nilsen, H. H.
Nilsen, Hans N.
Nilsen, Michael
Nordberg, Hilding
Nordlund, Gus
Norris, Ed
Northgren, Chas.
Nyman, Axel

Oaks, T. K.
Ochile, Mersman
Oksa, Victor
Olafson, M.
Olango, Pedro
Olman, P.
Olsen, -1229
Olsen, B. K.
Olsen, Chas.
Olsen, Chas. A.
Olsen, Ernest
Olsen, Ernest V.
Olsen, Ferdinand
Olsen, Fred
Olsen, G. B.
Olsen, Geo.
Olsen, Gustav
Olsen, James
Olsen, Jorgen
Olsen, Karl
Olsen, M.
Olsen, Marius
Olsen, Olaf D.
Olson, Otto
Ompen, Abe
O'Neil, Jas.
Osterholm, J. W.
Ottem, Aksel

Parly, Frans.
Partanen, John
Paulsen, James
Pearson, J. T.
Pedersen, Olaves
Persson, Herman
Peters, A.
Petersen, -1598
Petersen, C. W.
Petersen, L. -1389
Petersen. Oscar
Petersen, S. A.
Petersen, William
Peterson, Frank
Peterson, Fred
Pettersen, Anton
Pietschman, Geo.
Pilem, Otto
Plant, B.
Pommer, A.
Purgold, Geo.

Rade, Alfred
Radebrecht, Alfred
Rasmussen, Robt.
Reinhold, Ernest
Reitan, Pete
Renstrom, Ernest
Rimmer, Chas.
Rivera, Ben
Robertson, John N.
Rodel, Willy
Rommerdahl, Knud
Rose, -2422
Rospersen, Henrich
Routman, Robt.
Runte, O.
Ruter, P.

Sabel, F. L.
Saderlund, Andrew
Sahivar, J.
Salvesen, S.
Salzer, Julius
Sandberg, Tom
Sandstrom, Hugo
Sane, Fred
Sanne, Rudolph
Saunder, Jas. B.
Saunders, Jim
Savaje, Roland
Saxton
Schellenberg, E.
Schluter, Paul
Schmidt, A. R. B.
Schmidt, Hans
Schnavzenberg, W.
Schroder, Gus
Schultd, Albert
Schultz, John A.
Schulz, F. G.
Schulz, F. S.
Schulze, Paul
Seaman, Carlie
Selen, J.
Seppanen, Alexander
Shallgren, John
Siebert, R.
Silm, Bernhard
Silver, P.
Simonsen, Carl
Simonsen, Thomas
Sjobborn, Karl A.
Skidsmo, A.
Skoglund, Hary
Smith, Johan
Sonneberg, J. C.
Sorensen, L. A.
Sorensen, Soren
Sorensen, Viggo
Sorger, E.
Soutjen, -1229
Stahlbaum, Eberhardt
Stange, Anton
Steadman, Geo. F.
Steiner, John C.
Stengord, William
Stenroos, Frank
Stevensen, Julius S.
Strandquist, Louis
Strauss, Walter
Sullivan, J.
Sumner, A.
Sundberg, John
Swanson, Lixten
Swarney, N. G.

Tamman, Chr.
Tampson, E.
Theorin, J. E.
Thompson, Ch.
Thomsen, Emil
Thorstensen, Conrad
Thovsen, Theo
Tietjen, B. H.
Tillman, Andrew
Tipp, Jos.
Tollefsen, Andreas
Tommola, W.
Torbjornsen, Andrew
Torkilsen, Jonas
Tornquist, Chas.
Townsend, R.

Uesair, M.
Uppit, Walter
Ursin, J.

Vahvr, Morris
Verstad, T. P.
Vesgaard, Jens.
Vesthve, L.
Viereck, H.
Vinter, G.
Vold, O. P.

Wahlberg, Rud
Wallin, John
Wallner, Thomas
Walen, -1302
Webber, John S.
Wenson, B. S.
Westman, A.
Wheatcroft, L. E.
White, Thomas
Wiberg, Eric
Wikinson, W. H.
Wilhelmsen, Hans
Willa, Max
Williams, John
Williamson, William
Wineberg, Chas.
Winter, Harry
Winther, Sigurd
Wirta, John
Wold, Olaf.
Woldhouse, John
Wurthmann, M. L.
Wurthman, Wm.

Ylinen, Sam
Yren, Wm.

Zeshel, B. M.
Zoe, Frank
Zunderer, Theodor

PACKAGES.

Apply to Secretary of Sailors' Union of the Pacific.

Anderson, A.
Anderson, Axel
Athanasele, Michel
Beling, Oscar
Blixham, S.
Christoffersen, Olaf
Ellefsen, Otto
Finnelly, Wm.
Guldbrandsen, Jack
Hansen, Chr. M.
Hansen, Karl
Hansen, Marius
Hansen, Nils
Haugen, Lars
Hendriksen, H. -1333
Hernas, K.
Iversen, Reidar
Jacobsen, Joakim
Johansen, Axel
Johansen, Emil
Johansen, J. -2021
Jorgensen, Oluv
Klette, E. F.
Laas, J.
Laydon, D.
Lindroth, Erik
Markley, Paul
Mortensen, -2191
Nelson, Hasmund
Nilsen, Emil
Nordin, Gus
Olsen, -1244
Olsen, Carl -1101
Petersen, Karl
Petersen, Olav
Raasch, O.
Rarly, Frans.
Rasmussen, Emil
Rathke, Reinhold
Rimmer, Chas.
Roslin, Robert
Sshmehl, Paul
Summers, J. J.
Swanson, Martin
Thorsen, Jens
Van Pratwijk, Johannes
Wakely, R. E.
Walters, Albert B.
Willmann, Wilhelm
Wurthman, W. L.

INFORMATION WANTED.

William Fayette White, whose mother died recently, is inquired for by his brother. Anyone knowing his whereabouts please address S. A. White, 106 W. Salem Ave., Roanoke, Va.

William McGrail, of Baltimore, Md., who sailed on the Atlantic and Gulf Coasts as cook for a number of years, is inquired for by his brother, George McGrail, 603 Decatur street, New Orleans, La.

Francis Robert Bassett, a native of England, last heard of in San Francisco, Cal., in 1901, was well known around the water front as "Liverpool Frank." Any information regarding this man will be gladly received at the office of the British Consulate, San Francisco, Cal.

Arthur Griffith, alias Simmons, a British subject age 28 years; 5 feet 6 inches in height, fair complexion, stout build, blue eyes, top false teeth, clean shaven, who is believed to sail on a coasting vessel between San Francisco and Portland, is inquired for by H. B. M. Consul-General. Anyone knowing his whereabouts please notify the British Consulate-General, San Francisco.

George Albert Vaughan, age 47, of Handsworth, Birmingham, England. Was in New York City in 1902; worked as steward on New York and South American boats. Important. Address, Rev. R. C. Cookson, 96 Monroe street, Brooklyn, N. Y.

Any one knowing the whereabouts of John Burke No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

Fritjof Ellingsen, age 32, a native of Drammen, Norway, he was short, heavy set, dark hair, parted in the center, and good looking. Anybody knowing his whereabouts please notify Ed Knach, 171 Clipper street, city.

Andrew John Anderson, who left Aberdeen, Wash., on lumber barge Washtura for San Francisco, is inquired for. Any one knowing his present whereabouts please notify Mrs. Anna Anderson, Aberdeen.

John Rebbetad, who was in the steamer A. F. Lucas in November, 1911, is inquired for by his brother. Address, Coast Seamen's Journal.

Heinrich Schel, born in Zingst, near Barth, Germany, is requested to communicate with Mr. A. Praast, 93 Diepe Straat, Antwerp, Belgium.

Up-to-Date.—Old-Fashioned Individual—Well, little man, building a castle?

Fin-de-Siecle Infant—Nope. This is a hotel; there's no money in castles.—Harper's Magazine.

At Least One.—"Every one has some secret sorrow," says a philosophizing friend. "Even the fattest and jolliest of us has a skeleton in his midst."—Cleveland Plain Dealer.

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December 31, 1913:

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Capital actually paid up in Cash	1,000,000.00
Reserve & Contingent Funds	1,807,404.18
Employees' Pension Fund	166,570.12
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Pt. Townsend Letter List.

Andersen, E. T.	Mertz, George E.
Alango, John	Nachtigall, H.
Hermansen, L.	Rosbeck, Gustaf
Johansen, John	Varner, C.
Johnson, Ole	Wilson, Gus
Moore, George	



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OF AMERICA
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SEPT. 1880
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Union-made Cigars.
This Certifies, That the Cigars contained in this box have been made by a First-Class Workman, a MEMBER OF THE CIGAR MAKERS' INTERNATIONAL UNION of America, an organization devoted to the advancement of the MORAL MATERIAL and INTELLECTUAL WELFARE OF THE CRAFT. Therefore we recommend these Cigars to all smokers throughout the world
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FAC SIMILE
G. W. Perkins, President, C. M. I. U. of America
LOCAL STAMP

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Stand and Baggage Room at
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Phone Douglas 5348

Telephone Kearny 4186
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Motor Express and Baggage Room
Sailors' Baggage Stored & Cared For
10 MISSION ST., SAN FRANCISCO
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Isralson, Isak	Partanan, Alex
Larson, Claus Ludwig	Richards, James
	Snorsvold, Lars

Seattle, Wash.

Abolin, Adam	Osterlund, Albert
Borgen, K. Sigurdsen	Olsson, Sigfrid
	Peterson, Andrew K
Dahl, Ben.	Phister, Albert
Fister, Johannes	Polhome, Mr.
Finnigan, I. H.	Ridderstaff, Ernest
Hagen, Gunder	Rye, F. M. J.
Jensen, Gustav	Selback, Chris.
Johansen, Ingvald	Slinning, Rasmus O
Johnson, Axel	Spellman, Tom.
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INFORMATION WANTED.

Nils Johnson, who was wrecked in the American bark "Oasis," Sept. 2, 1887, is inquired for by W. F. Hohenschild, Berkeley, Cal.

Albert Christensen, native of Byrum Laso, last heard of in San Francisco in 1910, in inquired for by his brother. Address, H. C. Christensen, Scandinavian Sailors' Home, San Francisco.

Carl Janson, age 36, born in Wastervik, Sweden; last heard of in Seattle six years ago. Any one knowing his address please communicate with Erika Askenberg, 2280 86th street, Cleveland, Ohio.

Archie Smith, who was cook on the steamer "Hyades" in August, 1913, is urgently requested to communicate with Ambrose Gherini, 460 Montgomery St., San Francisco.

Samuel Dickson, a seaman, aged about 40 years, son of Moffett Dickson, deceased, of Belfast, Ireland, or any person knowing his whereabouts, is requested to communicate at once with the undersigned in connection with a legacy. A. R. Smith, U. S. Shipping Commissioner, Philadelphia, Pa.

News from Abroad.

The British Government's plan for the conciliation of the Unionists of Ulster in connection with the Irish Home Rule bill was laid before the House of Commons by Premier Asquith and promptly rejected by Sir Edward Carson in the name of Ulster.

Lancelot Malpagne, alias Captain Tempest, was sentenced at Belfast, Ireland, to a term of three years in Tyrone prison for defrauding 460 young women out of money under promises of marriage. Malpagne represented himself as the son of an American millionaire.

It is learned definitely that the amount of bond guarantee required by the Canadian Northern from the government to enable it to complete its transcontinental line is $50,000,000. The total amount required is $105,000,000, with $50,000,000 bonds guaranteed by the Dominion of Canada.

The North German Lloyd steamship "Kaiser Wilhelm der Grosse" reported that she rammed and sank an unidentified three-masted schooner in the North Sea. The schooner's crew were drowned, as the liner remained in the vicinity of the collision for two hours without finding the slightest trace of them.

Six weeks at hard labor was the sentence of Catherine Wilday, who was arraigned in a London police court for appearing in the House of Commons attired in male clothing with a dog whip concealed in her sleeve. She said she intended to give Premier Asquith or Home Secretary McKenna a horsewhipping.

The directors of the Baltic and White Sea conference, representing 11 countries, have counseled a scheme for the laying up of ships in order to compel an artificial shortage of tonnage and so raise freights for the ships still running. The owners of these vessels put temporarily out of service are to be compensated out of a common fund.

During a debate on high rents in the Italian chamber of deputies, Deputy Colajanni, the noted sociologist, stated that the misery in Rome is frightful. With only 750,000 population Rome has as many outcasts as London. It is estimated that 100,000 have no homes and that 60,000 live in underground and windowless hovels. Heavy taxes have stopped building in Rome.

Lord Roberts has been elected president of the League of British Covenanters. Resolutions were adopted pledging the British Covenanters to do all in their power to prevent the establishment of Home Rule in Ireland without the sanction of the nation and the support of the people of Ulster in "their gallant struggle to maintain their constitutional rights."

A sensational arrest on a charge of military espionage is reported from Kiev. M. Jhidkoviky, chief telegraph engineer in charge of the important junctions at Zhonerinka, established his own wireless station ostensibly for scientific experiments. He recently paid several visits to foreign capitals in the interest, as he alleged, of his technical branch. He is now charged with intercepting wireless messages from the War Office at St. Petersburg to the southwestern command at Kiev and communicating them to a foreign government.

With the Wits.

Proof of Intelligence.—Cholly—Is this horse intelligent, me good fellah?

Groom—Very! Look out he don't kick you, sir!—Puck.

Unselfish.—Henry Yallerby—Aftah we's married, we'll hab chicken foh dinnah ebery day, honey.

Melinda Johnson—Oh, yo' deary! But I wouldn't ask yo' to run no sech risks foh mah sake!—Puck.

The Benighted Parent.—Little Girl—Why did your mama spank you?

Boston Child—Because she is too untutored and ignorant to devise a more modern reformatory method of punishment.—Life.

The Ishmaelite.—Paying Teller—You must get some one to identify you before I can pay this check. Have you any friends in this town?

Stranger—Not one. I'm the dog-catcher.—Our Animals.

The Master of the House.—"Er—Sophie—er—I believe your mistress and the young ladies have arranged to go to—er—Winklemouth for their holidays. Do you happen to—ah—have any idea whether they are—er—taking me?"—London Opinion.

The New Way.—"What will we put in the magazine this month?"

"About forty pages concerning what we had last month."

"Yes."

"And forty more about what we will have next month."

"And then?"

"That ought to be enough for this month."—Washington Herald.

Evident.—In a registration booth in San Francisco an old colored woman had just finished registering for the first time.

"Am you shore," she asked the clerk, "dat I'se done all I has to do?"

"Quite sure," replied the clerk; "you see it's very simple."

"I'd ought to knowed it," said the old woman. "If those fool men folks been doing it all dese years, I might 'a' knowed it was a powerful simple process."—Life.

Secure and Profitable

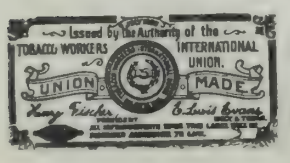
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The class of teachers of Navigation in the past have been those having simply a knowledge of Navigation, and Navigation only. Conditions have changed, and the American seamen demand a man as a teacher with higher attainments than one who has only the limited ability of a seaman. The Principal of this School, keeping this always in view, studied several years the Maritime Law, and is now, in addition to being a thorough teacher of Navigation and its kindred subjects, a regularly admitted Member of the Bar.

There is no standard of education required of a pupil entering the School, for no matter how ignorant the seaman may be, even in the rudiments of common education, Captain Henry Taylor will teach and raise him from the depths of ignorance to the height of the average well-informed man, and in comparatively short interval of time.



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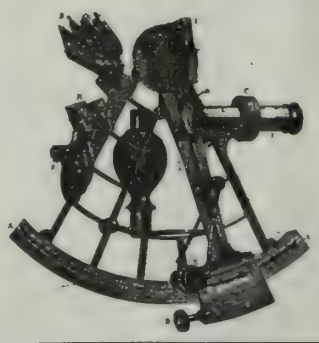
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For Women—several grades, 25c, 35c and 50c a pair.

For Children—A heavy and medium weight for boys, and an extra fine rib for girls; 25c a pair.

For Men—Hosiery in black, also white, tan, gray and navy; 25c a pair.

"Iron-Thread" Hosiery is guaranteed "To give satisfaction to your satisfaction or a new pair free. No coupon or time limit involved. We leave it to your sense of fairness."

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COAST SEAMEN'S JOURNAL

FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XXVII, No. 31. SAN FRANCISCO, WEDNESDAY, APRIL 15, 1914. Whole No. 2273.

JUSTICE---NOT CHARITY!

The JOURNAL is a regular recipient of annual reports upon the management, receipts and expenditures, etc., of Sailors' Homes in all parts of the world. Every one of these reports contains a list of donors and subscribers, and invariably an appeal is made for a continuance of charitable contributions.

Among the regular contributors are many shipowners who are known as cheap labor advocates and others who employ Asiatics, almost exclusively. These men can not be induced to pay a fair wage to their employes but they do like to pose as philanthropists and have their names recorded as such in booklets and pamphlets galore.

It is the old, old story of the rich, who are willing to do anything for the poor except to get off their backs.

Mr. Nathan Straus, for example, has just arrived at San Francisco in order to begin a crusade for pure milk. This is undoubtedly as worthy a cause as any in which a retired merchant prince may spend his time and efforts. But there is another side to that story. Pearson's Magazine has the following upon Mr. Straus:

"Mr. Nathan Straus, it is announced, is about to retire from active business and to devote his attention to the furtherance of his charitable enterprises.

"Mr. Straus is the principal owner of three great stores in New York City, two of them of the department variety.

"Every newspaper in New York has long been in the habit of calling him a philanthropist. To cavil at these gracious titles is but ill work. Nevertheless a person accustomed to look at things without hysteria and with some consideration of plain facts will certainly remember that the girls in Mr. Straus' stores have been rather worse treated and worse paid than in most other places, even of the same deplorable character.

"Also that while it is nice of Mr. Straus to think about establishing pasteurized milk stations in Berlin, it seems odd that he has never thought much about the conditions of employment in the stores from which he was drawing his vast fortunes, nor the terms on which he took the labor of his employes.

"Not long ago I listened to a report concerning the basement of one of Mr. Straus' stores and the state of the unfortunate persons that worked there, and it seemed to me that with money made from such conditions the grand old song of philanthropy ought to be sung to a soft pedal accompaniment.

"The people of Berlin that are to drink pasteurized milk through Mr. Straus' benevolence might care to know that they drink it at the expense of ten thousand girls whose labor has been cruelly exploited. The knowledge wouldn't sweeten the beverage, but it might enlighten the intellect.

"Mr. Straus' firm is the largest dispenser of newspaper advertising in New York City. Probably no title of philanthropist was ever more easily won. One New York newspaper received last year from the Straus firm more than $300,000 worth of advertising. It has printed columns of fulsome eulogy of the Straus philanthropy. It can safely be depended upon to print many more. So long as that advertising appropriation holds out."

In commenting upon the foregoing, our esteemed contemporary, "The Railroad Trainman," hits the nail on the head when it intimates that the workers would be much more pleased with better wages and less philanthropy, and continues:

"It is not right to manage any business at the cost of the welfare of its employes or the general public so that an unfair division of earnings may be sent abroad for any purpose. Every dollar that is spent for the benefit of Berlin's people is paid by the working people of America. If it is necessary to restore Palestine and Jerusalem for any reason, let the restoration commence on New York's East Side and be carried to all the other 'East Sides' of America. The wage-working people of America are more interested in the restoration for them of a decent standard of living, a fairer division of earnings, fewer millionaires and newspaper philanthropists who act as paymasters to hand out money in charity that rightfully should have been paid as wages.

"It would not be right to overlook Brother Rockefeller in mentioning our free handed givers away of other people's money. The soul of the heathen must not be damned for the want of saving grace, or grease, whichever suits better, so, the missionary is sent to take care of him. The soul of the poor devil right here who pays 100 per cent. dividends to every form of Standard Oil can rejoice and be glad that the heathen is going to have a show at his expense, for he knows his money is being handed out by that old grand dispenser of philanthropy, Brother Rockefeller, who acts as collector and paymaster for him. Rockefeller has given away a lot of our money for us and he has felt right good over it. Inasmuch as this is the only way thus far devised to get any of it from him, we suppose he must be credited with being a philanthropist, which in the light of truth does not mean much.

"There is that other grand old spendthrift, Braw Andy of Skibo, who is so afraid he will die rich he has given away close to a billion dollars that was made for the most part out of the blood and bones of the steel workers. Every library named for Carnegie is more of a monument to the men who slaved and died in his mills and to the looseness of American business methods than it is to Carnegie. Grand organs swell out their hymns of praise but dead men can not hear them; ornate libraries with their millions of volumes, stately piles of marble that stand as memories to the greatest wizard of industry this world has ever known, are not entered by unlettered men and seldom by their children, although they earned the money that paid for them. Investigators have declared the lives and labors of steel men are the worst possible, and yet from their earnings Carnegie alone has given close to a billion dollars in—philanthropy.

"The Carnegie Hero Fund is an exception to the rule of giving away other people's money. The amonnt of good done direct is a worthy way of benefiting the families of men who have died in defense of their fellow men. It is the exception to large giving. As things run all of these benefactions perhaps are better than none, but at best they are made at the expense of the men who have worked out their lives to make millionaires and who really deserve credit for every dollar given in the fulsome name of charity.

"Aside from Ford, the whole pretense is to build up the people, to rehabilitate the worn out and distressed, at the expense of the retired business philanthropist. The thing to do is to keep men and women built up, to pay wages that will keep them from needing rebuilding; there is too much need for that and not enough recognition of the need for its prevention. We have the latest form of wage division while wages are being earned in the announcement of Henry Ford, of the Ford Company. He has declared the firm will double the wage of every employe, fixing a minimum wage at $5.00 per day, with an eight-hour work day. The proposition has been belittled, damned and looked at with suspicion. It is a new way of getting results, whichever way one is inclined to look at it. It is difficult to see anything particularly damaging to the employes of the company in this wage arrangement; it is an improvement on the practice of sending the extra earnings to China, or Palestine, or Berlin, or Scotland, for the care of the heathen or oppressed; it is far better for the employes of the Ford Company to have earnings divided among them than it would be for the company to send the money to Africa for the salvation of the heathen; it is greatly to their advantage to have higher wages now than to be eulogized when they are dead; today is the time that counts for every man, not some other day; he wants wages that will let him live during hard times, not cheap wages and a soup ticket every time he loses a day. The decision of the Ford Company may be an advertising scheme as has been said of it; let it be; it is good advertising; we would there were more of it and less of the philanthropic bunc that turns men into junk and then rehabilitates them in a blaze of philanthropic glorification with their own money."

THE FUGITIVE SEAMAN'S LAW.

Every school boy knows something about the infamous Fugitive Slave law which, more than anything else, brought on the Civil War between the North and the South. But how many of our citizens know that when the Fugitive Slave law was drawn up it was modeled after an existing statute applying to the seamen of our country? And how many know that the Fugitive Seaman's law still exists? All men under the American flag are free men by virtue of the Constitution of the United States —except seamen.

Up to the adoption of the Thirteenth Amendment to the Constitution most of the States of the American Union had laws which provided for term contracts to labor enforcible by imprisonment. Such contracts might be made either in the State, outside of the State or in a foreign country. They were legalized by one section of the Constitution providing that any one owing service or labor escaping from one State into any other might be there arrested and brought back to the service of his master.

The adoption of the Thirteenth Amendment forbidding slavery or involuntary servitude within the jurisdiction of the United States made all such contracts illegal and non-enforcible in so far as workers on shore were concerned. The statutes of the United States were revised and all the sections of our federal law that provided for the arrest, detention and delivering up of runaway servants were eliminated, except in the case of seamen, who were continued in the old bondage, nay, whose bondage was made more severe through act of Congress adopted in 1872. In the first years of the last decade of the eighteenth century Congress passed a law under which seamen having signed contracts to labor must fulfill such contract on pain of imprisonment. Deserting the service of their vessels they were to be brought back at their own expense, there to continue to labor against their will. Two years later Congress enacted a law modeling it upon the fugitive seamen's law, providing for the capture, detention and the delivering up of runaway slaves. The Civil War and the adoption of the Thirteenth Amendment repealed the Fugitive Slave law. No relief came to the seamen. Slavery was abolished in Brazil, and serfdom ceased in Russia, but the seamen's status remained.

Under our law, as it read up to 1898, any seaman having signed shipping articles and then violated his contract might at the option of the master be placed in prison for an indefinite period, without any remedy arising and coming to him from the writ of habeas corpus. This was Section 4558 of the Revised Statutes. Under Section 4596 he was subject to two months' imprisonment for disobeying commands in port, to three months' imprisonment for refusal to continue to labor if he acted as an individual, or if he acted in combination with others of the same crew the imprisonment was twelve months. Under Section 4598, having made a contract to labor on a vessel, and then refusing to go to work, he might be arrested on a warrant and upon proof that he had actually "signed articles" he was by the court remanded back to the vessel to fulfill his contract. Under Section 4599 he might be taken by the master or other officer of the vessel and brought direct on board without any appeal to a court. Under Section 4601 any one harboring or secreting a seaman, knowing him to "belong to" any vessel was subject to a fine of ten dollars per day, half of which went to the informer. Under treaties with foreign nations these laws were made operative in foreign countries, and similar laws of foreign countries were enforced here.

By law enacted in 1898 some of these statutes were amended and others ceased to have any application in the coastwise or domestic trade. But a seaman on an American vessel who leaves his ship in Europe, Africa, Australia or Asia may now be arrested, detained and surrendered back to the vessel whose service he had left. The United States performs the same service for shipowners of foreign nations, and there is hardly a month in which there is not some seaman from some foreign vessel sitting in some prison in the United States awaiting the hour when he shall be brought back to the vessel which he left, there to endure involuntary servitude. The cost of the capture and detention is charged up against the wages which the seaman has earned or may later earn. In short, the seaman's body, under the law, belongs to the vessel in the same way, and the ownership is enforced by the same method, that was applicable to the negro slave prior to the emancipation proclamation.

The seaman is the only man so treated here in the United States. And when the seamen appealed to the Supreme Court claiming that these laws were unconstitutional and void because antagonistic to the Thirteenth Amendment to the Constitution, the court held, in the case of Peterson vs. Baldwin, that the seaman does not come within the protection of the Thirteenth Amendment. In other words, the seaman's body belongs to the ship. The American on going to sea surrenders his rights of citizenship.

When freedom came to the rest of the working people their testimony became credible because in law they were equal to the employer. The seaman's testimony is so tainted by his status that it is not believed, unless supported by other testimony, either direct or circumstantial. The relation between the employer and employee on shore is that of contracts between freemen. Any violation of such contract is cause for damages, to be investigated and determined by judge and jury in a civil suit which simply means a debt and, since imprisonment for debt is abolished, involves no penal punishment. Not so with the seaman. His body belongs to his master, and the master resumes and keeps control of his own.

In the progress that society has made the wages of the men on shore have doubled, trebled, quadrupled. Cost of living has followed wages. The seamen's wages have stood still in the number of dollars, but have fallen in purchasing power in exact proportion as the cost of living rose. With the wages remaining stationary as to figures and being continuously reduced in purchasing power, it is plain that at some particular point the seaman would become unable to care for a family. That point was passed forty years ago in the United States, twenty years ago in England and some other European countries and to-day those who follow the sea are Ishmaelites, without homes or family ties.

The American began leaving the sea after the Civil War. The boys learned to shun the calling and the men to leave it, until the ocean and coastwise trade is carried on by men born in foreign countries, comparatively few of whom are naturalized, and therefore, not subject to draft as defenders of the nation in event of war. The same tendency is operating with increasing strength in European countries, especially in the middle and northern Europe. As the Caucasian is leaving the sea, the Oriental fills the vacancy. American and European vessels, trading between our Pacific ports and the Orient are manned by Chinese. There is a large number of Chinese employed on the Atlantic, especially in British vessels, in fact, there are about 100,000 Orientals in the merchant marine of England. The Britisher is quitting the sea, Norway has no longer a sufficient number of seamen to man her own vessels, and Germany is getting her seamen from the interior.

Modern education and the seven century old status of the seamen cannot continue together. There must be a change. It must come soon, or the power over the seas will pass from our race to the Asiatic. Let no one believe that ships may be Caucasian and seamen Oriental. Ships are the seamen's tools, and tools belong, finally, to the nations or races that know how to use them.—Andrew Furuseth, in The American Patriot.

OPENING UP AFRICA.

Very soon it will be possible to cross Central Africa from ocean to ocean with no more trouble than is involved in changing from train to steamer at various points on the journey of about 3000 miles. The Germans have just completed a railway from Dar-es-Salaam, on the east coast, to Kigoma, on Lake Tanganyika, near Ujiji, the town famous as the meeting place of Stanley and Livingstone. Across the lake boats have been running for some time, and two 1200-ton steamers are, in fact, now being built for service on it by the German Government.

Then, from Boma, on the west coast, the unnavigable sections of the Congo have been bridged by Belgian enterprise, and the final section, which is to have a terminal in Lukuga, on the western side of Tanganyika, is almost finished, and, indeed, it is believed that within the next few months there will be available a chain of communications which will enable the traveler to cross the continent for the first time by rail and steamer, the time occupied being estimated at about three weeks.

Other developments of the kind that are now taking place include a railway from Lobito Bay, in Portuguese West Africa, which has been completed to the neighborhood of Bihe, and which it is intended to continue to Katanga, and thus form with the German and Belgian lines another trans-African route, while various extensions of the Cape-to-Cairo route will link up with them at some of the more important trading centers.—"Shipping" Illustrated.

The metric system continues to spread among all save the English-speaking nations. In the last four years its compulsory use has been adopted, so it is reported, in Denmark, China, Japan, the five republics of Central America, Bulgaria, Chile, Uruguay and Siam. Although advocates of the system have been tireless in Great Britain and the United States, little headway has been made against the foot rule and yardstick, the pound and stone, the pint and quart.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

To Impeach Justice Wright.

Standing on the floor of the House of Representatives, Congressman Park, of Georgia, started impeachment proceedings against Justice Wright and presented resolutions instructing the Committee on the Judiciary to inquire and report whether action by the House is necessary "concerning the alleged official misconduct of Daniel Thew Wright; whether he has accepted favors from lawyers appearing before him; whether he has permitted counsel for a street railway to indorse his notes while said counsel was retained in business and causes before his court; whether he has collected and wrongfully appropriated other people's money; whether he has purposely changed the record in order to prevent the reversal of causes wherein he presided; whether he is guilty of judicial misconduct in the trial of a writ of habeas corpus to an extent which provoked a reviewing court of the District of Columbia to justly characterize the trial as a travesty of justice; whether he has arbitrarily revoked, without legal right, an order of a judge of concurrent jurisdiction, appointing three receivers, so as to favor his friend by appointing him sole receiver; whether he is morally and temperamentally unfit to hold judicial office, and whether he has been guilty of various other acts of personal and judicial misconduct for which he should be impeached."

The above charges are similar to the ones by Wade H. Cooper, which were handed to the Attorney-General, who, in turn, forwarded them to the House Committee on the Judiciary, which decided, in effect, it had no power to act on the impeachment of a judge unless ordered to do so by the House. The committee now stands so instructed, and is given full power to send for witnesses and administer oaths in its investigation.

Beware of Power.

At stated intervals alarmists and overenthusiastic individuals make the discovery that the American Federation of Labor is not clothed with sufficient power. Forthwith plans and specifications are furnished which, in effect, transform the rank and file of the trade-unionists into automatons to be peremptorily ordered at will. The lodgment of power in some central authority appears to find its most ardent advocates among those who, when commanded to abide by their own fantastic creations, would be the first to rebel. It is not difficult to institute a rule of action for the other fellow, but it is an entirely different matter should the rule overlap into the precincts occupied by the creator.

There's something human about this, though, but unfortunately there are legions who fail to comprehend this important and ever-present trait of character.

It would not be too strong a statement to assert that were it possible to lodge the combined power of the entire organized labor movement upon a few individuals, and that power used to compel obedience to its edicts, a smoldering volcano would be in the process of formation. The American labor movement holds as its principal tenet, freedom.

Away with your power to compel men and women to act in accord with some theoretical notion. If there is any plan or scheme that will be of advantage to the organized workers, they will accept it in time when they understand it, and they cannot be forced to accept it sooner, no matter how much power there is at the top.

Infants are not dined on beefsteak.

Trade-unionists want freedom, and they intend to preserve that freedom by a refusal to delegate the right to a coterie of selected individuals to do their thinking for them.

The real and actual power in the organized labor movement is the co-operation which comes as the result of understanding. The champion of any plan to apply force to compel obedience of his fellow-workers is a dangerous leader. Self-imposition of discipline is a builder; the interjection of force means destruction.

Printers' Narrow Escape.

It is illegal for members of the Allied Printing Trades Council to notify book sellers that they will not deal with them if they handle books printed under non-union conditions.

It is lawful for the Allied Printing Trades Council to notify publishing houses that they will appeal to State Boards of Education if non-union books are handled by them.

The above rulings are included in a letter from Assistant Attorney-General Todd, at Washington, to District Attorney Marshall, at New York, in the case of the New York Allied Printing Trades Council, which the Federal Grand Jury has been investigating because of its opposition to the non-union publishing house of Doubleday, Page & Co. In effect, Mr. Todd rules that it is a violation of the Sherman Anti-Trust law and an interference with trade if the printers and their allies notify a book seller handling non-union goods that they will no longer patronize him.

These workers, however, may appeal to fellow unionists to urge State Boards of Education throughout the country to cease buying this non-union product for use in the public schools, because this act "does not constitute a direct restraint of interstate commerce within the principle of any case decided by the Supreme Court," says Mr. Todd, who, it will be noted, relies on court interpretations of the Sherman Anti-Trust law, against which the A. F. of L. so strongly protests, and which interpretations may some time outlaw the petitioning of public officials, on the ground that such action is "an interference with interstate commerce."

The Federal attorney plainly states that if the Allied Printing Trades Council "approaches booksellers with threats not to buy books of them if they carry in stock the books of publishers who employ non-union printers," this would be cause for action under the Sherman Anti-Trust law. He cites the Electrotypers' Union, allied with the Council, as doing this very thing,

(Continued on Page 11.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeland Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts Maritimes de France, 33 rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S, Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

The number of industrial disputes in Australia during 1913 was 208, affecting 50,283 workmen.

The Amalgamated Society of Carpenters and Joiners has a total membership of 88,704 in various English-speaking countries.

A labor amendment demanding an inquiry into the Dublin riots, was defeated in the House of Commons recently by 233 votes to 45. The moral of this is that labor must fill every legislative chamber with its own direct representatives.

The Labor party in Great Britain, the British Socialist party, and the London Trades Council made rival efforts to take the deported South African union leaders exclusively under their wing when they arrived in England.

Another general railway strike is threatened at an early date in Italy. Eighty thousand railway employes are agitating for an amelioration of their conditions of employment which would represent an increase of $10,000,000 in the State budget.

"One of the most happy signs of the time is the fact that the colored workers are also beginning to recognize the value of the trades unions and are beginning to work together with their white workmates instead of forcing down the wages of the latter or playing the role of strike-breaker," so writes "The Worker," the organ of the South African Labor party.

The new immigration law of the South African States raises serious obstacles for Asiatics contemplating emigration to the Orange River Colony. Almost 40,000 Indians who were born in South Africa, but not in Cape Colony, may not in future enter the latter State. A tax of £3 per head is levied on every member of all Indian families, whilst the average income of the immigrant is not more than £12 15s. per year.

The Government and the Opposition in England have agreed to the second reading of a Children's Employment and School Attendance bill. It is proposed to raise the school age to 15 years; abolish half time schools for children under 13 years, and exempt those above 13 years conditionally on their entering into beneficial employment. It is intended to prevent street trading by boys and girls under 17 and 18 years of age respectively, but boys under 17 may be licensed if they attend a continuation evening school. The sweaters of old England are cursing the Government and Opposition alike for, in this way, limiting their supply of child slave labor.

In the summer of 1913 a conference of delegates was held from all coal shipping ports in Great Britain to consider a fixed finishing time on Saturday. After a few meetings it was decided to stop work at 1 o'clock on the first Saturday in September last, so as to have a clear half holiday. The rank and file, acting on this decision, ceased work generally, but not in every port. Every coal trimmer and tipper in the Welsh ports stopped at the time fixed, much to the surprise of the shipowners and merchants. The merchants at some ports endeavored to have the men individually break away from their fellows but they put up a solid front, so that the merchants and shipowners have now accepted the position.

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MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

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INFORMATION WANTED.

Andrew Wilne, native of Dundee, Scotland; about 28 years of age, dark complexion, last heard of about nine years ago, sailing as steward, also as fireman, is inquired for by his relatives. Address A. S. Milne, 1122 Rose street, Grandview, Vancouver, B. C.

Nils Edmund Johansen, a native of Tansberg, Norway, aged about 50, last heard of at Melbourne, Australia, is inquired for by his brother. Address, Martin Johansen, 839 Centennial avenue, Alameda, Cal.

Charles Harold Allen, who has served as an apprentice in a British ship, age about 21 years, medium height, brown hair, last heard of in San Francisco November 9, 1911, is anxiously inquired for by his father. Please notify British Consul-General at San Francisco.

INFORMATION WANTED.

Adolf Theining, a native of Vannersborg, Sweden, is inquired for by his mother. Address, Coast Seamen's Journal.

Walter Jorgesen Clang, born in Aaland Yetta, Ostro Yetta, is inquired for by his uncle, John Clang. Address Coast Seamen's Journal.

George Alfred Hall, last heard of on the Sch. "Sehome" in June, 1913, will please communicate with his brother, Walter Hall. Address 790 18th street, Oakland, Cal.

Rudolph Kurella, born January 5th, 1868, at Grabowo, Germany, is inquired for by the German Consul-General at San Francisco, Cal.

Oscar Osolin, John Lind, M. Elone, John Anderson, Thomas Pukki, Alex. Tuominen, Chas. Grouberg, who were on board the steamer "Fifild" April 7, 1913, please communicate with the Coast Seamen's Journal.

Johannes Larsen, age 22, born in Fitje, Norway, is inquired for by his brother, Ingolf Vestrick. Anybody knowing his whereabouts please notify his brother at 9 Mission street, San Francisco.

Fred (Albin) Swanson, a native of Malmo, Sweden, aged about 25, is inquired for. Address, Coast Seamen's Journal.

San Pedro Letter List.

Andersen, Gust. -810	Johansen, Emil
Andersen, Martin -1894	Johnson, Gus.
	Isaacson, Gustaf E.
Andersson, E. -1762	Klaessen, K. A.
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Bergstrom, C.	Mayers, P. M.
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Duarra, Ciso	Olsen, Nick
Dalsgaard, R.	Olsen, A.
Dalin, Sven Gustav	Oksa, Victor
Ekholm, F.	Olsen, Hans
Ellingson, Ivar	Ohlund, Chas.
Enstrom, Carl M.	Pillman, Frank
Friedland, C. J.	Paulson, Gustaf
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Haggar, Fred	Rignell, J. V.
Heineg, Hans	Sleen, Ed.
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Hensen, Herald	Sutse, Michael
Hansen, Johannes	Saland, Hans
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	Sparkes, A.
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Johnsson, J. A. -1659	Packages.
	Ryberg, Nels Hansen

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Bergman, Ivar	Lundberg, T.
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Carlson, Ed	Licks, Ernst
Clancy, James	Nilsen, Nils
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Erickson, Edward	Paty, Geo. W.
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Hansen, Max	Rasmundson, Fredrick
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Hapstold, Sigurd	Russel, Wm.
Haven, Francis	Remmerdahl, Knud
Johnson, Ole	Scott, Emil
Jensen, Hans	Schneider, Henrick
Ivans, Carl	Sundquist, Ernest
Irwin, Robert	Stalbery, Wm.
Kjarsgaard, Hans	Sunders, O. F.
Karlson, Oscar	

INFORMATION WANTED.

John Dickson, who left Greenock, Scotland, about 10 years ago, his last address was Melrose House, Lower Boxhill, Brooklyn, New Zealand, is inquired for by his mother. Anybody knowing if he is alive or dead please notify the Secretary of the National Sailors' and Firemen's Union, Greenock, Scotland.

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, 84 Embarcadero, San Francisco, Cal.

John Erik Nordberg, a native of Sweden, age about 26, supposed to be sailing on the Pacific Coast, is inquired for by his brother Harold, care of Sailors' Union of the Pacific, San Francisco.

Pacific Coast Marine.

The barkentine "Aurora," belonging to the Charles Nelson Company, arrived at Antofagasta on April 8 from Tacoma, having been 98 days on the passage.

Balfour, Guthrie & Co. have chartered the American schooner "W. H. Marston" to transport lumber from Portland to the West Coast. She is coming from Valparaiso, in ballast, having sailed from there March 6.

Redwood lumber manufacturers in Humboldt County, Cal., are preparing to meet a self-imposed tax of 1 cent on each thousand feet of lumber they sell for the purpose of raising money to finance a home at the Panama-Pacific Exposition.

According to reports from Washington, the powerboat "Calypso," recently seized by the immigration authorities, will be sold in the event that the Government wins its condemnation suit. It was believed that the fleet craft might be kept for use either by the immigration or customs service.

Portland is to be connected with the sea with as deep a channel as that leading to the principal ports of Europe and to the great shipping centers on the Atlantic Coast. It will be thirty feet deep at the zero mark and of sufficient width to permit the largest vessels afloat to pass with safety.

Inspectors Dolan and Guthrie have suspended the license of Captain L. C. Hansen of the "Nome City" for ninety days, on the charge of negligence and unskilfulness. The "Nome City" grounded on Eliza Island, in Bellingham Bay, on March 9, at 7 o'clock in the morning.

Reclamation work along the Arcata (Cal.) water front will be carried on with the aid of a dredge to be built at Eureka. The machinery will be placed in the "Muskeket," which was purchased by the Suisun Dredging Company, which lost a dredge between Eureka and San Francisco recently.

Four sailing vessels were chartered on April 8 at 30s. to load new-crop wheat at Portland for the United Kingdom, and a fifth was reported in cables as having been taken at the same rate. They are the French bark "General de Sonis," the French ship "Desaix," the German bark "Wandsbek" and another German ship.

California took 16,580 tons of wheat and 15,360,000 feet of lumber from Portland during the month of March; also several thousand barrels of flour and thousands of tons of general merchandise. Shipments by water to California were heavy during March, grain filling the carrying space of many of the coasters leaving the Columbia River.

David Williams and Joe Horne were held to answer by Commissioner Francis Krull at San Francisco for trial in the District Court on the charge of rifling United States mail bags on the high seas. They were arrested in connection with the looting of the registered matter on the liner "Ventura" on the voyage from Australia to San Francisco.

A further provision for the safety of San Francisco transbay passengers will be put into effect immediately on the Key Route boats in the shape of the Douglas fog signals which, tried out on the ferry steamer "Claremont," proved so satisfactory that General Manager A. W. McLimont has authorized their adoption on all the boats and workmen are now installing them.

A system for policing by wireless the Atlantic and Pacific oceans has been perfected through the co-operation of the Department of Commerce and the Treasury Department, and will be put into operation as soon as the necessary apparatus has been installed. San Francisco will be the headquarters for the new secret service on the Pacific, while on the Atlantic both New York and Boston will have stations.

Captain J. W. Troup, manager of the British Columbia coast service of the Canadian Pacific Steamship Company, announced that the new fast steamships "Princess Margaret" and "Princess Irene" were nearing completion at Dumbarton, England, to supplant the "Princess Charlotte" and the "Princess Victoria" on the triangular Seattle-Victoria-Vancouver run. Later two steamships will go on the Vancouver-Southeastern Alaska run.

The United States revenue-cutter "Bear," which makes the annual cruise into the Arctic, has arrived at San Francisco from the San Diego station to prepare for the northern patrol duty. Captain Cochran will be in command of the vessel on the Arctic journey. The other vessels which will form the Bering Sea patrol this season are the "Unalga," "Manning" and "Tahoma." The "Bear" expects to get away for the North about the first of next month.

United States Inspectors Guthrie and Dolan have suspended the license of Captain M. A. Madsen of the Matson Navigation Company's steamship "Wilhelmina" for thirty days. While on the way from Honolulu to San Francisco, the liner bumped the South Farallon. The "Wilhelmina" arrived on March 31, and soon after docking water began to pour into the hold as a consequence of the accident. Madsen was tried for negligence and was found guilty.

The Cameron Lumber Company and the Empire Lumber Company, both of Victoria, B. C., have contracted to deliver to the order of the Dominion Government at Toronto the huge amount of 24,000,000 feet of timber to be used in the construction of the new harbor works there. The contract involves a sum of over $250,000, and delivery must be completed within four years. A contract of such magnitude constitutes a record in the lumber business, and is also the first contract to be placed as a direct result of the opening of the Panama Canal in the current year.

Extensive alterations are being made on the steamship "Dirigo" of the Alaska Steamship Company for the Cook Inlet trade this spring. Additional staterooms to accommodate forty-two first-class passengers will be added. She will be ready to sail from Seattle for Seward May 1. The steamship "Dora," now carrying mail to westward points, will be withdrawn and the "Dirigo" will take her route in addition to caring for the business of the Cook Inlet country, which is new territory, for the Alaska Steamship Company.

The Crescent City (Cal.) harbor improvement project was again urged at a hearing before the Board of Army Engineers at Washington, D. C. The project, to cost $1,800,000, has been favorably reported by Colonel Rees, district army engineer at San Francisco. At a supplementary hearing before the board Representative Stephens urged a favorable report on the proposed improvement in the inner and outer harbors at Los Angeles. These improvements would cost from $300,000 to $700,000 and consist principally of proposed channel widening.

The E. J. Dodge Company announces that the steamer "St. Helens" will be dispatched about the first week in June for Nome direct. Thus far this is the first vessel that has been placed on berth for the direct trip between San Francisco and Alaska. Contrary to previous years the Pacific Coast Steamship Company will not dispatch the "Umatilla" to Alaska direct. The "St Helens" will carry a full cargo of provisions, general merchandise and dredging and mining machinery. After making the direct trip to Nome she will make two trips north from Seattle.

Martin Lund, who for some months has been removing the wreck of the schooner "J. H. Lunsman," which for nearly a year has been a menace to navigation in San Francisco Bay, completed his work on April 9, when the final charge of dynamite was exploded in the remains of the hulk. Under the terms of the Government contract a depth of thirty-five feet at low water was required at the place where the schooner lay, and this depth now exists, the strong tides from up river having added materially in securing it. Lund and his associates are said to have salved a great portion of the cargo of coal which the vessel carried, and, in so doing, have netted a considerable bonus.

The United States army transport "Sheridan," which sailed from San Francisco on April 6 for the Philippines, went to sea with a complete new life-saving equipment affording accommodations for 2000 persons, the boatage having been increased from a 700-person capacity. The move of the bureau in Washington, in ordering the troopship fitted with further life-saving facilities of the highest order and the installation of the new Lundin lifeboat, was brought about through the efforts of Colonel John T. Knight, who for the past two years has been superintendent of the transport service at San Francisco and who goes out on the "Sheridan" to assume the duties of depot quartermaster at Manila.

Completing a voyage of 131 days from Philadelphia, the square-rigger "Manga Reva," in command of Captain Willets, arrived at San Francisco on April 10. She brought 3610 tons of coal to Balfour, Guthrie & Co. According to Captain Willets, the passage was uneventful, head winds and calms being experienced at frequent intervals. Five days after the "Manga Reva" left Philadelphia, John Hurtle, a seaman, succumbed to pneumonia and was buried at sea. When the "Manga Reva" originally left the Delaware breakwater last year trouble developed between the crew and Captain Townsend, who was then in command. The men forced the skipper to put back to Philadelphia, where conflicting stories were related concerning the events. A new skipper and hands were shipped for the second start.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

International Seamen's Union of America.

Affiliated with
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INTERNATIONAL TRANSPORT WORKERS' FEDERATION.
THOS. A. HANSON, Secretary.
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Branches:
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NORFOLK, 41 Loyalls lane.

HARBOR BOATMEN'S UNION.

Headquarters:
NEW YORK CITY, 214 West St.

LAKES DISTRICT.

LAKE SEAMEN'S UNION.

Headquarters:
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Branches:
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CLEVELAND, O., 1401 W. 9th St.
MILWAUKEE, Wis., 133 Clinton St.
N. TONAWANDA, N. Y., 152 Main St.
CONNEAUT HARBOR, O., 992 Day St.
ERIE, Pa., 107 E. Third St.
DETROIT, Mich., 7 Woodbridge St., East.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
OGDENSBURG, N. Y., 70 Isabella St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.
PORT HURON, Mich., 517 Water St.

MARINE FIREMEN, OILERS AND WATERTENDERS' BENEVOLENT ASSOCIATION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 71 Main St.

Branches:
CLEVELAND, O., 1185 W. Eleventh St.
CHICAGO, Ill., 445 La Salle Ave.
DETROIT, Mich., 27 Jefferson Ave.
MILWAUKEE, Wis., 151 Reed St.
SUPERIOR, Wis., 1814 Fourth St.
OGDENSBURG, N. Y., 70 Isabella St.
BAY CITY, Mich., 108 Fifth Ave.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 55 Main St., Tel. Seneca 2295.

BRANCHES:
CLEVELAND, O., 1401 West Ninth St.
MILWAUKEE, Wis., 151 Reed St.
CHICAGO, Ill., 406 N. Clark St.
ASHTABULA, O., 74 Bridge St.
TOLEDO, O., 54 Main St.
DETROIT, Mich., 7 East Woodbridge St.
PT. HURON, Mich., 517 Water St.
CONNEAUT, O., 922 Day St.
OGDENSBURG, N. Y., 70 Isabella St.
N. TONAWANDA, N. Y., 152 Main St.
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BAY CITY, Mich., 108 Fifth Ave.
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(Continued on Page 11.)

Coast Seamen's Journal

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JACK ROSEN.....Manager

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, APRIL 15, 1914.

"SAFETY" WITH CHEAP LABOR.

The National Transport Workers' Federation of Great Britain and Ireland is going after the employers of Asiatic labor.

It appears that there are at present employed on British ships approximately 48,000 Asiatics. And the number is growing from year to year. The workers ashore have therefore reached the conclusion that it is only a question of time before the Yellow Peril will appear on land to menace the livelihoods of all Britishers.

Our fellow workers across the sea will find it no easy task to dislodge the Asiatics. Shipowners the world over seem to have conspired to displace white men with cheap coolie labor. In these days of "scientific management" ashore, efficiency and competency are freely sacrificed at sea in order to assure cheapness. And the pity of it all is that those whose business it is to extract the highest possible dividends from the capital invested in ships, seem to be well able to keep the traveling public in a state of fancied security.

First it was the tale of the unsinkable ship. Why bother about sailors and lifeboats when the ship herself was unsinkable? Then came the Titanic disaster, which put a quietus upon that well advertised fable.

Something had to be done then to offset the popular demand for effective legislation to insure greater safety of life at sea. The men who are more interested in the regular payment of dividends than in safety did some tall thinking and the result was the London Conference on Safety of Life at Sea.

If the principal maritime nations swallow the recommendations which were agreed to by that conference coolie labor will soon reign supreme. For it is no secret that extraordinary care was taken by the interests, who dominated the London Conference, not to interfere with the employment of cheap Asiatic labor.

Cheapness was and is still the watchword in manning the modern ocean leviathan. It is evident, therefore, that Mongolians will continue to drive the white men from the sea—and the public, the dear guillible public, will, for a while at least, board the modern liners under the sad delusion that greater safety at sea has been brought about by a secret session of shipowners and kindred souls.

To the white seamen of the world the Yellow Peril is no mere bogey—it is a real live issue and it is gratifying to know that the workers in Great Britain and Ireland are wide awake to that fact.

When the workers of the world have learned to value international co-operation the coolie labor problem will be solved—and it will be solved right. In the meantime, however, the shipowner has things pretty nearly all his own way. Shipowners know what it means to have and to use an International Federation of "allied interests." When will the workers learn?

THE "FREE TOLL" FARCE.

It is remarkable—nay, it is wonderful—how much noise and furore certain would-be subsidy grabbers have been able to stir up on the subject of free tolls.

Every self-seeker and reactionary in public life, every newspaper controlled by the interests as well as a few that are not, have for several months past made a desperate battle against the repeal of a national subsidy inadvertently granted by a previous Congress to the American coastwise shipping monopoly.

Looking at the question of free canal tolls from all angles and considering and disposing of every point raised by a process of eliminating the immaterial and irrelevant, the discussion invariably simmers down to this:

Shall the American people be taxed in order to subsidize—i. e., exempt from toll payment—the individuals and corporations who own or charter American coastwise ships?

If it were possible to place the matter squarely before the people upon this issue, the answer would be an emphatic NO! But the pleaders for privilege have taken good care not to dwell upon that issue. They have waved the American flag, made the eagle scream, quoted Scripture and history and wasted barrels of printers' ink in a campaign that will long remain unparalleled for ridiculous, hysterical outbursts.

Such little minor trifles as greater safety of life at sea and freedom for seamen are entirely overshadowed and almost wiped off the program in order to give more time and space to the strenuous campaign of the shipping monopoly "to get something for nothing."

Is it not a rather sad and discouraging commentary upon American journalism that so few, so very few, publications of wide circulation have been willing in this instance to lift the curtain and expose the actors in the sham battle personally conducted by the greatest political fakers of the age?

A so-called "Catholic" union of seamen is supposed to have been organized in Amsterdam. Doubtless, the shipowners of Holland are pleased at this sign of dissension in the ranks of the workers. But the workers will be the losers by the establishment of any dual organization—whether it be a "Catholic" union or an I. W. W. local.

THE UNJUST POLL TAX.

The Alaska Fishermen's Union has entered a vigorous protest against the imposition of a poll tax upon fishermen temporarily employed in Alaska.

The fishermen cite several good and worthy arguments why that tax should not be collected from them while temporarily in the North, but there are many excellent reasons why that kind of a tax should not be levied anywhere—and here are just a few:

The poll tax has been handed down from the period when the people were classed as property and taxed as chattels.

Originally it was a perfectly just tax, because it was levied on the feudal baron and paid by him according to the number of serfs he owned. As he was getting all the benefit from the labor of the people under him, there was every reason why he should contribute to the support of the government in proportion to the number of people he controlled, and the head tax was the best way to determine that.

The poll tax, therefore, was simply the application of just principles of taxation to feudal age conditions. The feudal baron enjoyed a privilege conferred by law and he paid what that privilege was thought to be worth.

In the course of time, however, the barons managed to shift the burden so that each man had to pay his own head tax. Thus the original reason for the tax ceased to exist, and it became an injustice.

Originally a tax upon property, the poll tax is now a tax upon persons, upon life itself. The basic assumption remains the same as before, namely, that the right to life, like the right to property, is a privilege granted by the State.

The poll tax is a survival of despotism and a denial of democracy.

For these reasons nearly all civilized nations have abolished the poll tax. The only large nations that still levy the tax are: Russia, Turkey, Persia and China. England abolished the poll tax in 1698. In 1895 the poll tax was not recognized in twenty States of the Union; in 1900, thirty-five States had no State poll tax.

In California the people will vote upon the abolition of the poll tax at the general election in November. Those who believe in continuing that unjust tax have made the plea that the revenue derived from the poll tax is used for a good purpose—the school fund. But the poll tax is not necessary for the support of the public schools. The amount the State school fund now derives from the poll tax will not be lost, nor will it have to be made up by some other equally objectionable method of taxation. The deficiency can easily be made up from the tax on corporation incomes.

An unjust and oppressive tax cannot be justified on the ground that the proceeds are devoted to a useful purpose. It is not necessary to tax the poor in order to maintain the schools and to pay the teachers a decent salary. California is a rich State—the richest State per capita in the union; therefore, it is erroneous to assume that a head tax is necessary to maintain the schools.

The poll tax is further objectionable because it has never been uniformly collected. The California State Controller's reports prove that in some counties only 21 per cent. of the population pay this tax and as high as 68 per cent. in others. Wealthy citizens

sometimes pay the poll tax. Laborers always pay it through deductions from their wages.

The poll tax is a double tax. The class of persons from whom it is chiefly collected pay (indirectly but none the less certainly) the greater part of the taxes levied directly upon the owners of property. The latter class shifts the burden on the former class. The propertyless class pays both the direct and indirect tax.

The poll tax has not even the poor excuse of being justified because it taxes aliens, as this class in California contributes less than one-eighth of the total amount collected. Hence we penalize our citizens to the extent of seven dollars for every one dollar we manage to extract from aliens.

The poll tax is despotic because it classes human life as a species of property. It is unjust because it places an additional tax on those who in other ways pay a share of the so-called direct taxation out of all proportion to their means. It cannot be considered necessary so long as private property—the true creation of the State—suffices for the purpose of taxation.

FOOD FOR THOUGHT.

As a rule the workers in this country are interested only in the economic aspect of the immigration problem. It is obvious, however, that the political consequences of immigration are perhaps of equal importance and at least deserving of serious consideration.

A deeply suggestive discussion of this aspect of the question by Professor Ross, of the University of Wisconsin, appeared in a recent issue of the Century Magazine, and deserves thoughtful reading. The author, whether justly or not, attributes the frequent failures in American municipal government chiefly to the large proportion of naturalized voters, and to the fact that the great mass of this class has been ignorant clay in the hands of adroit political bosses who molded it to their own base uses. The Professor is frank enough to admit, however, that it is unsafe to generalize even upon his own premises, for civic righteousness in the principal cities bears no uniform relation to the proportion of naturalized voters in the population.

While it may be granted that the results of mixing the races in our cities has had certain undesirable effects on our civilization, the mixing was not of really serious moment until the sources of our immigration were changed in the mid-nineties.

Eight or nine out of every ten of the male immigrants from northwestern Europe, when that was the chief source, took out naturalization papers after five years' residence, but the situation is very different with the newer immigrants who come with no understanding of American institutions and with little or no desire to identify themselves with them. Since 1890 the percentage of foreign-born men who are voters has fallen from 58 to 45.6, and the percentage of naturalized among the Slav people, Greeks, Syrians, etc., is now from 20 to 30 only. This means two things: a lower standard in the intelligence of the electorate, and the increase of the army of non-voters.

Thus the new immigration slowly but surely subtracts from the natural political strength of labor, and to that extent will hinder its progress toward the attainment of justice. The most ardent advocates of free and unrestricted immigration will probably pause and think when it is shown that our present immigration policy is creating a new problem—an army of workers who are non-voters.

SHIPWRECKS OF THE FUTURE.

The latest life-saving device is now being exhibited in London—unfortunately a little too late to receive the attention of the Conference on Safety of Life at Sea. The inventor, Mr. C. Piperno, hopes to supply each passenger on ocean-going vessels with a private lifeboat.

This is how the new invention is described:

When not in use the apparatus is packed into what looks like a man's suit case, measuring 24 by 18 inches and weighing twenty pounds. When disaster is imminent, the passenger brings the suit case on deck, breaks the seal and the apparatus opens out and becomes a small boat.

If it is necessary to abandon the ship, the passenger steps into his private boat, closes the outer cover and launches his craft by hurling himself overboard. Then, according to Piperno, the apparatus rights itself in the water, the top cover is thrown open and the occupant finds himself sitting in an absolutely unsinkable ship.

There is a little sail to catch the wind, and the wheel which works the propeller also sounds a siren. A fortnight's supply of food is stowed away under cover, there is a berth for sleeping in at night, and signals are provided to attract the attention of passing ships.

If these inventions continue, the average shipwreck will soon become a mere "adventure in contentment."

All that is lacking in the equipment of these private lifeboats is a miniature library, an Edison phonograph, a manicure set, and a few similar necessities of life. Fishing gear would also be desirable, it would help to pass away the idle hours and bring a change in the menu. But those details will doubtless be attended to.

With lifeboats of this nature, the aftermath of a shipwreck will mean simply a novel and desirable vacation on the deep blue sea. The bouncing billows will gently rock the gallant craft for a few hours, or a day at the most, and when the rescuing liners arrive in response to the wireless calls, sent just previous to the wreck, the individual lifeboats will be gathered in and restored to the suit case.

Such, in brief, are the possibilities of twentieth century shipwrecks!

15 TO 40 PER CENT. DIVIDEND.

Shipowners generally have created the impression that last year's (1913) business has not been particularly encouraging.

Here are a few items from the "finance" column of a New York publication which ought to prove interesting reading:

The twenty-fifth annual report of the directors of the Moor Line, Ltd., Newcastle, is as follows: The profits on completed voyages made by the company's fleet amounted to £254,490 10s. 8d. After deducting all charges and adding balance brought forward from 1913, there remains for appropriation £274,738 13s. 7d., which has been dealt with as follows: Interest on preference shares £5,801 19s., interim dividend on ordinary shares at the rate of 10 per cent. per annum £13,050, added to the depreciation account £100,000, contingency fund for re-classifications, renewals, etc., £50,000, leaving £105,886 14s. 7d., out of which a final dividend on ordinary shares for the latter half of 1913 will be paid at the rate of 40 per cent. per annum, £52,200, carrying forward to the credit of next year's account £53,686 14s. 7d.

For the last business year the Holland-America Line shows a net profit of 6,700,000 gulden, as against 6,310,000 gulden. The sum of 3,740,000 gulden is written off for depreciation and a dividend of 15 per cent., the same as before, is declared on the share capital of 12,000,000 gulden.

The directors of the Hansa Steamship Co., Bremen, have decided to distribute a dividend of 20 per cent. for last year, the same as for 1912. The net profit is understood to be M.8,737,000, as compared with M.8,204,000 in the preceding year.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Apr. 13, 1914.
Regular weekly meeting came to order at 7 p. m., Jack Rosen presiding. Secretary reported shipping medium; quite a number of members still around.
JOHN H. TENNISON, Secretary pro tem.
84 Embarcadero. Phone Kearny 2228.

Victoria, B. C., April 6, 1914.
No meeting. Shipping fair.
CHAS. J. DOLAN, Agent pro tem.
518 Yates St.

Vancouver, B. C., April 6, 1914.
No meeting. Shipping fair.
W. S. BURNS, Agent.
N. E. corner of Hastings and Main streets. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, April 6, 1914.
No meeting. Shipping dull; prospects uncertain.
H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, April 6, 1914.
Shipping and prospects poor.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, April 6, 1914.
Shipping dull; prospects uncertain.
J. PEARSON, Agent.
P. O. Box 6. Tel. Main 557.

Portland Agency, April 6, 1914.
Shipping dull; prospects uncertain.
G. A. SVENSON, Agent.
P. O. Box 2100. 51 Union Ave. Tel. East 4912.

Eureka Agency, April 6, 1914.
No meeting. Shipping fair.
JOHN ANDERSON, Agent.
227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, April 6, 1914.
Shipping medium; prospects uncertain.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Mar. 30, 1914.
No meeting. Shipping dull; prospects uncertain.
JACK EDWARDSON, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Apr. 9, 1914.
Regular weekly meeting was called to order at 7 p. m., Ed. Andersen in the chair. Secretary reported shipping improving. Donated fifty dollars to the Printing Pressmen's Union.
EUGENE STEIDLE, Secretary.
Phone Kearny 5955.

Seattle Agency, April 2, 1914.
No meeting. Shipping slow. Plenty of members ashore.
LEONARD NORKGAUER, Agent.
P. O. B. No. 214. Grand Trunk Dock, Rooms 203-205. Phone West 2233.

San Pedro Agency, April 2, 1914.
No meeting. Shipping improving; plenty of members ashore.
HARRY POTHOFF, Agent.
P. O. B. No. 54.

Portland Agency, April 6, 1914.
No meeting. Shipping poor.
THOMAS BAKER, Agent.
27½ 2nd St., Bickle Bldg., Room 10. Phone Main 9731.

DIED.

Algert Johanson, No. 1204, a native of Sweden, age 34, died at Fort Teilacoom, Wash., April 7, 1914.

I. W. W.'ISM ANALYZED.

There is a class of comfortable people, perhaps diminishing in number, who believe that everything is for the best in this best of all possible worlds. To these people syndicalism is an unexplainable manifestation of innate depravity. But syndicalism is an indictment alleging crushing injustice, and the existence of syndicalism is itself the evidence that supports the charge. The syndicalist not only sees these things—he feels them. Ardently he desides to correct them. That is his ideal.

The very root and base of syndicalism is the conception of a class war. For the syndicalist there are but two classes: those who exploit and those who are exploited. Between these classes there is unending, deadly antagonism. In his mind this idea of a state of war is dominant and is the motive of all his words and acts.

There can be no understanding of syndicalism by those who fail to grasp the significance and driving power of this conception of a class war. There may be in this movement those who are actuated by nothing more than a parasitic desire to live off the exploited laborer, to exploit the exploited in yet another form. But such men and such motives can never give permanent force to any movement and can never withstand the force that is sure to be brought against them. The sincere acceptance of the reality of a class war is the kind of belief that breeds fanatics. Suffering and danger, either to them or others, are of no account to such men, precisely as soldiers in the field give no heed to suffering or danger. Nothing counts, save to beat the enemy.

We have been familiarized with the idea of class antagonism through the propaganda of the Socialist party. To that extent socialism and syndicalism are identical, but in the methods to be applied they are as far apart as the poles. Socialism makes an appeal to the intellect. It seeks to reform society through existing constitutional institutions. It would capture parliaments and executives, and regenerate society with society's consent through its own acts. The syndicalist has neither faith in nor patience with these parliamentary methods. He wants neither intermediaries nor representatives. That which must be done he will do himself. Again, he has no faith in majorities. Majorities are sluggish, impossible to move, and never get things done. All that has been done or ever can be done is the work of minorities, and therefore if by this direct action of an aggressive minority social institutions are overthrown, that is the right and natural way.

Syndicalism believes in the organization of workingmen. That also is a familiar doctrine through the activities of trades unions, so to that extent syndicalism is in agreement with trades unions; but in the methods by which this organization shall be made useful syndicalism and trades unionism are again as wide apart as the poles. One view regards private ownership as so vicious and evil that no converse or agreement may be held with it; the other recognizes the lawful existence of private owership and admits of the possibility of treaty and agreement. Trades unionism aims to improve the condition of its members through collective bargaining. It uses the strike as a weapon for the enforcement of a definite concession or the elimination of a definite grievance; but the strike being ended, its cause removed, there is, for a time at least, peaceful intercourse between employer and employe. The syndicalist, animated as has been shown by the conception of a class war, also uses the strike, but not to gain a particular concession. He may return to work after an ostensible victory or an ostensible defeat, but the strike is not settled; it never can be settled. He awaits but for another opportunity to injure and embarrass the enemy by striking again—and again—and again; and when he does return to work the war has merely assumed another phase. The intent, the necessity to injure the enemy is just as compelling as during the time of strike; so he adopts and justifies secret injury to product, to machinery. For there is war; war without truce or treaty; and everything is fair in war.

He hopes for and works toward the general strike—the absolute cessation of all industry—the utter paralysis of society. When that consummation is attained, when the world is prostrate at his feet, he will reconstruct the entire edifice. Not as the Socialist would, by the concentration of ownership of all means of production and distribution in the state; for such a state, he claims, is still capitalistic. In each industry the workers will constitute a group which shall control that industry and carry it on for their own benefit.

That which is to syndicalists the central truth of their theory must of necessity be its greatest fallacy to those who oppose it. The sincere man who becomes imbued with the belief in the class war has no defense against the arguments of the syndicalist; but the truth is that no such class war exists. There is no sharp and definite division of classes nor any completely antagonistic opposition of interests. Society is composed of a mass of human beings whose relationships are so inextricably mixed and interdependent that they can not be separated. It is impossible to divide them into two opposing camps, having nothing in common save mutual antagonism. Society is full of conflicting interests; but all men and all interests are bound up in that unity called society. It is a single body with many members, not properly co-ordinated, not working harmoniouly; but the way to make it work better is not by stinging itself with its own tail. The members of society can no more enter into a class war than can the members of our physical bodies. Because this is true, constitutionalism has developed as a method by which society must govern itself and must grow. There are millions of people living together in a state with a social system containing some excellences and many injustices. If we admit the argument that any one of these injustices may properly be redressed by violence, then we must assent that all of these injustices are equally entitled to redress by the same means. The absurdity of that proposition is evident, even to those who do violence for their own particular grievance. The whole structure of society must go to pieces if that doctrine is ever conceded. Even such a state as syndicalism hopes to establish could not endure a week, if to each man or to each group was given the privilege of righting his wrongs with club, dirk or pistol, or with the destruction of the means of his opponents' subsistence. This, then, in constitutionalism: that we voluntarily agree to restrain our primitive impulses to get our own justice in our own way in order to secure the more certain even if more delayed justice which will be given by organized society, and to protect the weaker of us against injustice which their own strength is not sufficient to repel. Knowing well how slow this process is; how for generation after generation patience is taxed to the utmost, it is still true that that which is inherently reasonable and right will make headway in spite of any obstacles by appealing to the reason and conscience of mankind.

Violence, active, or passive, does not advance a good cause. It retards it—generally for a long period. But this I say with one reservation. I would not throw a bomb, but I can conceive the occasion which might call me out to carry a musket. The very constitutionalism which must be our salvation can sometimes be maintained only by a resort to arms, by going out openly to fight face to face with oppression.

It is the nature of society to organize itself against any attack, and the general strike can never successfully accomplish its aim because the reserve power of society will surely overcome it. The validity of that statement is not in any degree modified by such an example as the late general strike in Belgium, which, of course, was not completely general. There, a definite grievance was sought to be remedied and the sympathy of a great part of the population which did not cease work was with those who were out on strike. But that is not the general strike of which syndicalism conceives. That strike did not aim at the destruction of society, but at a step toward its upbuilding.

But if for the purposes of argument it be conceded that the general strike can be carried to a successful conclusion and that society could actually be reconstructed upon the basis laid down by syndicalism, what might we expect?

The workers in each industry are to own the tools of production in that industry and to carry on the industry for their benefit. Each group thus becomes a producer of its own commodity and a consumer of the commodities of other groups. The interest of each group as producer is absolutely opposed to that of all the other groups as consumers. There has been no practical change in the construction of society, save that groups have been substituted for individuals. The conflict of interests would be identical with that we see now. Prices would be fixed by producers, because producers would have a monopoly; but what assurance would there be then, any more than there is now, that monopoly will be merciful? So far as syndicalists vouchsafe any speculation on the matter at all, they declare that all industries will be carried on in the interests of all, but they fail to show what means can be used to restrain any group that uses its monopoly in a manner anti-social. If the consumers of any commodity are aggrieved and resort to the logical weapons which have just established syndicalism, then for them the class war is at once re-established. If the syndicalist depends upon the moral transition that he declares would take place in the characters of men, there is certainly little foundation for his belief in the precisely similar state of

affairs which exists now. Also, he assumes an incredible thing when he expects that men who have just destroyed a social system by violently subversive methods continued for generations will at once become considerate of others in managing their own industry, or rely on moral suasion for checking the rapacity of others. Consequently, it is clear that if any government of any kind shall be established in that syndicalist state, it must be one of mutual restraint, of subordination, of individual or group constitutionalism, and that we have now.

Workingmen in general are not inclined toward sabotage and the complete destruction of existing social institutions. The apparent success of the syndicalist doctrine among some elements of the population is not due to its intrinsic value as a philosophy. The most prolific breeders of syndicalism are those who use the power of wealth and monopoly to degrade and to exploit to the last ounce the disinherited. Those who sleep on the floor can not fall out of bed, and desperation needs but little incitement when it realizes it can fall no further. The so-called conservative trades union have much to gain, but they also have much to lose. They are willing to make further advances by the methods of arbitration and agreement; but not until the shadow of this more desperate propaganda overcast the economic horizon was the position of organized labor regarded with favor by many who now look upon it as a quite worthy factor in society. All that has been said of the I. W. W. and of syndicalism has been said of trade unions in days gone by. Even if the syndicalist method of remedying injustice is a perverted one, to prove that fact does not dispose of the injustice.

Millions of workingmen declare unyielding opposition to all such doctrine. It is a deadly dreary, ghastly morass that they would lead them into, and not a path of light and hope, as they declare; there can be no rejection of it more emphatic than mine. But there remains something more to be said. Much as I condemn that which is called syndicalism, I am nevertheless no little brother of the rich. Haywood, Ettor and Giovannitti, who risk their liberty and perhaps their lives in an earnest though fatal endeavor to benefit the poorest, are demigods—angels of light—compared to those conventional pillars of society who cause dynamite to be planted in the homes of innocent men, that they may continue to transmute degrading poverty into dividends; that they may perpetuate the unregulated power of economic despotism, and gratify their lust for pampered indulgence. Such men as these, with their official and unofficial jackals and retainers, ready to strain laws and constitutions that they may bask in the favor of Dives and gather the crumbs that fall from his luxurious table, create the rank soil out of which such movements grow. Would you prevent the inception and spread of these desperate reactions? Then hold the scales evenly and battle as readily and vigorously against arrogant injustice by those who are in high places as you do against the flaming retaliation from the lowly that is the fruit thereof.—Address by A. J. Portenar before the Sagamore Sociological Conference, published in International Molders' Journal.

SPITZBERGEN COAL DEPOSITS.

Coal dealers and merchants in Sweden expect to import considerable quantities of coal from Spitzbergen in 1914. A Swedish company has secured a large tract of land on the island, which is said to contain deposits of coal superior in quality to the best English product.

Not many years ago Spitzbergen was an unknown land, and for many years it was a resort only for whalers, fishermen, and bandits. Various scientific expeditions have returned from time to time with valuable and interesting information, but it seems never to have occurred to anyone that the island might become the seat of an important industry. It is only in recent years that a change has set in, and it is now apparent that in spite of ice, cold, and fog Spitzbergen is a land fraught with many commercial possibilities.

A geological survey of parts of the island shows that there are immense deposits of coal in various places, and interested individuals and companies alike are planning to tap these resources and bring them upon the highway of international trade.

It would appear that an American trading company first took a slice of territory at Advent Bay, where the coal deposits appeared on the surface. Then came the Norwegians, who were followed in turn by the Swedes, English, and Russians.

A Swedish company was formed in 1911, with a capital of $26,800, to exploit the coal deposits on the tract selected by its directors. This company may be said to form a continuation of the company founded in 1870 by the explorer Nordenskiold, who was the first man to give thought to the importance of Spitzbergen's minerals. The Swedish company believes it has a tract richer than those preempted by other foreign companies. It is also believed that the operation of a coal mine equipped with necessary modern appliances would pay. Therefore everything has been prepared for beginning operations in 1914. An engineer in the employ of the company has been stationed in Spitzbergen during the last two years, and he will continue in the same capacity after shipments begin.

There are many difficulties still to overcome, chief among which is securing a sufficient number of miners and properly sheltering them. For this purpose a number of small houses will be erected. It will also be necessary to construct a power plant.

The directors of this company believe that it will not take long to introduce these improvements and that coal shipments will begin in the summer of 1914, as planned. The coal is practically all on the surface, and deep mining will be unnecessary. If the freight problem can be solved, it is thought that Sweden will be able to supply considerable of its needs from this source. It will not be an easy matter, however, to compete with the English coal mines, which are so near at hand. The fact that vessels will be compelled to return to Spitzbergen without cargo also militates against the reduction of freight rates to the level of the average English quotations. The fact that the harbors of Spitzbergen are open to vessels during only three months of each summer is, however, the great obstacle to the coal of the island becoming a really serious competing factor in the market of Sweden.

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,

V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION

570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y.....55 Main Street
Telephone Seneca 936 R.

CLEVELAND, O.....1401 W. Ninth Street
Telephone Bell Main 1842.

MILWAUKEE, WIS.....133 Clinton Street
Telephone South 240.

ASHTABULA, O.....21 High Street
Telephone 552.

NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

DETROIT, MICH.....7 Woodbridge Street, East
Telephone 3724.

SUPERIOR, WIS.....1721 N. Third Street
Telephone, New, Broad 385.

BAY CITY, MICH.....108 Fifth Avenue
OGDENSBURG, N. Y.....70 Isabella Street
CONNEAUT, O.....922 Day Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue
PORT HURON, MICH.....517 Water Street
ERIE, PA.....107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

HEADQUARTERS.

71 Main Street, Buffalo, N. Y.
Telephone Seneca 48.

BRANCHES:

CLEVELAND, O.....1185 W. Eleventh Street
CHICAGO, ILL.....445 LaSalle Avenue
MILWAUKEE, WIS.....151 Reed Street
DETROIT, MICH.....27 Jefferson Ave., East
SUPERIOR, WIS.....1814 Fourth Street
OGDENSBURG, N. Y.....70 Isabella Street
BAY CITY, MICH.....108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.

HEADQUARTERS:

BUFFALO, N. Y., 55 Main St. Tel. Seneca 2295

BRANCHES:

CLEVELAND, O.....1401 W. Ninth Street
MILWAUKEE, WIS.....151 Reed Street
CHICAGO, ILL.....314 N. Clark Street
ASHTABULA, O.....74 Bridge Street
TOLEDO, O.....54 Main Street
DETROIT, MICH.....7 East Woodbridge Street
PORT HURON, MICH.....517 Water Street
CONNEAUT, O.....922 Day Street
OGDENSBURG, N. Y.....70 Isabella Street
NORTH TONAWANDA, N. Y.....152 Main Street
SUPERIOR, WIS.....1721 N. Third Street
BAY CITY, MICH.....108 Fifth Avenue
ERIE, PA.....107 E. Third Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue

UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS.

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS.

Ashland, Wis.
Ashtabula Harbor, O.
Buffalo, N. Y.
Duluth, Minn.
Escanaba, Mich.
Grand Haven, Mich.
Green Bay, Mich.
Houghton, Mich.
Ludington, Mich.
Manistee, Mich.
Erie, Pa.
Menominee, Mich.
Ogdensburg, N. Y.
Oswego, N. Y.
Port Huron, Mich.
Manitowoc, Wis.
Marquette, Mich.
Milwaukee, Wis.
Saginaw, Mich.
Sandusky, O.
Sault St. Marie, Mich.
Sheboygan, Wis.
Superior, Wis.
Toledo, O.

THE CRETACEOUS AGE.

Most people know in a general way that large portions of the United States have in the past been covered by the ocean, but it is perhaps not so generally known that the continent is now rising in some places and sinking in others. There is every reason to believe that minor movements of the land are constantly taking place. Not so very long ago, in a geologic sense, the Hudson River flowed through a deep canyon or gorge at New York City. Soundings show that this gorge extends through the harbor and far out to sea. It is evident that the land surface has been lowered in this region, allowing the ocean to creep in on the land, fill the old river channel, and in places wholly submerge it. The submergence of the land was greater at one time than it is now. In excavations for some of the New York skyscrapers remains of oysters and other salt-water animals have been found. As a rule, the only available knowledge in regard to the former submergence of an area is derived from the marine shells and other animals found in deposits laid down by the sea. By the nature of the fossils, geologists are able to tell approximately when the ocean invaded the land. They have found evidence of a submergence of much greater magnitude and much older than that which now floods the Hudson Valley. Gothamites and others need not, however, feel alarmed at this statement of the ups and downs of the continent, for while geologically this submergence is not so very old, the geologist thinks and speaks in terms of thousands if not millions of years.

Along the Atlantic Coast, from New Jersey southward, it is not unusual to find quantities of sharks' teeth and other marine fossils in the greensands that are now located far inland and are used for fertilizers. In certain sections of the southern Mississippi Valley where limestone is not readily accessible, a farmer will go out and gather a wagon load of fossil oyster shells to burn for lime. The shark-bearing rocks of New Jersey and the oyster beds of Tennessee are of the same general age and represent one of the later of the great invasions of the ocean on the North American continent. In geologic parlance these rocks are said to be of Cretaceous age.

In the course of its investigations of the geology of the country, the United States Geological Survey has been making a study of the Cretaceous deposits of the Eastern States and has found that the ocean of that time covered much of what is now the Atlantic Coastal Plain, while the Gulf of Mexico spread widely over the central Southern States, probably reaching as far north as Cairo, Ill. The Ohio was then a longer and older river than the Mississippi. Some of the sediments of this age, now hardened into rocks, were deposited in a shallow sea, some about the mouths of rivers, and some perhaps in the flood plains of the rivers themselves. All these different types of sediments, as found in the eastern Gulf region, are described in the United States Geological Survey's Professional Paper 81, by L. W. Stephenson. In another portion of the paper is a discussion of certain oyster-like shells found in these Cretaceous rocks, all the known species being described and figured.

The paper is of interest to those living in the eastern Gulf region, not only as illustrating the geology of the area, but as indicating the distribution of certain types of rocks. As the soil is made in large part by the slow decay of the underlying rock, it naturally follows that certain sorts of rock furnish better soil and subsoil than others. By means of the map included in the report, the extent of different geologic formations can be traced.

Professional Paper 81 may be obtained without cost by applying to the Director of the United States Geological Survey, Washington, D. C.

NEWS FROM "MOTHER" JONES.

Military Bastile,
Walsenburg, Colo., March 31, 1914.

To My Friends and the Public Generally:

I am being held a prisoner incomunicado in a damp underground cell, in the basement of a military bullpen at Walsenburg, Colo. Have been here since 5:30 a. m. of the 23rd of March, when I was taken from the train by armed soldiers, as I was passing through Walsenburg. I have discovered what appears to be an opportunity to smuggle a letter out of prison, and shall attempt to get this communication by the armed guards which day and night surround me (me, a white-haired old woman, eighty-two years of age).

I want to say to the public that I am an American citizen. I have never broken a law in my life, and I claim the right of an American citizen to go where I please so long as I do not violate the law. The courts of Las Animas and Huerfano are open and unobstructed in the transaction of business, yet Governor Ammons, and his Peabody appointee, General Chase, refuse to carry me before any court, and refuse to make any charge against me. I ask the press to let the Nation know of my treatment, and to say to my friends, whom, thank God, I number by the thousands, throughout the United States and Mexico, that not even my incarceration in a damp underground dungeon will make me give up the fight in which I am engaged for liberty and for the rights of the working people.

Of course, I long to be out of prison. To be shut from the sunlight is not pleasant, but John Bunyan, John Brown, and others, were kept in jail quite a while, and I shall stand firm. To be in prison is no disgrace. In all my strike experiences I have seen no horrors equal to those perpetrated by General Chase and his corps of Baldwin Feltz detectives that are now enlisted in the militia. My God—when is it to stop? I have only to close my eyes to see the hot tears of the orphans and widows of working men, and hear the mourning of the broken hearts, and the wailing of the funeral dirge, while the cringing politicians, whose sworn duty it is to protect the lives and liberty of the people, crawl subserviently before the national burglars of Wall Street, who are to-day plundering and devastating the State of Colorado economically, financially, politically and morally.

Let the nation know, and especially let my friend, General Francisco Villa, know, that the great United States of America, which is demanding of him that he release the traitors he has placed under arrest, is now holding "Mother" Jones incomunicado in an underground cell, surrounded with sever rats, tinhorn soldiers and other vermin.

"MOTHER" JONES.

WHY CONFINE IT TO RADIUM?

Much ado is made in Congress, in the press and by the public in general over the disposal of radium deposits in Colorado. It has been proposed by some unterrified radicals that instead of conveying title as has been our custom to an inverted pyramid with its apex at the center of the earth and its base in the depths of space, with absolute possession to all things between, the government shall reserve its right to the radium ore that may be found therein, and so prevent the monopolization of a most useful agent of nature. This is most commendable from any point of view; indeed, one wonders how any man can be found to oppose it. But after all, is the need of retaining the people's right in these lands so different from that of securing their right to lands bearing more common minerals, or timber, or even fertility? Is a million dollars' worth of coal, or iron or salt worth any less than a million dollars' worth of radium?

Should the government continue its time-honored policy of giving to a few the lands that belong of right to all, what difference does it really make whether the land contains value of one kind or value of another kind? Whoever gets the radium lands—supposing them to be given into private hands—will put the product on the market in the same way, and with the same motive, as actuates the owners of iron or coal, wheat or cabbage lands. The fact that radium is worth millions of dollars an ounce, while coal is worth but a few dollars a ton, does not alter the principle involved. Nor does the fact that radium may be a possible cure for cancer. Should it prove to be the long-sought remedy for that terrible affliction, it will still fall far short of coal in serving the human race. For where one needs a cancer cure, thousands need coal. It is a most wholesome sign of the times that so many public-spirited people should have come to realize the injustice involved in giving public lands, without restriction, into private hands. Once this principle becomes firmly fixed in the public mind, the people will not only conserve what is left of their great inheritance, but they will seek to recover what has already been given away. —The Public.

The final figures for the Portland cement industry in 1913, as obtained by the United States Geological Survey on March 16, show a production of 92,097,131 barrels, shipments of 88,689,377 barrels, and stocks on hand 11,220,328 barrels. It is somewhat interesting to compare these figures with the estimates made by the Geological Survey on January 15. These estimates were as follows: Production, 92,406,000 barrels; shipments, 88,853,000 barrels, and stocks on hand, 11,375,000 barrels, the percentage of error ranging from only .003 in production to about .01 in stocks on hand.

Tin production of the world for 1913 has been estimated at 120,000 tons, or about 7500 tons more than in 1912.

The trouble with the man who can see no hope ahead of him is simply that he is headed the wrong way.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

and wants to know if the other unions are doing likewise. He says this "should be stopped." He intimates that the Sherman Anti-Trust law will be invoked, and asks his New York assistant for information whether a notice to stop the practice will suffice, or if it would be necessary to start suit in the Federal courts.

Less Immigrants.

Immigration figures for the month of January, 1914, just issued by the Department of Labor, show a decrease in the number of immigrants over the previous two months. The November admissions were 104,671, and in December, 95,387. The January total is 44,708. Of this number 14,727 are classed as "laborers" and "farm laborers." The number in the latter list is 7,813. This vast army of unskilled workers remain in large industrial centers. Of the total number admitted, only 50 professed a knowledge of gardening, and but 598 said they were farmers. The number of skilled workers admitted remains at the usual insignificant figure. A total of 455 craftsmen are divided among the following 15 trades: Plasterers, brewers, cabinetmakers, engineers, iron and steel workers, jewelers, pattern makers, wheelwrights, upholsterers, tobacco workers, tinners, stonecutters, tanners, harness-makers and plumbers. The proportion of those denied admission for various reasons to those admitted was larger in January than in December or November. In January the percentage was 5.2; in December, 2.8, and in November, 2.12.

Act Reduces Cripples.

Predicting the day when factory cripples and industrial tragedies will be reduced to a minimum, Governor Cox of Ohio, in an address in Canal Dover, explained how the new compensation act is stopping waste in human life. The speaker said a surprising number of manufacturing concerns have been driven out of business by damage suits, which have resulted in no compensation to the workman who procured the verdict because the companies have not been worth very much when they ceased to be "going concerns." The State executive also said: "It is quite generally understood that the premium assessed against the manufacturer is based entirely upon the number of accidents in the industry as classified. Reductions of premiums have already been made to those employers who have, by the installation of safety devices and a more careful superintendence of their work, shown a marked decrease in the number of accidents." The State attorney-general has ruled that seamen on lake and river passenger boats and freighters, if hired by Ohio companies, come under the provisions of the compensation act, and must be awarded benefits from the State fund in case of accident.

Special Police Resented.

Trade-unionists in Indianapolis, Ind., are angered over the policy of the street-car company since the recent award of the State Public Service Commission, which adjusted differences that caused the strike of last year. Company employes who belong to the union say they are dismissed on the flimsiest pretext. Committees from the Central Labor Union are protesting to city officials against giving special police powers to employes of the company. It is shown that the law provides that special policemen must live in the city at least six months before they are commissioned. This law is being disregarded. There are about 150 of these special policemen employed by the company, and the feeling between them and the unionists is tense. Many of the applications for these commissions bear this inscription: "O. K., J. J. M." J. J. Mahoney is superintendent of the company. President Mahon, of the Amalgamated Association of Street Car Men, has been in the city advising with his fellows. The city is filled with strike-breakers and gunmen whom the unionists claim are being used by the company to destroy their organization. One of these sluggers, David Masterson, who was prominent in the strike, was arrested last week at the request of Terre Haute authorities. He is charged with attempting to kill Special Judge Blankenbaker, who presided over the election fraud case in that city.

Unionism's First Martyrs.

At Tolpuddle, in Dorsetshire, England, a monument has just been erected to the memory of the "six men of Dorset," also called "the first martyrs of trades unionism," and memorial exercises were held there to mark the seventieth anniversary of their "martyrdom." It was on February 25, 1843, that the six labor union pioneers were thrown into prison to serve a sentence of seven years imposed upon them by Judge Williams, who had said:

"Not for anything you have done, or as I can prove, you intend to do, but as an example to others, I consider it my duty to pass this sentence upon each and every one of you."

The "six men of Dorset" who are now enrolled in labor's hall of fame were common laborers. Reaching the point where they could no longer support their families on their scanty wages, they joined in a demand for an increase of one shilling—twenty-four cents—a week. This "impudent demand" was forthwith refused by their masters, and the six men held a conference on the situation. This meeting was held to constitute a deep, dark and devilish conspiracy against the peace and prosperity of the British empire, and the men were arrested, convicted and transported for seven years in hardly more time than it takes to tell it.

The importance of the port of Valparaiso has materially advanced within the past decade and is continuing to increase. Work is progressing rapidly on the extensive new port works, which when completed will make a harbor where freight can be handled to excellent advantage. It is proposed to double-track the railway to Santiago and to build a line into the interior to the southeast of the city, which, with the increased shipping that will visit the port on the opening of the Panama Canal, will put Valparaiso in position to handle the enlarged traffic at a reduced cost. The authorities have spent about $15,000,000 gold on public improvements at Valparaiso and vicinity since the great earthquake of August, 1906, and propose to spend an equal amount within the next five years.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to bodv or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters:
SAN FRANCISCO, Cal., 42 Market St.

Branches:
SEATTLE, Wash., Rooms 203-205, Grand Trunk Dock, P. O. Box 1335.
PORTLAND, Ore., New Grand Central Hotel, Room 110, Third and Flanders Sts.
SAN PEDRO, Cal., P. O. Box 54.

UNITED FISHERMEN OF THE PACIFIC.

Headquarters:
ASTORIA, Ore., P. O. Box 138.

Branches:
LA CONNER FISHERMEN'S UNION.
LA CONNER, Wash.
GRAYS HARBOR FISHERMEN'S UNION.
ABERDEEN, Wash., P. O. Box 34.
DUWAMISH FISHERMEN'S UNION.
GEORGETOWN, Wash.
SKAGIT RIVER FISHERMEN'S UNION.
FIR, Wash., P. O. Box 6.
COQUILLE RIVER FISHERMEN'S UNION.
PROSPER, Ore.
ALASKA FISHERMEN'S UNION (Local No. 2), KETCHIKAN.
LORING, Alaska.
ALASKA FISHERMEN'S UNION (Local No. 3).
PETERSBURG, Alaska.

ALASKA FISHERMEN'S UNION.

Headquarters:
SAN FRANCISCO, Cal., 93 Steuart St.

Agencies:
SEATTLE, Wash., 84 Seneca St., P. O. Box 42.
ASTORIA, Ore., P. O. Box 138.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA

29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

The Congressional Union for Woman Suffrage is arranging for a procession in Washington, D. C., on May 9, as part of their agitation for a United States Constitutional amendment enfranchising women. It is intended to make the event an imposing one, and every State will be represented by large delegations. Mass meetings will also be held on this date.

In an address on the immigration problems that will confront San Francisco after the opening of the Panama Canal Dr. Carlton H. Parker, Executive Secretary of the State Immigration Housing Commission, said that within a year after the opening of the great ditch there will be an influx of more than 60,000 immigrants into San Francisco, and that the number will increase each year.

The Los Angeles Municipal Labor Bureau is said to be making good. In March 3209 men and 326 women were given employment. This was the report made recently by Superintendent N. J. Davenport. Of this number 50 per cent. of the men were sent out to manual labor. About one-third of the women took housework positions. The total number of persons for whom this bureau has secured work in the past three months is 8606 men and 954 women.

Telephone girls at Canton, Ohio, have won their strike, after a struggle of several weeks. They have been granted an average wage increase of 25 cents a day, and all strikers are reinstated. The strike was on for several weeks, and was caused by discrimination and unfair conditions. The girls presented their cause in a most vigorous manner, and were aided by the local trade union movement and representatives of the A. F. of L.

The conference called by the Washington State minimum wage commission to recommend a minimum wage for female workers in mercantile establishments, voted unanimously to recommend $10 a week as such minimum wage. The vote came after a long session during which the commission and the three disinterested members of the conference acted the part of diplomats, trying to bring the three employers and the three employes to an agreement.

In advocating higher salaries for ministers, Rev. Dr. Stough of Mount Carmel, Pa., said there was not a clergyman in the city who was drawing the pay he should get. "What we need is a union of preachers who will raise the scale of wages," he said. "Because the preachers have no union and no business agents the official boards can pay them what they want and when they want to, and the poor preacher must run up bills with the grocer and the butcher."

Every member of the Springfield (Mo.) school board accepted an invitation of the Building Trades Council to appear before that body and discuss the question of educating Springfield's little ones. The meeting was a success and the board members explained some of their handicaps. In their addresses the unionists explained the aims and purposes of our movement, and announced that as it stood for education they were willing at all times to assist the board wherever possible.

SEATTLE, WASH.

MARSHALL'S Navigation School

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Branch: 10 EAST STREET (Opp. Ferry Bldg.), SAN FRANCISCO

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Lawyers and Proctors in Admiralty
Free Advice to Seamen.
1265 Empire Building,
Seattle, Wash.
Vi tala og skrifva de nordiska spraag.

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Candidates thoroughly prepared for License of any grade; Master, Mate or Pilot; Ocean, Coast or Inland,
By
CAPT. W. J. SMITH,
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Graduate of Trinity Nautical College, Licensed Master of Ocean steam and sail vessels (unlimited), and Master and Pilot for Inland waters. Author of "Self-Instructor in Navigation," Author of "Practical Compass Adjustment," Author of "Practical Hints for Yachtsmen and Amateur Seamen."
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911 Western Ave., SEATTLE, Wash.
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Preparing bodies for shipping a specialty. All orders by telephone or telegraph promptly attended to
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Attorney and Proctor in Admiralty
1055 Empire Building
Second Ave. and Madison St.
Seattle, Wash.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Andersen, Tony	Klebnikoff, I. W.
Anderson, Victor	Knudsen, Lorentz
Axelsen, Herman	Korsvik, John
Alquist, E.	Kristiansen, K. F.
Anderson, K. E. V.	-573
Anderson, T. H.	Larsen, Herman
Andersen, A.	Larsen, B.
Arbucle, Daniel	Larsen, Ludvig A.
Borkman, Chas.	Litenberg, A.
Boysen, J. J.	Lufgren, Otto
Bishop, Patrick	Martinsen, Chr.
Burholtp, F.	Martin, Joseph
Backman, A. A.	(Reg.)
Blair, F.	Mattsson, C. -1810
Christensen, H.	Meitak, Mike
-1366	Mikelut, E.
Curran, N.	McDougall, J. W.
Dahlstrom, Arthur	Miller, James
Darker, Thos.	Moller, Walter
Duffy, John	Mortensen, John B.
Ecklin, L. W.	Moen, Robert
Engstrom, Chas.	Nilson, Conrad
Edvards, C.	Olsen, Trygue L.
Flynn, J.	Olsen, A. M. -944
Fredriksen, H.	Pedersen, Hedley
Giortz, P. V.	Petterson, V. -1447
Graae, P. C. (Reg.)	Petterson, A. V.
Graything, L. A.	Reinink, H.
Grendal, Chas.	Rodsten, S.
Graae, P. C.	Stegeru, P.
Haas, Wm.	Swenson, L. G.
Hansen, Schroeder	Swarbley, J.
Hansen, John	Strand, L.
Hermanson, L.	Sheppard, Stewart
(Reg.)	Sheele, A.
Holst, L.	Silow, Oscar
Hubner, Herman	St. Clair, H.
Heyn, Hans	Stark, B. C.
Jacobsen, Holger	Sterndock, J.
Johansen, Alfred	Stahlbaum, E.
Johansen, Emil	Townsend, R. M. A.
Johnson, F.	Thompson, Alf.
Janswitch, J.	Valentinsen, G.
Kristensen, J. R.	Williams, Chas.
Kvamme, N.	

INFORMATION WANTED.

Frank Melson, who went as fireman on the S. S. "Maye" from Philadelphia to New Orleans, in May, 1913, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. G. W. Paruin, 4309 Westminster avenue, W. Philadelphia, Pa.

Tacoma Letter List.

Andersen, Anders	Kalberg, Wm.
Berglind, Ed.	Leander, George
Bjorklund, Eric S.	Linea, W.
Bruse, D.	Line, Wiktor
Christensen, Albert	Loren, A. L.
Englund, Gust, E.	Lundberg, Thorsten
Grove, Albert	Nielsen, W. -1054
Hansen, Johannes	Ogilvie, Wm. A.
Haugan, Arthur	Olsen, Martin E.
Johansson, Charles	Paterson, John
Johnson, Oscar	Ridderstoff, Ernest
Johannsen, Christian	Reinhardt, Werner
	Swanson, August
Jorgensen, Peter A.	Thorsen, Axel L.
Kallas, Alex.	Wene, K. J.

INFORMATION WANTED.

Axel Peterson, F. Lundberg, J. Gustafson, M. Garcia, crew of the steamer Riverside, at the time she towed in the Oceana Vance, kindly call at the office of the Charles Nelson Co. for money due them.

Victor N. Kvenen, a native of Belgium, age 32, last heard of in Ashtabula, Ohio, April, 1909, inquired for by his brother John Kvenen, Route 2, Raleigh, Tenn.

Valetine (Walter) Zima from Lubiachowo, Kreis Schrimm, Province Posen, Germany; last address Sailors' Union Hall, Seattle. Please communicate with Imperial German Consul, Seattle, Wash.

Anyone who was on the schooner "Americana" on January 29, when Louis Buttner was injured, is respectfully requested to communicate with the injured man. Address Sailors' Union of the Pacific, San Francisco, Cal.

Carl Julius Carlson, born in Sweden in 1877, is inquired for by his mother. There is about $2000 due him from his father's estate. Last heard of in September, 1902, on the Atlantic Coast. Previously sailed on the Clifford between St. Johns and New York. Address Fru Sophia Carlson, Klubbegard, Hallands Lan, Heberg, Sweden.

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Ahlstrom, Harry	Hansen, Harry
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Bengisson, Carl	(Photo)
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Hansen, Harald	Thorsen, Fredrik N.

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Larsen, H. P.	Hansen, John
Lindroos, A. W.	MacGuire, O. F.

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INFORMATION WANTED.

Albert Smith, a native of Cork, Ireland, who left the American ship John C. Meyer, on Feb. 20, 1911, is very anxiously inquired for by his wife. Please notify British Consul General at San Francisco.

W. A. Goodrich, who left the British ship Puritan at San Francisco, February 6, 1911, is inquired for by the British Consul-General at San Francisco.

A. J. Nielson, who was injured on the "Minnie E. Kelton" at the time of her loss, please communicate with H. W. Hutton, 527 Pacific Building, San Francisco, Cal.

Any one knowing the whereabouts of Enoch Joseph Horsfold, 18 years old, native of New Zealand, please communicate with Coast Seamen's Journal.

James McFerran, native of Eden, Carrick-fergus, Ireland, inquired for by J. Brady, box 1356, Vancouver, B. C.

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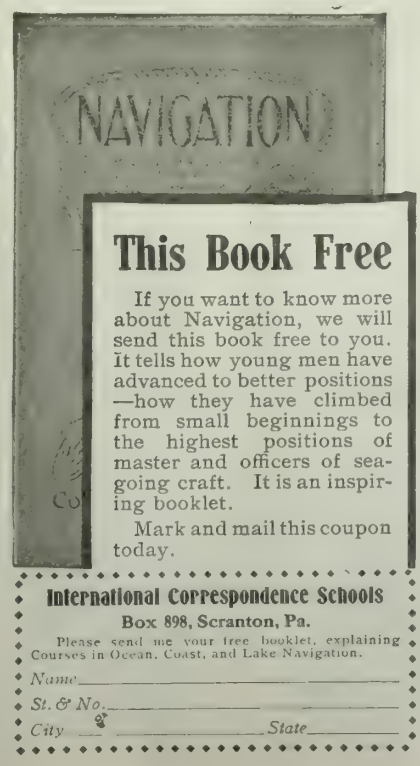
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INFORMATION WANTED.

W. Kahlberg, No. 688, and C. Monsen, No. 1964, are inquired for at the Standard Oil Company's office, at San Francisco.

Johannes Puun, born in Oesel, Arensburg, Russia, supposed to be sailing on the Pacific coast, is asked for by his mother. Anyone knowing his whereabouts please notify A. Lepp, Sailors' Union, San Francisco.

Richard Ryan, who left the British steamship Candida at San Francisco in July last, is inquired for by the British Consul-General.



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Home News.

General Kelley, commander of the army of the unemployed, who was arrested prior to the sand-lot riot in Sacramento, was found guilty of vagrancy by a jury in the Sacramento township justice's court.

A life-saving station is to be established by the Niagara State Reservation Committee. The object will be to rescue persons who are carried down the river past the danger lines and to save them from a plunge over the falls.

Two hundred and nineteen congresses and conventions now have been booked to meet in San Francisco in 1915 during the Panama-Pacific International Exposition. The last organization to notify the Bureau of Conventions and Societies of the exposition that it will meet in San Francisco during the 1915 universal celebration is the Congress on Religious Education, to be held in connection with the Religious Education Association.

Rapid progress is being made in the organizaton of the Panama-Pacific aerial race around the world, which will start in May, 1915, from the Panama-Pacific International Exposition. Present indications are that there will be about fifty entries, representing fifteen different nations. There will be two control points in the United States besides the start and finish on the exposition grounds. In all, there will be twenty-one control points, circling the globe at intervals of 1,000 miles.

Thirteen convicts confined in the incorrigible ward at the Folsom (Cal.) prison made a break for liberty on April 4. Four were killed by the guards, who were waiting for them, and a fifth is in a serious condition, suffering with bullet wounds. Not one of the thirteen men got beyond the walls of the building. But two guards took part in the affair, and both were armed with the repeating rifles.

Postmaster General Burleson has sent orders to the postmasters at Boston, Atlanta, St. Louis, San Francisco, Baltimore, Detroit, La Crosse, Wis.; Lynn, Mass.; Rock Island, Ill., and Washington to receive the names of persons willing to supply farm produce in retail quantities by parcel post. Printed lists of these names showing kind and quantity of commodities available will be distributed among town and city patrons. By use of the lists, which will later include other postoffices, the city consumer will be able to get in touch with a farmer who will fill his weekly orders for butter, eggs and other produce.

The Chicago municipal store, intended to furnish the needy with goods at cost, has failed in its purpose, according to statements issued by the City Controller, whose figures show that the daily receipts have averaged but $9.11 since the store was opened, February 19. County Agent Joseph Meyer, who has charge of the venture, says the failure to deliver goods and the investigation of every customer are causes for lack of patronage. "Many persons would rather trade elsewhere than be looked upon by the county as though they were charity patients," said Mr. Meyer. "Only persons out of work and not owners of any property are eligible as customers." The city council appropriated $25,000 for the operation of the store this year.

Domestic and Naval.

During the year ending December 1, 1913, there were piloted in and out by the New York State Pilots 6,214 vessels, and the gross amount of pilotage earned was $486,731.19.

At least 100 lake ships will have been equipped with Marconi wireless when navigation opens this year. About 60 per cent. of the ships that will have wireless are passenger ships. Instruments specially designed for lake use will be built and a reduction will be made in the charges for wireless service in proportion to the number of vessels so equipped.

The British oil-tank steamer "Ashtabula" arrived at New York on April 10 from Lobitos, Peru, completing one of the longest non-stop steam voyages on record. On account of bad weather, which forced her to round Cape Horn, instead of threading the Straits of Magellan, the vessel had 10,881 miles to her credit when she paused to take a pilot off Sandy Hook.

Secretary of the Navy Daniels has commended Robert B. Keathly, seaman on the cruiser "Marblehead," for bravery in rescuing a shipmate from San Francisco Bay. In the dead of night, February 26th last, Keathly heard the cry of "Man overboard!" and jumped into the waters of the bay and brought his shipmate to safety. Keathly, a native of San Jose, Cal., has been in the naval service for six years.

The torpedo boat "Davis" now lying at the Puget Sound Navy Yard, has outlived its usefulness and will be converted into a target for the big guns on the armored cruisers of the Pacific fleet. Orders have been issued to begin work immediately stripping all machinery and movable parts from the vessel and filling the hull with cellulose to keep it afloat after the fleet's marksmen have filled it full of holes. The "Davis," a vessel of 154 tons displacement, was built just after the Spanish-American war.

Steamship business at the port of Boston is said to be at the lowest ebb in years, especially in freight traffic. Grain is being carried by liners at the rate of 2 cents a bushel, as against 6½ cents for the same week last year and 11 cents during the high rates of 1912. Cotton is now being carried for 12 cents a hundred, as against 25 cents a year ago and 40 cents in 1912. Hay is being carried for $3.60 a ton now as against $4.80 last year and $8.90 in 1912. Flour is carried for 12 cents a hundred pounds as against 16 cents last year and 18 cents in 1912.

Word was received that the bark "King Alfred," which sailed from Junin, Chile, with a cargo of nitrate five months ago, had gone to Charlestown, Mass., through a curious mistake. By some mischance the clerk who made out the manifest for Captain Saglietto wrote into it "Charlestown, U. S. A." The only "Charlestown" to be found on the map was near Boston, and thither he took the "King Alfred." He was astonished to discover that he was not expected. The crew rebelled, according to report, against turning about and sailing for the South Carolina port, but were induced by a promise of a bonus to take the bark to Baltimore. The voyage took 135 days.



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Members whose mail is advertised in these columns should at once notify Jack Rosen, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

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Schnider, H.
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Selen, J.
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Thomsen, Emil N.
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Vahvr, Morris
Verstad, T. P.
Vesthve, L.
Wahlberg, Rud
Wallin, John
Wallner, Thomas
Weyth, H.
Webber, John S.
Wena, Louis
Wenson, B. S.
Westman, A.
White, Thomas
Yren, Wm.
Zeshel, B. M.
Zoe, Frank
Lundmark, H.
Mathisen, Nils
Mayes, J. B.
Mersman, A.
Metzler, Louis
Meyer, W.
Michelson, J.
Miles, P.
Monsen, Martin
Moore, W.
Morris, O. R.
Morris, Oscar
Mortensen, -2191
Muir, F. W. D.
Nilsen, Kristen
Nilsen, Michael
Nordberg, Hilding
Nordlund, Gus
Nor, Neils
Norris, Ed
Norris, N. A.
Northgren, Chas.
Nortman, Axel
Nyman, Axel
Olsen, Ferdinand
Olsen, Fred
Olsen, G. B.
Olsen, James
Olsen, Jorgen
Olsen, Karl
Olsen, Olaf D.
Olsen, Sam
Olson, Otto
Ompen, Abe
O'Neil, Jas.
Osterholm, J. W.
Petersen, William
Peterson, Frank
Peterson, Fred
Peterson, J. G.
Peterson, Jack P.
Pettersen, Anton
Petterson, Oskar
Pilem, Otto
Prads, J. B.
Plant, B.
Pommer, A.
Purgold, Geo.
Pylkkane, Wm.
Roberts, Jack
Robertson, John N.
Rodel, Willy
Rohr, Louis
Rommerdahl, Knud
Rospersen, Henrich
Roth, S. T.
Routman, Robt.
Runte, O.
Seppanen, Alexander
Shallgren, John
Siebert, R.
Sigoski, Joseph
Silm, Bernhard
Silver, P.
Simonsen, Carl
Simonsen, Thomas
Singleman, Ernest
Sjobborn, Karl A.
Skidsmo, A.
Skoglund, Harry
Sohalze, Paul
Sonneberg, J. C.
Sorensen, L. A.
Sorensen, Soren
Sorensen, Viggo
Soutjen, -1229
Stange, Anton
Stapf, Adreas
Stevensen, Julius S
Sullivan, J.
Sundberg, John
Swanson, Ben
Swenson, Gust A.
Swenson, Lixten
Swartley, N. G.
Tillman, Andrew
Tollefsen, Andreas
Tommola, W.
Torkilsen, Jonas
Tornquist, Chas.
Townsend, R.
Vlereck, H.
Vinter, G.
Vold, O. P.
Wiberg, Eric
Wikinson, W. H.
Wilhelmsen, Hans
Willart, Fred
Williamson, William
Wineberg, Chas.
Winther, Sigurd
Wirta, John
Wold, Olaf.
Zunderer, Theodor

PACKAGES.

Apply to Secretary of Sailors' Union of the Pacific.

Anderson, A.
Anderson, Axel
Athanasele, Michel
Beling, Oscar
Blixham, S.
Christoffersen, Olaf
Ellefsen, Otto
Finnelly, Wm.
Guldbrandsen, Jack
Hansen, Chr. M.
Hansen, Karl
Hansen, Marius
Hansen, Nils
Haugen, Lars
Hendriksen, H. -1333
Hernas, K.
Iversen, Reidar
Johansen, Emil
Johansen, J. -2021
Jorgensen, Oluv
Klette, E. F.
Laas, J.
Laydon, D.
Lindroth, Erik
Maatson, Olof
Markley, Paul
Mortensen, -2191
Nelson, Hasmund
Nilsen, Emil
Olsen, -1244
Olsen, Carl -1101
Petersen, -1598
Petersen, Olav
Peterson, 1558
Raasch, O.
Rarly, Frans.
Rasmussen, Emil
Rathke, Reinhold
Rimmer, Chas.
Roslin, Robert
Sshmehl, Paul
Summers, J. J.
Swanson, Ben
Swanson, Martin
Van Pratwijk, Johannes
Wakely, R. E.
Walters, Albert B
Willmann, Wilhelm
Wurthman, W. L.

INFORMATION WANTED.

William Fayette White, whose mother died recently, is inquired for by his brother. Anyone knowing his whereabouts please address S. A. White, 106 W. Salem Ave., Roanoke, Va.

William McGrail, of Baltimore, Md., who sailed on the Atlantic and Gulf Coasts as cook for a number of years, is inquired for by his brother, George McGrail, 603 Decatur street, New Orleans, La.

Francis Robert Bassett, a native of England, last heard of in San Francisco, Cal., in 1901, was well known around the water front as "Liverpool Frank." Any information regarding this man will be gladly received at the office of the British Consulate, San Francisco, Cal.

Arthur Griffith, alias Simmons, a British subject age 28 years; 5 feet 6 inches in height, fair complexion, stout build, blue eyes, top false teeth, clean shaven, who is believed to sail on a coasting vessel between San Francisco and Portland, is inquired for by H. B. M. Consul-General. Anyone knowing his whereabouts please notify the British Consulate-General, San Francisco.

George Albert Vaughan, age 47, of Handsworth, Birmingham, England. Was in New York City in 1902; worked as steward on New York and South American boats. Important. Address, Rev. R. C. Cookson, 96 Monroe street, Brooklyn, N. Y.

Any one knowing the whereabouts of John Burke No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

Fritjof Ellingsen, age 32, a native of Drammen, Norway, he was short, heavy set, dark hair, parted in the center, and good looking. Anybody knowing his whereabouts please notify Ed Knach, 171 Clipper street, city.

Andrew John Anderson, who left Aberdeen, Wash., on lumber barge Washtura for San Francisco, is inquired for. Any one knowing his present whereabouts please notify Mrs. Anna Anderson, Aberdeen.

John Rebbetad, who was in the steamer A. F. Lucas in November, 1911, is inquired for by his brother. Address, Coast Seamen's Journal.

Heinrich Schel, born in Zingst, near Barth, Germany, is requested to communicate with Mr. A. Praast, 93 Diepe Straat, Antwerp, Belgium.

Ten dollars reward will be paid by Johnson & Higgins, 244 California street, for information locating John Anderson and George T. Nelson who were members of the crew of the steamship "Asuncion" in October, 1908.

Alfred Kupfer, born February 9, 1890, at Coburg, Germany, is inquired for by the German Consulate, 201 Sansome street, San Francisco, Cal.

Samuel Dickson, a seaman, aged about 40 years, son of Moffett Dickson, deceased, of Belfast, Ireland, or any person knowing his whereabouts, is requested to communicate at once with the undersigned in connection with a legacy. A. R. Smith, U. S. Shipping Commissioner, Philadelphia, Pa.

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Hermansen, L.	Rosbeck, Gustaf
Johansen, John	Varner, C.
Johnson, Ole	Wilson, Gus
Moore, George	



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INFORMATION WANTED.

Nils Johnson, who was wrecked in the American bark "Oasis," Sept. 2, 1887, is inquired for by W. F. Hohenschild, Berkeley, Cal.

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Erickson, O. E.	Peterson, Chas.
Erickson, E. A.	Peterson, Karl
Israison, Isak	Partanan, Alex
Larson, Claus Ludwig	Richards, James
	Snorsvold, Lars

Seattle, Wash.

Abolin, Adam	Osterlund, Albert
Borgen, K. Sigurdsen	Olsson, Sigfrid
	Peterson, Andrew K
Dahl, Ben.	Phister, Albert
Fister, Johannes	Polhome, Mr.
Finnigan, I. H.	Ridderstaff, Ernest
Hagen, Gunder	Rye, F. M. J.
Jensen, Gustav	Selback, Chris.
Johansen, Ingvald	Slinning, Rasmus O
Johnson, Axel	Spellman, Tom.
Nelson, Nels Wilhelm	Starks, John
	Stein, George G.
Larsen, Fred	Stixrud, Jack
Magnuson, P. A.	Stromsness Oscar

News from Abroad.

The defeat of the Mexican Federals at Torreon is said to be complete. The defenders of the Mexican stronghold are reported to have lost 5500 out of a total force of 9000 men.

Twenty natives were killed and fifty others injured at Batavia, Java, by the derailment of a train while it was crossing a bridge near that city. The accident was caused by a herd of buffalo, into which the locomotive ran.

General Venustiano Carranza, supreme chief of the Mexican Constitutionalist movement, entered Juarez in the evening of March 29, establishing his headquarters, and for the second time in the last three years the Mexican border is the provisional capital of the revolution-torn republic.

All the missionaries in the vicinity of Sian-Fu, Province of Shensi, have been ordered to take refuge in Sian-Fu, as the brigands have invaded the nearby plains and now are within twenty miles of that city. A government force from Shensi is proceeding to the affected district to relieve the situation.

The American interpretation of the Monroe Doctrine is declared to be absurd and capricious by President Saenz Pena of Argentina in his new book. He says that President Monroe's message has been made so elastic by American Presidents that it might be called "the gutta percha message." The doctrine, he asserts, is now only an anachronism.

Without word from the sealing steamer "Southern Cross," it is feared that her crew of 170 men had been added to the toll of the blizzard in which the men of the sealer "New Foundland" lost their lives. The number of the "New Foundland's" dead was placed at 77, with the further posibility that several of the 112 who were rescued would succumb to the effects of the forty-eight hours' exposure.

The Japanese Emperor has offered the Premiership to Prince Tokugawa, president of the House of Peers and son of the last of the Shoguns, but it is believed the Prince will decline. Since the resignation of the Yamamoto Ministry on March 24 the names of several prominent statesmen, including Count Okuma, have been mentioned in connection with the formation of a new cabinet.

The dirigible balloon "Citta di Milano," which was built by public subscription and presented to the Italian army, was destroyed by fire recently. The balloon landed outside of Milan owing to damage to her motor. A crowd gathered, and notwithstanding the warnings of the officers aboard, some one lighted a cigar. A tremendous explosion resulted, and fifty persons suffered injuries, two of them being dangerously hurt.

A large section of a mountain at Brive, France, has become detached by seismic disturbances and is slowly sliding down the valley, sweeping over everything in its path. Already a number of farms and cottages have been blotted out and the high roads from Brive and Lanteuil have been destroyed for more than half a mile. Heavy rumblings indicate that the mass is gaining impetus, and the inhabitants are fleeing from their houses.

With the Wits.

"The way of the transgressor is hard," said the justice, as he fined Bildad for exceeding the speed limit.

"Not around here it ain't!" retorted Bildad. "I never saw such mushy roads in all my life."

"Ten dollars extra for contempt o' court," said the justice.

"Why, I haven't said anything about you, judge," protested Bildad.

"Yes, ye hev," retorted the justice. "I'm road commissioner here as well as jestice o' the peace."—Harper's Weekly.

It was at the vaudeville. The girl with the excruciating voice had just finished her song.

"Just think!" groaned Brown to the stranger beside him. "We paid real money to hear that!"

"I didn't," was the placid response; "came in on a 'comp.'"

"But you had to spend carfare to get here, did you not?" asked Brown.

"Nope," replied the uncomplaining one. "I live in walking distance."

"But," persisted Brown desperately, "at least you hoped to be entertained, not punished."

"No; I didn't care," grinned the stranger. "I came to get away from home. My wife is cleaning house."—Judge.

Lemmy Williams, a little colored boy, was caught in several petty delinquencies and was at last sentenced to a short term in the reform school, where he was taught a trade.

Shortly after his return home he met a prominent woman, who asked:

"Well, Lemmy, what did they put you at in prison?"

"Dey started in to make an hones' boy out'n me, ma'am," was the reply.

"That's good," replied the woman, approvingly. "I hope they succeeded, Lemmy."

"Dey did, deedy, ma'am."

"And how did they teach you to be honest?" queried the woman.

"Why, dey done put me in de shoe shop, ma'am," explained the boy, "nailin' pasteboard onter shoes fo' soles, ma'am."

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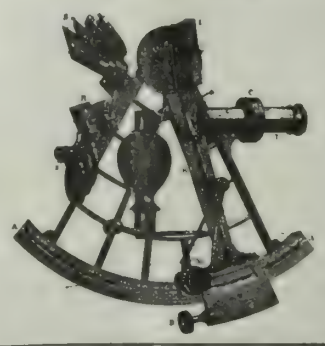
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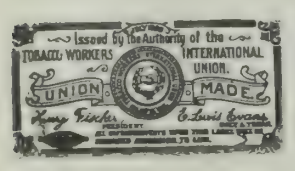
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COAST SEAMEN'S JOURNAL



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Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XXVII, No. 32. SAN FRANCISCO, WEDNESDAY, APRIL 22, 1914. Whole No. 2274.

CHAMBERLAIN AND UHLER EXPOSED!

U. S. GOVERNMENT OFFICIALS IN ROLE OF TWIN SERVANTS TO THE SHIPPING INTERESTS

Whom Did These Men Represent When They Voted to Weaken Existing American Safety Standards at the Recent International Conference on Safety of Life at Sea?

CHAMBERLAIN A CHAMELEON COMMISSIONER.

Senator La Follette Shows Up Head of Bureau of Navigation.

(Excerpts from Congressional Record.)

Mr. LA FOLLETTE—The Senator from Ohio (Mr. Burton) has quoted the Commissioner of Navigation several times. Did it ever occur to any of you gentlemen on the other side that the present Commissioner of Navigation has managed to weather several administrations? He was a newspaper man. I came into public life a mere boy when I was elected in 1884 to the House of Representatives. I may be wrong about this; I do not want to be unfair to anybody; but it is just my recollection that during those earlier years of my service I was told that this gentleman, Mr. Chamberlain, wrote an effusive biography of President Cleveland, and as a reward he was named to be Commissioner of Navigation.

If I had time I should like to present to the Senate the analysis I have made of his reports. They are interesting. I think he ought to be removed from office. He was for free ships under Cleveland. When a new administration which favored ship subsidies came in he faced about and in his reports was a vehement advocate of subsidies. He has trimmed and turned and twisted with every changing political wind to hold his job.

Study his reports! I have marked copies over in my room in the Senate Office Building. If time permitted I would like to go through these reports, as I am sure Senators would find them entertaining and instructive. I can not now take the time. I have here a little synopsis. It would be interesting to you Democrats to see how the recommendations of this chameleon commissioner at all times fit into the interests of the shipowners all the way through.

Mr. THOMAS—Mr. President——

The VICE PRESIDENT—Does the Senator from Wisconsin yield to the Senator from Colorado?

Mr. LA FOLLETTE—I do.

Mr. THOMAS—I should like to inquire of the Senator from Wisconsin what the present attitude and policy of this gentleman is?

Mr. LA FOLLETTE—I will just give you a little skeleton of it. I am wandering somewhat away from the amendment that is pending.

Mr. BORAH—Mr. President——

The VICE PRESIDENT—Does the Senator from Wisconsin yield to the Senator from Idaho?

Mr. LA FOLLETTE—Certainly.

Mr. BORAH—I suppose his present attitude might be known by finding out what the attitude of the administration is?

Mr. LA FOLLETTE—There is not a bit of doubt about it. He has always been for the shipowners. He is always for the administration. He is always for his job. [Laughter.]

(For synopsis of Chamberlain's Reports—see page 2, this issue.)

"GENERAL" UHLER DECLINES TO ANSWER.

Own Testimony Condemns Head of Steamboat Inspection Service.

(From Hearings on Seamen's bill.)

Mr. MANAHAN—Have you ever in the exercise of your office, you or your subordinates, taken the trouble to actually consult the statistics of actual travel, for the purpose of ascertaining what curtailment, if any, in passengers carried on a few heavy days would be made if you enforced the full lifeboat capacity—lifeboat requirements; have you ever done that?

Mr. UHLER—No, sir.

Mr. MANAHAN—As I understood you to say, the number of the crew has a direct relation to the safety of the passengers upon that vessel. I notice here in the case of the steamer "Christopher Columbus," which you authorized to carry 3,800 people, that the members of the crew are 2 quartermasters, no seamen, 5 deck hands, and 4 watchmen. That is all. Possibly there are 2 mates in the deck crew. Do you consider that a sufficient crew for handling a vessel of the size of the "Christopher Columbus"—carrying 3,800 people?

Mr. UHLER—The men who are intrusted with that discretion, Mr. Manahan, have said they think it is.

Mr. MANAHAN—What is your position?

Mr. UHLER—There has been no appeal.

Mr. MANAHAN—I am asking you now, individually, as an inspector, your opinion as to the reasonableness of that decision?

Mr. UHLER—I think I shall have to decline to answer that, Mr. Manahan. I do not propose to put my opinion against the opinion of the men who are directly charged with that responsibility.

Mr. MANAHAN—I will ask the Chair if it is not a proper question to put to this witness as to the size of the crew? He is an expert.

The CHAIRMAN (Mr. Alexander)—He says he declines to answer. I think we have the facts before us, that in that case it seems to be true that she carries a large number of passengers and has to have 18 to 21 more men. In other words, they do not conform to the requirements of the inspectors. I would not hesitate to say it was not sufficient myself, from all we have heard.

Mr. MANAHAN—I notice on a great many of these boats the number of the crew on practically all of them specified here, are less than the number of men actually employed. Have you any explanation to offer why your department should be so lenient with those steamship companies in making such an absurdly small number as the required crew for these big steamships?

Mr. UHLER—I have not. They have expressed their judgment. They have expressed their discretion, from which there has been no appeal.

CHAMBERLAIN SHOWN UP.

The JOURNAL herewith presents references to passages in the annual reports of the Commissioner of Navigation, E. T. Chamberlain. In dealing with free ships, subsidies, and legislation in regard to seamen, Mr. Chamberlain shows that he is a past master in the art of trimming his sails to hold his job:

Report of 1894, pages 27-28, et. seq., discusses the decrease of American seamen and reasons. Favors free ships.

Report of 1895, on page 12, renews recommendation in favor of the free-ship bill.

On page 18, same report, the commissioner urges extension of the act admitting the "New York" and "Paris."

On page 21, same report, strong condemnation of discriminating duties on foreign ships.

On page 27, same report, he condemns the prevalent method of shipment of seamen, and urges changes in the law and its administration to the interference of saloon keepers and boarding-house keepers.

On page 31, same report, under the caption "Allotment notes," he condemns the system of permitting allotments of original creditor (advances) and regrets that the law of 1884, which prohibited advances, was not given a more extended trial.

Allotments to original creditors and imprisonment for desertion were abolished in the coastwise trade by the law of February 18, 1895.

On page 40, same report, the commissioner condemns imprisonment of seamen for desertion in the United States.

Report of 1896. On page 7, under caption "The free-ship bill," regrets the adverse report on this bill by the Senate committee, and refers to the former reports and reasons for the enactment of the law as being unimpaired.

On page 8 the recommendation for the extension of the act admitting the "New York" and "Paris" to American register is renewed.

On page 11 the arguments against discriminating duties on shipping are renewed and extended.

On page 17, under caption "Subsidies," there is a qualified indorsement of subsidies or bounties coupled on the next page with free ships.

During the session of Congress in 1896 the House passed a bill which abolished corporal punishments, imprisonment for desertion, and made sundry other beneficial amendments to the navigation laws. The Senate committee reported another bill, which did not do either.

On page 20, under caption "Ill-treatment of Seamen," there is a qualified indorsement of the House position.

On page 21, under caption "Laws Relating to Seamen," reports upon the differences between the House and the Senate committee on pending bills.

On pages 22, 23, and 24 he reports upon conferring with the New York shipping interests and prints the substance of the two reports, leaning to the Senate, which in this case was the shipowners' side.

On page 24, under caption "Penalty for Desertion," he urges the repeal of imprisonment for desertion, but indorses the proposition that the men may be taken on board the vessel by force and compelled to fulfill the shipping contract.

On page 28, under caption "Allotment of Wages," he urges that to abolish allotments entirely is too radical and gives endorsement to the Senate bill, which would permit the evil to continue in the foreign trade.

Report of 1897. On page 17, under caption "Foreign Subsidies," foundation is first laid for a reversal by the commissioner of his former position.

On pages 28, 29, and following, he adversely criticizes the seamen's bill which had passed the House, and gives much space in showing that it would be unwise to enact such legislation, giving as his opinion on page 30 that any experimenting with it is inopportune.

Appendix 95, comparison of Frye-White bills and then existing law.

Report of 1898. On page 19, under caption "Adverse Conditions," he lays a foundation for his support of navigation bounties on page 40.

The Seamen's bill introduced by Senator White, of California, and in amended form agreed to by Senator Frye, had passed the Senate when this report was issued, and it received the commissioner's qualified approval.

On pages 57, 58, and 59, under captions "Imprisonment for Desertion" and "Allotment of Wages," he discusses what to him were apparent difficulties in the administration of the proposed law, and on page 69, Appendix A, he prints the bill as passed by the Senate in parallel columns with the law as it then stood.

The House had not yet acted; its action came after this report.

Report of 1899. From page 11, "Maritime Growth of Nations," to page 76 "Tonnage Taxes for the Year," there is a continuous argument for subsidy with question raised as to the value of free ships, and suggesting that the two may very well be adopted. Comparative cost of food, pages 57-58.

On page 87, under caption "Act of December 21, 1898," he reports the passage of the act and greets it as hope to seamen, which if found good may influence the seamen under other flags favorably.

Report of 1900. From page 14, "Instruments of Ocean Commerce," to page 53, "Hawaiian Act," runs an argument in favor of subsidy, showing its benefits in building up our shipping; the greater cost of building here and the greater cost of operating American vessels. Comparative wage cost is given in table printed on page 37. (The table does not give a really fair test, because the vessels are not in the same trade.)

On page 58, under caption "Allotment of Seamen's Wages," the commissioner reports that the law works well in so far as the wages of seamen is in question. He admits that the crimping evil rests upon the advance.

On page 60, under caption "Boarding of Vessels," he recommends, or rather suggests, further restrictions on boarding of vessels. This is the beginning of an effort to restore compulsory service, because if none can board a vessel none can quit her if lying at anchor.

Report of 1901. This report from page 9 to page 64 is an argument for subsidy. On page 65 is a recommendation to abolish compulsory pilotage of sailing vessels in certain southern ports. Pages 37-38, comparison of wage cost, American and British vessels.

Report of 1902. On page 24, under caption "Desertion of Seamen," he deals with the effect of the law of December 21, 1898, and comes to the conclusion that it should not be changed; on next page he reports that desertions are only about 2 per cent. abroad.

On page 27, under caption "Allotment Notes," he reports that the law restricting allotments in the foreign trade and its abolishment in the coasting trade has been beneficial and has reduced the crimping.

The report then goes on to deal with the nationality of crews, and on page 41 defends the use of Chinese.

The report further deals with wages, showing the higher wage cost on American vessels, resulting largely from the higher wage in ports of the United States, all being a further argument for subsidy.

Report of 1903. On page 27, "Nationality of Crews of American Vessels," with table of different nationalities. On page 28 and page 29 it deals with the act of December 21, 1898, as to allotments and desertions, and that the act is a success. Compares the number of desertions from foreign vessels and finds them greater. It again deals with subsidy on pages 48, 49, 50, 51.

Report of 1904. On page 23 recommends enactment of bill to inspect sailing vessels and barges to protect life and property at sea. On page 28, reports desertion rather decreasing; on page 29, on allotment, notes the application of law to foreign vessels beneficial. On page 31 reports upon the sail area as basis for manning of sailing vessels. Prosecution of crimps, page 30. (The bill as first introduced by you had then been introduced.)

Report of 1905. On page 7, under caption "Legislation Recommended," several recommendations are made, closing with merchant marine commission bill, page 34.

Report of 1906. On page 16 again recommends merchant marine commission bill, part of which was a naval reserve under which seamen would become members in order to obtain employment, because the payment would come through the shipowners, and would mean a general reduction in wage to correspond. An argument for the bill is made at some length. (We were opposed.)

On page 39 desertion is again dealt with and reported as decreasing. On page 40 allotments are reported upon, showing that the number of notes issued are decreasing, hence no further law needed. (We were asking that all allotments to original creditors be abolished.) Further reports the enactment of shanghaiing law. (No convictions under this law.)

Report of 1907. On page 15, "Profits of Shipbuilding," reports it unprofitable in the United States; on page 16 reports square-rigged vessels going out of use; and on pages 17 to 21 argues in favor of mail subsidy.

Report of 1908. On page 16 reports decrease in desertions; on page 17 reports decrease in allotment notes issued. "Appears to be accomplishing results anticipated by its advocates."

On pages 18 and 19 recommends extension of the ocean-mail act and the increase in the compensation or subsidy.

On page 25 reports that the President has created a commission to make recommendation for revising of navigation laws to better protect the lives of passengers and crews of vessels of the United States.

This commission, made up of officials, submitted a report and recommendations which failed of legislative action or support. They were of such nature and tenor that the enactment would have been of little or no value.

Report of 1909. Beginning on page 15, with "Trade on Ocean Steamers," and running to page 67 are reports and arguments in favor of subsidies in different form.

On page 68 power of shipping commissioners is continued, on page 69 with recommendation to make shipping before the commissioner mandatory on vessels voyaging 500 miles or more.

A bill known as the Greene bill, introduced by Mr. Greene of Massachusetts, came before Congress. This bill, if enacted, would have restored imprisonment for quitting work in ports of the United States. It had the support of Mr. Chamberlain. It failed.

In this Congress, as at all other times, the commissioner appeared in opposition to the seamen's bill then introduced by Mr. Spight, of Mississippi.

Report of 1910. On page 7, under the caption "Ocean-Mail Bill," there is an indorsement of subsidy in the form of increased pay for carrying the mails.

On page 9 there is a recommendation that tolls to be collected from vessels passing through the Panama Canal shall be refunded to American vessels by the Treasury.

On page 19 desertion is again reported upon as decreasing, and on pages 20 and 21 the international petition for redress of grievances endured by seamen, adopted at a convention held in Copenhagen August 27, 1910, is commented on, and the imprisonment of seamen on American vessels in foreign ports for desertion is recommended; but there is no recommendation that the United States cease to arrest, detain, and surrender foreign seamen who have deserted from their vessels in the United States.

In the hearings granted on the seamen's bill by the committee of the House and the committee of the Senate in 1910, 1911, and 1912 the commissioner always appeared in opposition.

Report of 1911. On page 23 ocean mail bill is again urged—"earnestly recommended."

On page 24 free ships for foreign trade is urged with much force. He contends shipbuilding being unprofitable, ships should be bought.

On page 27 he urges free materials for shipbuilding.

On page 76 he recommends that statutes imposing imprisonment upon seamen for desertion in foreign ports be repealed, and that the allotment be retained.

In the hearings on the Seamen's bill he had contended against any interference with the treaties which provide that seamen shall be mutually arrested, detained, and surrendered. Thus the seamen would leave the vessel under the law and be arrested under the treaty.

Report of 1912. On pages 19, 20, and 21 safety of life at sea is considered, and it is strongly advocated that no action be taken until after the international conference. The propriety of dealing with the question of skill that was raised by the "Titanic" disaster without first consulting the other powers is seriously urged. He admits that foreign standards are higher than our own, but suggests that this rests upon military ideas.

On pages 25 and 26 he deals again with desertion and allotments, repeating former recommendations, but admitting that the abolition of the allotment system may be now experimented with.

On page 27 he deals with forecastle space; recommends improvements; and on page 179 he reprints foreign rules about forecastle space and hours of labor.

JAPANESE CRAB PRODUCTS.

Owing to the steadily increasing demand for Japanese canned crab throughout the world, experts from the Imperial Japanese Fishery School have conducted a careful investigation to improve the methods of the canners and remove, if possible, the objections raised by consumers abroad regarding numerous imperfections and methods used at the canneries. It has been found that some of the Japanese canners have been careless in the preparation of canned crab and have endeavored to increase their profits at the sacrifice of maintaining an established reputation for the quality of the goods produced.

The greatest necessity seems to be a satisfactory can, and in this respect Mr. Miyazaki Teiichi has invented a can which has been approved for use in this industry. In order to obtain the general use of the new can, a subsidy of 50 cents per case is now given to manufacturers, who are taking advantage of this inducement.

The Japanese canned crab industry is being extended into the Japanese possessions of the southern half of Sakhalin Island.

Organized Labor has need to distinguish clearly between its friends and its mere favorites.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Plan Wide Economic Laws.

For the purpose of acquainting the public with their findings before the next session of the British Columbia Provincial Legislature convenes, the commission appointed by the Government to investigate economic conditions has made public its findings after a study of over twelve months throughout British Columbia. The principal features of the report are: Compulsory state insurance against accidents of workmen, to be administered by a workmen's compensation board; Saturday half-holiday for all stores; fortnightly pay in coal mines and other industries; restriction of privilege of sub-contracting on railroad construction; time checks to be negotiable; eight-hour day declared to be matter for dominion legislation; minimum wage not favored; women inspectors for shops and factories; licensing of operators of elevators; discrimination by employers against members of labor unions to be forbidden by law; municipal employment bureaus obligatory in cities; scaffolding inspectors obligatory in cities; miners entitled to supplies at cost; mine operators compelled to establish washhouses for their employes; collective bargaining favored as means of fixing wages for miners; Asiatic exclusion; assisted immigration to be confined to farm laborers and domestic help; white women not to be employed by Asiatics; small holdings for workmen's dwellings; all text-books in public schools free; none but British subjects to be employed on government or municipal work, and regulations governing electrical construction.

Defeat Labor's Enemies.

A day of reckoning is at hand for legislators in Pennsylvania who defeated humane bills. The State Federation of Labor, headed by President Maurer, will apply the American Federation of Labor slogan, "Defeat Labor's Enemies," and every pledge-breaking, platform-repudiating Solon will be opposed in his respective district at the May primaries and at the November election by the organized workers of that State. Plans were agreed upon at a conference of unionists in Philadelphia, when a compensation bill was endorsed and a warning raised against the efforts of the dodgers to conceal their legislative records behind "fake" humane bills, that are now in the course of preparation. President Maurer is quoted as saying: "We are not going to get fooled again by a lot of pledge-breaking renegades. We are on the job in Harrisburg, watching every nomination paper filed. We will notify trade unionists of these districts, and will expect them to do their duty there." President Maurer explained that cards were being sent out by the State Federation to every candidate, who will be asked to state his position on the compensation act favored by them on or before May 4 or be considered as opposed to compensation. The bill being urged was drawn jointly by the State Industrial Commission and the unionists. Officers of the Industrial Accidents Commission were present at the conference and applauded the unionists' efforts to secure a real compensation law. "Get busy now with your representatives," said Chairman Reed, of the commission. "Get after every candidate, including the candidates for Governor, and pledge them to a definite bill. Don't let them tell you in a general way that they are for compensation. That may mean much or little. Get them nailed down to a specific bill, so that you know what their pledges mean." A large delegation of miners' representatives were present at the conference, and all agreed that the organized workers in this State will enter emphatic dissent against the pledge breakers, both at the primaries and at the general election next fall. Especial attention will be paid to State Senator Crow, who is charged with being most active in defeating the workers' compensation bill in the last Legislature. In this case, President Maurer said: "We are busy in his district now, telling the people what kind of a Senator he is. And we are going to get much busier. Next week the State Federation is going into his district in force."

Favors Curb Upon Aliens.

Contrasting the "old" immigration that was thoroughly assimilated, with the "new" that does not come here to make their homes as the old class did, ex-Senator Dillingham, chairman of the Immigration Commission, in a recent address declared in favor of a literacy test to restrict those who come to our shores with no intention of becoming citizens. The speaker submitted facts and figures showing a startling number of unnaturalized foreigners in all sections of the country whose interests and customs are in no way allied to those of the nation from which they are gaining a living.

"During the Civil War," said the speaker, "the eyes of Northern Europe were on this country, and, at its close, encouraged by the outcome, many foreigners came here from that region, with the result that in forty years our farms increased from 2,500,000 to 6,000,000. Those people were thoroughly assimilated, as the names common throughout the country to-day indicate. They helped develop our manufactures and our railroads, with the result that by 1900 we had passed far ahead of Europe in those respects. These people furnished the 'old immigration,' a most desirable class and one which readily embraced the privileges of citizenship in the United States.

"Stimulated by that very boom in industries and manufactures, since 1882 there has poured into our ports the people comprising the so-called 'new immigration'—men who were nearly all farm laborers in the countries whence they came, but few of whom took up farming on arriving here. They stayed in the centers of population, becoming for the most part unskilled laborers or manufacturing operatives. Most of them came and still come from the lands of Southern Europe. They do not come here to make homes, as the older class did. Seventy-three per cent. of them have been males. A majority of these are

(Continued on Page 11.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeland Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts Maritimes de France, 33 rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S, Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

It is officially estimated that the accumulated funds of the world's trade unions stand at more than £20,000,000, of which £8,000,000 is credited to British unions and £2,000,000 to German unions. The combined membership of all known trade unions is returned at under 16,000,000.

The total number of claims to unemployment benefit made at British Labor Exchanges and other local offices of the Unemployment Fund during the four weeks ended February 27, 1914, was 86,465—a weekly average of 21,616. During the five weeks ended January 30, 1914, the total was 163,300, and the weekly average 32,660.

During the two months ended February, 1914, the total number of seamen shipped in the United Kingdom was 81,985, a decrease of 1,207, or 1.5 per cent., on the total for the corresponding period of 1913. There were large decreases at Liverpool, Glasgow and London; at Southampton and Bristol there were increases. Lascars are not included in the figures.

According to returns supplied to the Danish Statistical Office, 14.2 per cent. of the 113,300 members of trade unions reporting were unemployed at the end of December, as compared with 8.2 per cent. at the end of the preceding month, and 13.8 per cent. in December, 1912. The average number of days lost through unemployment in December was 2.4 per member, as compared with 1.5 in the previous month and 2.3 in December, 1912.

Reduced or nominated passages are granted by the Government of New Zealand to approved farmers, farm laborers, shepherds, their wives and families, and female domestic servants, for all of whom there is said to be a good demand. Skilled dairy hands can generally get places, and skilled coal miners are generally in demand in the Province of Auckland; but the supply of mechanics is sufficient. Dressmakers and female factory hands are generally in request.

Returns received from certain selected ports in Great Britain and Ireland (at which over 70 per cent. of the total tonnage in the foreign trade arrived and departed) show that during February 37,890 seamen, of whom 3,851 (or 10.2 per cent.) were foreigners, were shipped on foreign-going vessels. Compared with February, 1913, there was a net decrease of 859, or 2.2 per cent. The largest decreases were at Liverpool (774) and at Glasgow (583) and the most marked increases at Bristol (471) and at Southampton (459).

The total number of payments of unemployment benefit made in Great Britain during the four weeks ended February 27 was 145,313, and the total amount of such payments was £43,781. For the same period the estimated amount repayable to associations from the Unemployment Fund in respect of payments made by them under arrangements was £18,256, and the estimated number of such payments was 66,341. During the five weeks ended January 30, 1914, 215,728 payments, amounting to £66,809, were made to workpeople claiming direct. In the case of associations for the same five weeks an estimated sum of £29,144 was repayable from the Fund in respect of 101,976 payments to members.

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INFORMATION WANTED.

Andrew Wilne, native of Dundee, Scotland; about 28 years of age, dark complexion, last heard of about nine years ago, sailing as steward, also as fireman, is inquired for by his relatives. Address A. S. Milne, 1122 Rose street, Grandview, Vancouver, B. C.

Nils Edmund Johansen, a native of Tansberg, Norway, aged about 50, last heard of at Melbourne, Australia, is inquired for by his brother. Address, Martin Johansen, 839 Centennial avenue, Alameda, Cal.

Charles Harold Allen, who has served as an apprentice in a British ship, age about 21 years, medium height, brown hair, last heard of in San Francisco November 9, 1911, is anxiously inquired for by his father. Please notify British Consul-General at San Francisco.

INFORMATION WANTED.

Adolf Theining, a native of Vannersborg, Sweden, is inquired for by his mother. Address, Coast Seamen's Journal.

Walter Jorgesen Clang, born in Aaland Yetta, Ostro Yetta, is inquired for by his uncle, John Clang. Address Coast Seamen's Journal.

George Alfred Hall, last heard of on the Sch. "Sehome" in June, 1913, will please communicate with his brother, Walter Hall. Address 790 18th street, Oakland, Cal.

Rudolph Kurella, born January 5th, 1868, at Grabowo, Germany, is inquired for by the German Consul-General at San Francisco, Cal.

Oscar Osolin, John Lind, M. Elone, John Anderson, Thomas Pukki, Alex. Tuominen, Chas. Grouberg, who were on board the steamer "Fifild" April 7, 1913, please communicate with the Coast Seamen's Journal.

Johannes Larsen, age 22, born in Fitje, Norway, is inquired for by his brother, Ingolf Vestrick. Anybody knowing his whereabouts please notify his brother at 9 Mission street, San Francisco.

Fred (Albin) Swanson, a native of Malmo, Sweden, aged about 25, is inquired for. Address, Coast Seamen's Journal.

San Pedro Letter List.

Andersen, Gust. -810	Johansen, Emil
Andersen, Martin -1894	Johnson, Gus.
	Isaacson, Gustaf E.
Andersson, E. -1762	Klaessen, K. A.
Anderson, David	Kumlander, E.
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Dalsgaard, R.	Olsen, A.
Dolin, Sven Gustav	Oksa, Victor
Ekholm, F.	Olsen, Hans
Ellingson, Ivar	Ohlund, Chas.
Enstrom, Carl M.	Pillman, Frank
Friedland, C. J.	Paulson, Gustaf
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Gusek, B.	Petersen, Aage
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Gunther, Dick	Petterson, C. -1287
Hansen, Nick	Peachman, George
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Holmgren Joel	Petterson, A. K.
Hansen, S.	Rosten, Hugo
Halvorsen, W.	Rommerdahl, Knud
Hansteen, Axel	Roth, Svend
Hoegar, Fred	Rignell, J. V.
Heinig, Hans	Sleen, Ed.
Hogan, Mr.	Samuelsen, W. L. -1346
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Hansen, Herald	Sutse, Michael
Hansen, Johannes	Saland, Hans
Hoeshe, Henry	Sandy, Oskar
Heide, Tom	Samuelsen, Victor
Hansen, Oskar	Schreff, Paul
Johansen, Gust	Senger, G.
Janson, Leonard	Swenson, Axel
Jansson, A. R. -58361	Soderlund, Uno
	Sparkes, A.
Johansson, A. -1847	Thorn, Arvid -70
Johnsen, J. H.	Torgelsen, Anton
Jarawo, J. A.	Torjuson, Gunvald
Johnsen, Grunner	Ullman, Axel
Johnson, J. -2266	Uthv, Carl
Johansson, C. A.	Ulappa, Kosti
Jorgensen, Jorgen	Werner, Paul
Jensen, Jens B.	Welsen, Julius
Jordan, Earl	Wenneck, Andrew
Jurishuck, Oswald	Zimmerman, Fritz
Jorgensen, Fred	Zoe, Frank
Jensen, Jens	Zorning, A.
Johnsson, J. A. -1659	Packages.
	Ryberg, Nels Hansen

Honolulu, H. T.

Anderson, Fred	Kayer, Charles
Austin, Frank	Kolaed, Geo.
Anderson, Anders	Langen, Robt
Bergman, Ivar	Lundberg, T.
Beinink, H.	Lintenon, Ernest
Carlson, Ed	Licks, Ernst
Clancy, James	Nilsen, Nils
Carlson, Axel	Nordling, C.
Christensen, Anton	Nilsen, C. O.
Erickson, Edward	Paty, Geo. W.
Edgerton, J. E.	Perm, E.
Hanson, Max	Rasmundson, Fredrick
Hanson, Nils	
Hanson, Christ	Richard, Jim
Hanson, Jorg	Reinunk, Herman
Hapstold, Sigurd	Russel, Wm.
Haven, Francis	Remmerdahl, Knud
Johnson, Ole	Scott, Emil
Jensen, Hans	Schneider, Henrick
Ivans, Carl	Sundquist, Ernest
Irwin, Robert	Stalbery, Wm.
Kjarsgaard, Hans	Sunders, O. F.
Karlson, Oscar	

INFORMATION WANTED.

John Dickson, who left Greenock, Scotland, about 10 years ago, his last address was Melrose House, Lower Boxhill, Brooklyn, New Zealand, is inquired for by his mother. Anybody knowing if he is alive or dead please notify the Secretary of the National Sailors' and Firemen's Union, Greenock, Scotland.

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, 84 Embarcadero, San Francisco, Cal.

John Erik Nordberg, a native of Sweden, age about 26, supposed to be sailing on the Pacific Coast, is inquired for by his brother Harold, care of Sailors' Union of the Pacific, San Francisco.

Pacific Coast Marine.

A libel was filed in the United States District Court at Portland by the Williamette Iron and Steel Works against the steamer "Tiverton" to recover $46,410 claimed for machinery and repairs.

United States Inspectors Dolan and Guthrie on April 16 suspended the license of Captain B. H. Tietjen of the steamer "Nehalem" for thirty days. The steamer struck at Point Montara on April 13th without, however, sustaining much damage.

The Northern Grain Company, of Tacoma, will begin to ship grain from there about July 1. Most of the shipments will go to Europe, by way of the Panama Canal. It is stated that the Northern Grain Company has vessels now engaged for handling its cargoes. This firm has offices in Portland, Spokane and Seattle.

The following notice has been issued by the Collector of Customs at San Francisco: "Under the opium act of Feb. 9, 1909, as amended by the act of Jan. 17, 1914, fines for bringing illicit importations of opium into port run against the vessel or owners instead of the master. Hereafter vessels having fines imposed and unpaid will be refused clearance."

A penalty of not to exceed $5000 was imposed to-day by Collector of Customs F. C. Hopper at Seattle against the British steamer "Crown of Toledo," of the Harrison Direct Line, for alleged violation of the United States radio laws, on complaint of United States Inspector R. E. Thompson. William Baird, the master, has applied to the Secretary of Commerce for a release.

Three steamship lines have applied to the California Fruit Distributors for information concerning the type of refrigeration facilities they should provide for the handling of California deciduous fruits to the Atlantic seaboard via the Panama Canal when it is opened. The desire for this information is taken to indicate that the steamship companies are preparing to compete for the California fruit business as soon as the Canal is opened.

The Pacific, Peace River, and Athabasca Railway Company has obtained a charter for the construction of a railway 1,500 miles in length, from the mouth of Nass River, north of Prince Rupert, B. C., eastward through the Peace River country to Prince Albert. The leading promotor is Mr. D. A. Thomas, of Cardiff, who proposes to open up the extensive coal deposits on the route of the proposed railway for the use of the British Navy on the Pacific Coast.

Two tugs for the Boryani Fish Company, a new concern, which is to enter into competition with the Paladini Company, are nearing completion at the shipyards of P. Menotti at Sausalito, in Marin County, Cal. The vessels, which are identical in every respect, are 76 feet over all, 16 feet 4 inches beam, and have a depth of eight feet. They are to be equipped with steam engines, which are in process of construction at the United Engineering Works and will be installed when the boats are launched the latter part of this month.

The four tank ships belonging to the Associated Oil Company of San Francisco (formerly the Associated Transportation Company) have just been insured in London. The vessels are the ships "Falls of Clyde," valued at $130,000, and "Marion Chilcott," valued at $100,000; the schooners "Monterey," valued at $97,000, and "Santiago" valued at $72,000. The insurance provides for total loss and also to pay claims in excess of $2,500 each accident. The vessels are fitted for carrying oil in bulk. The rate on the first three is 9 per cent. and on the "Santiago" 4 per cent.

Completing her final voyage under American registry, the well-known barkentine "S. G. Wilder" is reported as having arrived at Mollendo from the Sound. She made the voyage from Flattery to the Peruvian port in seventy-nine days. The "Wilder" has been sold to west coast parties and will hereafter fly the Peruvian flag. The "S. G. Wilder" has been familiar in the coast lumber traffic for many years. She was built at Port Blakeley in 1887. About the time the "Wilder" was disposed of three other coast sailing vessels were also sold to Peruvians, the list including the "Fred E. Sander" and the barkentines "Newsboy" and "John Smith."

The Hill steamship wharves and Oregon terminals of the San Francisco line are to be located at Flavel, and active construction work on them will be commenced in the immediate future. Such was the announcement made by Louis W. Hill, president of the Great Northern Railroad Company, who, with a party of other railroad officials and financiers of St. Paul, spent a day at Astoria as the guests of a committee of citizens. "That is the logical point for this development," said Hill, "on account of the advantages it offers for economy in construction and as a desirable site for the quick dispatch of trains and steamships." Flavel is ten miles below Astoria.

According to the program of W. R. Grace & Co., who are already making a strong bid for the Panama Canal traffic, the concern will figure largely in the coast-to-coast trade when the big ditch is thrown open to the commerce of the world in the near future. It is reported that the Graces will construct three more steamers of the type of the present "big four," composed of the "Santa Cruz," "Santa Clara," "Santa Cecilia" and "Santa Catalina," for the service between Pacific and East coast ports. The company plans, it is said, to have a fortnightly service, and in order to accomplish this a fleet of seven vessels will be required. The four steamers now operating between New York and San Francisco via the Magellan route, will take the canal as soon as it is completed. The other vessels, it is planned, will be added as the traffic progresses.

Details of the new coasters "Great Northern" and "Northern Pacific," being built at Cramps for a service between San Francisco and northern ports to be conducted by the Hill system, have been received. The two vessels, it is declared, will be the finest ever built in the United States and unsurpassed in the mercantile field with the exception of the latest Atlantic liners. The "Great Northern" and "Northern Pacific" will have five decks. The pilot-house, officers' quarters, wireless plant, wardroom and lifesaving equipment will be located on the boat deck. On a deck designated "A" will be an elegant observation room, lounge, first cabin, smoking-room and veranda. The lounge, observation room and lobbies of this deck occupy a space 60 feet by 125 feet and will be inclosed in glass. On either side of this inclosure is a promenade deck 12 by 125 feet, which will be illuminated and may be utilized for dancing.

Another attempt to salve the "Curacao," which formerly operated out of this port in the Mexican trade, and was sunk on Hecate Island last June, will be made by the Alaska Salvage and Wrecking Company, which expects to clear more than $100,000 on the project. The wrecking outfit, consisting of diving gear, cable, donkey, boilers and the like, has been shipped north. Following the disaster last year the "Curacao" was abandoned by her owners, the Pacific Coast Steamship Company, and was then sold by the underwriters to the salvage company for $5000. Machinery and cargo have been taken from the wreck and disposed of for $10,000. A complete cold storage plant intended for Sitka, $5000 worth of coal and other cargo remain in the sunken vessel, which the salvage people hope to recover without much trouble. Upon the hull and machinery the salvors believe they will be able to realize nearly $100,000.

To get first-hand information concerning the dangers to navigation in Alaskan waters and to plan immediately for proper charting in the safeguarding of vessels engaged in the Alaska trade, Secretary of Commerce Redfield has held a long conference at Seattle, with J. F. Pratt of the Coast and Geodetic Survey. The causes of the wreck of the steamer "State of California" and the foundering of other coastwise vessels in Alaskan waters during the last year were discussed, and plans were set out for immediate thorough survey and charting of the waters where submerged pinnacle rocks ever have been a source of danger to vessels. The Department is providing for a complete drag wire outfit at a cost of $25,000 to drag the dangerous waters thoroughly for submerged rocks. This wire, which will be several hundred feet long, will be regulated so that it will be moved at a uniform depth from the surface of the water. If measures of this sort had been adopted long ago there would never have been any of the terrible loss of life and property which has been going on in Alaska waters in recent years.

According to President Dwyer of the Board of State Harbor Commissioners, there is more concrete in the harbor of San Francisco than in all of the other ports in the United States put together. The piers constructed for the use of the American-Hawaiian Company are the largest in the world. Any ship which will go through the Panama Canal will go into San Francisco piers without projecting beyond, whereas in New York many of the Atlantic liners project from 100 to 300 feet beyond the piers and because of this have to be helped by 15 or 20 tugs in getting under way. San Francisco is able to build such long piers because of the great natural advantages of the harbor. In the trip of the Cleveland around the world her captain said that there were only three ports where a ship could go into the pier under her own steam, one of these being San Francisco. The Harbor Board has connected the rails from Folsom to Washington streets, thus completing the Harbor Traction Belt, and transports freight at $2.50 per car, whereas the old Southern Pacific price was $11.00 per car, thus showing the advantage of Public Ownership.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

International Seamen's Union of America.

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.

THOS. A. HANSON, Secretary.
570 West Lake St., Chicago, Ill.

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CHICAGO, Ill., 406 N. Clark St.
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TOLEDO, O., 54 Main St.
DETROIT, Mich., 7 East Woodbridge St.
PT. HURON, Mich., 517 Water St.
CONNEAUT, O., 922 Day St.
OGDENSBURG, N. Y., 70 Isabella St.
N. TONAWANDA, N. Y., 152 Main St.
SUPERIOR, Wis., 1721 N. Third St.
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(Continued on Page 11.)

Coast Seamen's Journal

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PAUL SCHARRENBERG.....Editor
JACK ROSEN.....Manager

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NOTICE TO CORRESPONDENTS.
Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, APRIL 22, 1914.

WAS IT A FRAME-UP?

As the weeks roll by and the public has been able to digest the few morsels of information which the late "secret" Conference on Safety of Life at Sea grudgingly gave to the press, it appears as if there were many excellent reasons for the secrecy with which that gathering covered all its deliberations.

Here is what Andrew Furuseth says about the wire-pulling and log-rolling which preceded the London conference for the benefit of the powerful British and German shipping interests:

I accepted the appointment as a delegate to the International Conference on Safety of Life at Sea in the belief that our own commission would respect and stand for such actions dealing with safety at sea as were part of our law and as had been determined by the House of Representatives in the Sixty-second Congress, and by the United States Senate in the extraordinary session of the present Congress.

After being informed of my appointment, I received a document purporting to be instructions to the American delegation concerning efficiency of officers and crews of vessels, and dealing with efficient men to handle the boats. I at once submitted a communication to the Secretary of Commerce in which I tried to analyze these purported instructions, finally stating that I could not accept them as instructions. His answer was that they were not instructions, but tentative suggestions.

Later on I received from Commissioner Chamberlain three documents marked "Confidential." They were records of preliminary meetings between representatives of Great Britain and Germany, and Great Britain and France, and a memorial of instructions from the Imperial Government of Germany to its delegates.

In the committee on life-saving appliances of the conference I quickly found that no changes would be made from the agreements tentatively arrived at in the preliminary conference between those nations.

Everything in connection with the preliminary framing of rules for safety (?) of life at sea appears to have been "Private" and "Confidential." And when the delegates from the various countries finally assembled at London they were naturally in the proper frame of mind to vote for a star-chamber session.

The "inspired" confidential agreements previously arrived at between the interests, so well served by Chamberlain and Uhler, and their soul-mates in Great Britain, Germany and France, were then produced and the whole "previously arranged" program adopted without a hitch worth mentioning.

The American delegates who objected to certain items in the Chamberlain-Uhler safety program were not even permitted to defend the position taken by the United States Senate, the House of Representatives, and the Secretaries of Commerce and Labor. Every step taken indicated clearly and conclusively that the transatlantic shipping combinations knew exactly what kind of "safety rules" they wanted, and they certainly knew how to get them.

No wonder the representatives of foreign shipping monopolies long ago declared their willingness to abide by whatever rules and regulations the London conference should adopt.

No wonder the American shipowners who have always opposed the Seamen's bill have said from the very inception of the London conference that they would cheerfully accept every recommendation which would emanate from that gathering.

The American shipowners had faith in their twin servants. They knew that the heads of the Bureau of Navigation and the Steamboat Inspection Service—the very men who have taken care of their interests for so many years—would see to it that nothing should be done which might by any stretch of the imagination have a tendency to interfere with dividends.

Greater safety of life at sea is desired by all, shipowners included. But when it is proposed to compel the shipowner to man his vessels with efficient and sufficient crews, then it is time to call a halt. It is one thing to wish for safety and to talk about safety. But to pay for safety, and to pay for it out of the surplus revenue of the steamship companies—that, sir, is quite another story! Hence, the shipowners' cordial acceptance of meaningless and surely harmless rules and regulations as recommended by the London conference. Hence, his relentless opposition to legislation which really means safety—legislation which will provide "boats for all" and at least some real seamen for each boat.

"The Harpoon" is the name of a new exchange which arrived in the JOURNAL office during the week. It took Uncle Sam three months and several days to transport "The Harpoon" from Point Barrow, Alaska, to San Francisco, Cal. Still, when taking into consideration the fact that Point Barrow is unapproachable for the greater part of the year except by the overland (dog-team) route, it will be admitted that the two-cent stamp which paid for "The Harpoon's" journey rendered excellent service. Our Point Barrow exchange is published by the crew of the schooner "Transit" which was wrecked in the Arctic on August 25 of last year. The price per copy is fifty cents—"to those who can afford to pay in cash or trade, such as butter, eggs, milk, etc." The editor also announces that he "can not hire collectors because the entire male population of the city is out trapping, wherefore it is necessary to pay C. O. D." When the sun begins to shine at Point Barrow—so you can notice it—the shipwrecked mariners hope to return to civilization. In the meantime they are being housed and fed by the Cape Smyth Trading and Whaling Company, which concern has a contract with the United States Government to take care of all sailors shipwrecked in the Arctic. Here's wishing them an early return!

Your persistent demand for the union label will assure a living wage to the worker.

ORGANIZATION IS "IT."

Folks who do things are always confronted by problems and questions, but the real problem, the real question, that confronts all the civilized world, and like Banquo's ghost will not down, is the problem of labor, the question of labor.

This problem can be solved only by the men and women who do the world's work, who furnish the lubrication for the machinery of life. They, and they only, can answer this question.

The trade-unionists of America and of the world are solving this problem at close range by and through organization. They seek a clear and comprehensive understanding of the conditions and obstacles that confront them, conditions manufactured by a money-mad commercialized plutocracy who claim for themselves the right to organize, to buy labor as cheaply as possible and to sell the products of labor at an exorbitant price and denying employees the same rights and privileges which they take unto themselves. Right here is where they make the fatal error. They fail to take cognizance of the human equation that enters into the great problem of labor. They fail, utterly fail, to grasp the truth so pungently put by Andrew Furuseth that "Labor is life, increases in health, decreases in sickness and ceases at death."

Organized Labor can truthfully be termed the industrial architect of the centuries, for be it known, it is the real constructor of our civilization. Ninety-five per cent. of the humane laws enjoyed in every State in the Union have emanated from the ranks of labor. The workers fully appreciate the injustice that has been and is being imposed upon them.

The trade-union plan for fighting the red light evil, or the so-called commercialized sin that is as old as Adam, is, to shorten hours and increase pay. This will justify men in assuming family responsibilities, man's natural state.

The women instead of drifting to the red lights will then become wives and mothers. It follows that the homeless will have homes, and the American home is the armor plate of the republic, the sheet anchor of liberty and the rainbow of hope.

Labor proposes to take the mother and the child out of the sweat shops, the mills and the mines; to put the child in the schools and playgrounds and the mothers into the home. One plan to accomplish this is the observance of the Union Label.

The Union Label is the prima facie evidence that the garment was made under fair and sanitary conditions and that no person afflicted with tuberculosis or any other loathsome or contagious disease took part in its making. It further testifies that no child that should be in school was employed in the making, thus eliminating danger from disease and child labor, the curse of the country.

Labor's successful struggles for child labor laws and for women's eight-hour laws are eloquent testimonials to the cause of trade-unionism and should close the mouths of the shallow critics and political lunatics who are eternally howling in season and out of season for Labor to become more active politically. It emphasizes what President Gompers says, that "organized

labor is partisan to a principle and not to a party."

In brief, the aim of organized labor is to serve the practical every-day needs of its members to secure the eight-hour day. A living wage and sanitary work shops is a part of the curriculum of the trade-unions of the Nation. They do not deal with abstract theories; their mission is to get results and they believe in adhering to and, at times, practicing the admonition of the Apostle Paul, "be all things to all men," but be true to Labor.

Can a cause with such a mission be smothered? Conscientious love for the eternal principles of fair play and the prayers of the mothers of the race say "No." A thousand times "No." The misguided captains of industry might as well attempt to cross the Pacific in a wheelbarrow; to sweep back the waves of the ocean with a whisk broom or to change the planets in their course as to try to prevent the workers of the world from combining for mutual protection.

Organization is the only salvation for the world's workers. Through organization they become stronger physically, mentally and morally—because it lessens the hours of toil, increases the earning capacity, at the same time giving more leisure to read and study the problems of life. The trade-union is a moral and mental gymnasium for the workers of the world and has done and is still doing more to protect and promote the interests of the people that need it most than any other or all other institutions combined.

Labor's struggle is no May-Day Picnic; it is a man's game that you are engaged in. A tug of war, and you haven't got time to let go and examine your hands, for if you do, the other fellow will get something away from you.

Eternal vigilance is not only the price of liberty, but it is the price of everything that is worth having; for example: an eight-hour day, a living wage, sanitary workshops, protection from dangerous machinery and the removal of every unjust law or practice that deprives the workers of their freedom or robs them of the fruits of their toil.

To secure these laudable ends we must be vigilant, we must not only be in the union, but must have the union in us. A stove without a fire is of no use on a cold day. We must start a fire in the stove and it will then do the work for which it was designed.

A card man or a card woman is of but little value to the labor movement. Their strongest asset is to pay dues and assessments under protest and otherwise retard the progress of the cause.

The fellow with the union in him is the live wire, the hot stove, the one who is ready and willing to work on committees and give the best that is in him to promote the general uplift of the men and women of labor.

If you are really in earnest in this crusade, if you have enlisted in this army to fight for your own and others' rights, you should not be among those who loaf in the tents as did the children of Israel, and grumble at the leaders.

If you wish to establish the eight-hour day, work for organization. If you wish to put more money into the pay envelope, work for organization. If you wish to take the children out of the sweat shops, work for organization. If you wish for more humane laws, work for organization. In short, if you are willing to lend a hand in the grandest movement, the most righteous cause, that has engaged the efforts of men from time immemorial, work in season and out of season giving your best endeavors to build up and encourage organization—for thereby you will help to answer Labor's questions and to solve Labor's problems.

ELIMINATING THE LAWYERS.

One of the greatest benefits resulting from Workmen's Compensation acts is the elimination of suits for damages arising out of industrial accidents.

In California a very large number of such suits have been filed annually against employers, but in nine cases out of ten the result has been most unsatisfactory from the standpoint of the injured employe.

The Workmen's Compensation Act was intended to remedy that situation and to practically eliminate that element in the legal profession which is commonly referred to as the "ambulance chasers." Hence, the Act declares that the injured workman must accept compensation, unless he can show that the injury was caused by the employer's gross carelessness or wilful misconduct, in which case he may sue for damages if he desires to do so.

In order to prevent an injured employe from starting a suit and then dropping it, and claiming compensation after he has found out that he could not secure a satisfactory award from the jury, the Industrial Accident Commission has recently ruled that an employe who has been hurt through the employer's gross negligence must definitely choose between accepting compensation or the filing of a damage suit. If the employe merely commences an action at law for damages, he forfeits his right to claim compensation. On the other hand, if he files an application for compensation with the Industrial Accident Commission, or if he accepts compensation other than necessary medical and surgical treatment, he forfeits his right to file a suit for damages.

This ruling of the Commission will go a long way in protecting both the employer and the employe from needless damage suits in which the principal beneficiaries are the lawyers.

A Washington correspondent of the JOURNAL, who grinds out copy for the daily press in the gallery of the Senate, makes the following lucid comment upon the "free toll" farce:

> Lately I have been covering a lot of this canal tolls buncombe. It is sickly stuff, so plainly insincere and artificially created that I wonder how even Hearst and the railroads have the nerve to put it across in their own papers day after day. Of course, the President will win out, but the summer will have been wasted, and the interests opposed to humane legislation will have gained another year's stay of execution, etc.

This is the point of view of an observing man right on the job. But his honest opinions upon topics of the day scarcely ever appear in print. The average correspondent in Washington is expected to "color" the news to suit the particular policy of the paper which employs him.

When Labor is true to itself it will have no further need to ask favors of its "friends." It will then command justice of itself.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., April 20, 1913.
Regular weekly meeting came to order at 7 p. m., Jack Rosen presiding. Secretary reported shipping dull, prospects poor; nearly all of the fishing vessels having departed for the North, but still a number of men around.
JOHN H. TENNISON, Secretary pro tem.
84 Embarcadero. Phone Kearny 2228.

Victoria, B. C., April 13, 1914.
No meeting. Shipping fair.
CHAS. J. DOLAN, Agent pro tem.
518 Yates St.

Vancouver, B. C., April 13, 1914.
No meeting. Shipping fair; prospects uncertain.
W. S. BURNS, Agent.
N. E. corner of Hastings and Main streets. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, April 13, 1914.
No meeting. Shipping dull; prospects uncertain.
H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, April 13, 1914.
Shipping and prospects poor.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, April 13, 1914.
Shipping dull; prospects uncertain.
J. PEARSON, Agent.
P. O. Box 6. Tel. Main 557.

Portland Agency, April 13, 1914.
No meeting. Shipping medium; prospects uncertain.
G. A. SVENSON, Agent.
P. O. Box 2100. 51 Union Ave. Tel. East 4912.

Eureka Agency, April 13, 1914.
No meeting. Shipping slack; prospects uncertain.
JOHN ANDERSON, Agent.
227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, April 13, 1914.
Shipping fair; prospects uncertain.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, April 6, 1914.
Shipping dull; prospects uncertain.
JACK EDWARDSON, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., April 16, 1914.
Regular weekly meeting was called to order at 7 p. m., Harry Frazer in the chair. Secretary reported shipping fair.
EUGENE STEIDLE, Secretary.
Phone Kearny 5955.

Seattle Agency, April 9, 1914.
No meeting. Shipping slow.
LEONARD NORKGAUER, Agent.
Phone Main 2233. P. O. Box 214. Grand Trunk Dock, Rooms 203-205.

San Pedro Agency, April 9, 1914.
No meeting. Shipping fair; few cooks ashore.
HARRY POTHOFF, Agent.
P. O. B. No. 54.

Portland Agency, April 13, 1914.
No meeting. Shipping improving.
THOMAS BAKER, Agent.
27½ 2nd St., Bickle Bldg., Room No. 10. Phone Main 9731.

The American plutocrats who have acquired a foothold on Mexico's soil seem to have been able at last to bring about intervention. Unfortunately, those self-styled newspaper patriots who have for months shamefully abused the President of the United States because he refused to do their bidding, will not be found in the invading army. They will move about in their usual haunts while the enlisted men of America's army and navy face Huerta's guns. Why not request Hearst and Otis and the other patriots who have interests in Mexico to take a place at the front?

THE WORLD'S WHITE MEN.

L. G. Chiozza Money, writing in the London Daily Mail, says:

The growth of the world's population affords a deeply interesting study. We do not know within a hundred million or so how many people there are in the world, but the aggregate is probably 1,600 to 1,700 millions. White men, of course, count for but a small part of this great total. In all the world there are about 580,000,000 of white people, and more than two-thirds of these form the population of Europe. The growth of the American nation has been rapid and they have been recruited by a vast emigration from the old world to the new, but the world leadership of Europe is still overwhelming.

Here is an approximate estimate, in round figures, of what the European population will amount to at the end of 1913:

United Kingdom	45,600,000
France	39,800,000
German Empire	67,000,000
Russia	140,000,000
Austria	29,000,000
Hungary	21,400,000
Italy	35,200,000
Spain	19,800,000
Belgium	7,600,000
Holland	6,200,000
Sweden	5,600,000
Norway	2,500,000
Denmark	2,800,000
Switzerland	3,900,000
Portugal	5,400,000
Balkan Peninsula	24,000,000
Total	456,000,000

The estimate for the Balkan Peninsula is necessarily very rough, and I have not attempted to divide it up between the various states as they now (more or less) exist.

The two most extraordinary things in this list are (1) the fact that Germany will soon have twice as many people as France, whereas at the time of the Franco-Prussian war the population of the two countries almost equaled one another, and (2) the great predominance of Russia in point of numbers. Every lover of France, and every well-wisher of the world at large, must deplore the stagnation of the French population. In Britain and Germany the birth rate is falling rapidly and Britain, unlike Germany, loses population through an artificially stimulated emigration.

Russia in Europe has now about 140,000,000 people. I do not think it is generally realized that Russia has in Europe alone almost as many people as the United Kingdom, France and Germany put together. Outside of Europe the Russian empire has about 35,000,000 subjects, making a total of about 175,000,000, and she is growing at the rate of about 3,500,000 a year, after allowing for emigration. Who shall say what part will come to be played in the world by this mighty people in the time to come? Russia is the dark horse of civilization. Her natural resources are as magnificent as the varied gifts of her people, and as undeveloped, and she is growing more rapidly than any other great nation.

Let us turn to America. Here is an estimate of the population of all America at the end of this year:

United States of America	97,000,000
Canada	7,500,000
Newfoundland	200,000
Mexico	16,000,000
Argentine	6,800,000
Brazil	18,000,000
Chile	3,500,000
Peru	3,800,000
Bolivia	2,000,000
Uruguay	1,200,000
Nicaragua	500,000
Costa Rica	300,000
Guatemala	1,900,000
Brit. Guiana and Honduras	300,000
British West Indies	1,700,000
Colombia	4,000,000
Panama	200,000
Ecuador	1,200,000
Honduras	700,000
All America	167,000,000

In spite of European emigration to North and South America, the entire American continent has yet scarcely more than one-third of as many people as Europe. The balance will doubtless be redressed, but not in the lifetime of the present generation. The United States will soon have 100,000,000 of people, and between natural increase and immigration she is growing at the rate of nearly 2,000,000 a year, or about one-half the rate of growth of the Russian Empire.

Canada, in spite of her great efforts, has as yet scarcely more people than live in Greater London; but nothing is more certain than that she will come to house a mighty population within wide borders. The same is true of Argentine, of Brazil and of Mexico, to say nothing of the other nations of Latin America. The period of constant ebullition in South America is passing, and those who imagine it peculiar to South America should reread the history of Europe.

A considerable proportion of the 167,000,000 people of the American continent belong to other than the white races. Even if we count half-breeds as whites, there are probably not more than 120,000,000 white people in the entire continent. If we accept this figure and add the 456,000,000 of Europe, we arrive at 576,000,000 as the white population of all Europe and all America, and that, of course, is almost the entire white population of the world. There are perhaps 7,000,000 more whites in Australasia, South Africa and other places, making a total white population of the world in 1913 of about 583,000,000. This is probably less than one-third of the entire population of the world.

What of the future in this connection? Three factors of considerable importance have to be taken into account. The first is the fall of the birthrate amongst the white nations generally and especially in Western Europe. The second is the fall of the death rate. The third is the increasing emigration from the old world to the new. As to the fall in the birth rate the unhappy case of France shows how the white leadership of the world would be endangered if her example was followed by Christendom as a whole. As to the fall in the death rate this will undoubtedly proceed, but there is an obvious limit to the fall. Europe may rate of no more than ten per 1,000, and that would mean the yearly saving of an army of lives now unnecessarily sacrificed. As to emigration, increasing knowledge of the world will doubtless year by year promote the movement and resettlement of a large proportion of the white races. It does not necessarily follow that the center of gravity of white civilization will move from Europe to America, although there is a possibility of this momentous change taking place.

MINERS WIN AT POLLS.

That the good citizenship of Colorado is thoroughly disgusted with the high-handed anarchistic methods of their governor, the militia and the mine operators was shown at the recent elections, when the United Mine Workers' tickets won out in every district except Walsenburg, the notorious kingdom of Jeff Farr.

The Mine Workers' candidates made a sweeping victory at Superior, Louisville, Lafayette, Frederick, Oak Creek, La Veta, and Aguilar. The victory in the latter three towns, where the militia has committed its robberies and other outrages, shows that the people are all on the side of the striking coal miners.

Jeff Farr, who was exposed before the Congressional committee, proved just as crooked as ever in his political methods. It was a city election, but that did not deter Farr from bringing in 200 employes of the Walsen mine, four miles outside the city limits, and voting them. The union ticket lost out by but 115, and a contest is anticipated. If the illegal votes of the 200 scabs are thrown out, it will give the mine workers a complete victory and mark the downfall of Farr and his deputies, who have tyrannized and murdered the miners in Huerfano county for years.

The development of the submarine flotilla of the French Navy and the tragic sinking of two of these boats several years ago have made the search for an effective means of speedy salvage of much interest in France. Several inventions in this line have been brought forward recently. The latest is that of two engineers, Pelliccioni and Bedour, with which experiments have just been made in the port of Havre. The apparatus is, first of all, an automatic grapple, which can be directed by a special device and along a cable upon a top with which the submarine is equipped. Several apparatus can thus be sent down and when the teeth of the grapples, the crown of which can hold as many as 10 chains, are fastened securely on the different tops it remains only to raise the wreck with the hoisting machinery.

The official statistics of the 1913 harvest in Germany, which have just been published, reveal, as was expected, bumper crops. The return of the chief bread grains, rye and wheat, surpasses all previous records, and potatoes, the other chief food product, have yielded a harvest that is hardly short of phenomenal. Every important crop is in excess of that of 1912 as well as of the average for the three years 1910-1912.

For fair products of all kinds consult the JOURNAL'S ad columns.

FORD'S MUNIFICENCE.

No solution of the labor problem is involved in the profit-sharing plan instituted in his factory by the automobile manufacturer, Henry Ford. What Mr. Ford has done is to make use of an opportunity to enhance the material prosperity of his own employes, but such an opportunity is not within the grasp of all employers or even of any considerable number of them. He has instituted a policy which ought to benefit him as much as his workmen. In fact, if it does not do so, it will have no value as a social experiment. It is only insofar as it will encourage other manufacturers to deal more generously with their employes that it can prove useful as a means of bettering the condition of any one outside of his factory. In order to encourage others to follow his example his plan must prove to be a means of producing profits as well as a means of sharing them. But not many employers will be encouraged to do likewise, and there is a good reason why they won't. Mr. Ford is acting in accordance with advice seldom given to employers, but very frequently volunteered to employes. This advice is that to voluntarily give more and better service than his duty actually requires. "Don't watch the clock," employes are told, "start to work a little ahead of your regular time, and stay a little after the whistle blows to quit work. Your employer will show his appreciation." The flaw in that advice is that following it can benefit an employe only so long as such conduct will be exceptional. If all followed it none would have any advantage. Mr. Ford realizes that it benefits an employer just as much to have the good will of his employes as vice versa. In adopting what must appear to many other employers as an extreme measure, he surely ought to obtain such good will and that ought to show results in improvement in quantity and quality of output per man. This has been the result with other manufacturers who have been broad-minded enough to realize that the good will of employes is a valuable asset well worth cultivating. Tom L. Johnson knew this. In his steel rail mill at Johnstown, Pennsylvania, he paid more than the market rate for labor. He found this brought to him the best quality of labor, leaving the inferior grades to his neighbor. "Golden Rule" Jones had the same experience in Toledo, as also have Fels & Co. in Philadelphia. But if all employers were to do the same thing this advantage would be lost. So unless an employer has a monopoly or has succeeded in making his trade mark a valuable aid to the sale of his product, he will probably not see his way clear to imitating Mr. Ford.

Even if all employers could and would do as Mr. Ford has done, existing economic conditions would soon deprive the employes of all financial benefits. It would finally cause, as do all improvements, an increase in land values sufficiently great to enable landowners to appropriate in increased rents all the financial benefits. Not until land values will be taken for public use can either employer or employe derive permanent benefits from any public improvement. Ford's plan to benefit any one at all under existing conditions, must remain restricted to a small circle of industries. To become a benefactor in a broad sense a man with the good impulses of Mr. Ford must co-operate with those who are endeavoring to have land values appropriated for public use, by which means only can a general application of golden rule principles prove a general benefit.

A SHARE OF THE CATCH.

Two recent consular reports from St. Pierre call attention to the many interesting and unique features of the French fisheries on the Newfoundland Banks. This industry, says the Scientific American, is more than 400 years old, and has changed but little with the progress of the centuries. The only important innovation was the substitution of light dories for the clumsy "chaloupes" in use prior to 1865. It is true that within the past five years the steam trawler has appeared as a rival, but not yet a dangerous rival of the brig and schooner.

In 1912, 240 vessels and 6838 men engaged in the Banks fisheries constituted what is known as the "metropolitan" fleet; i. e., vessels fitted out in Normandy and Brittany. These vessels leave France in late March or early April, and require from fourteen to forty-five days for the passage, according to wind and weather. The voyage is perilous, for the craft are very small and the methods of navigation are of the simplest. The masters of these vessels take observations for latitude, but have no chronometers, and can not determine their longitude with any accuracy. On the outward journey they can tell roughly from soundings when they have arrived at the Banks; returning, they can estimate their position when they cross the steamer lanes converging toward the English Channel.

Besides the metropolitan fleet, a certain number of vessels (forty in 1912) are fitted out in the colony of St. Pierre and Miquelon, and manned with Normans and Bretons, who come out in the spring on a steamer chartered for the purpose and return to France at the end of the season. Formerly these men made the journey in sailing vessels, which were often dangerously crowded. The combined fleet in 1912 numbered 7500 fishermen.

The fishermen do not work for wages, but for a share in the catch. Before they leave France they receive an advance payment, varying from $75 to $150, to be deducted from their future earnings. If, as not infrequently happens, a man's share at the end of the season is not sufficient to cover the amount advanced to him, the owner of the vessel loses the difference, and the man himself comes home with empty pockets. The fisherman's total earnings in seven months of hard labor and exposure probably do not average more than $150. Strangely enough, the men appear to be content with their lot, and all the reforms that have been effected toward improving their wages and the conditions under which they labor have been initiated by naval officers, administrative officials, enlightened shipowners, and persons engaged in the Société des Œuvres de Mer.

During the last ten years 46,680 men deserted from the army. Recruits are chosen with care, for out of 150,000 who applied for enlistment in 1912 only 26,000 were accepted.

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships. Fraternally yours,

LAKE SEAMEN'S UNION,

V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION

570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y.....55 Main Street
Telephone Seneca 936 R.

CLEVELAND, O.....1401 W. Ninth Street
Telephone Bell Main 1842.

MILWAUKEE, WIS.....133 Clinton Street
Telephone South 240.

ASHTABULA, O.....21 High Street
Telephone 552.

NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

DETROIT, MICH.....7 Woodbridge Street, East
Telephone 3724.

SUPERIOR, WIS.....1721 N. Third Street
Telephone, New, Broad 385.

BAY CITY, MICH.....108 Fifth Avenue
OGDENSBURG, N. Y.....70 Isabella Street
CONNEAUT, O.....922 Day Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue
PORT HURON, MICH.....517 Water Street
ERIE, PA.....107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

HEADQUARTERS.

71 Main Street, Buffalo, N. Y.
Telephone Seneca 48.

BRANCHES:

CLEVELAND, O.....1185 W. Eleventh Street
CHICAGO, ILL.....445 LaSalle Avenue
MILWAUKEE, WIS.....151 Reed Street
DETROIT, MICH.....27 Jefferson Ave., East
SUPERIOR, WIS.....1814 Fourth Street
OGDENSBURG, N. Y.....70 Isabella Street
BAY CITY, MICH.....108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.

HEADQUARTERS:

BUFFALO, N. Y., 55 Main St. Tel. Seneca 2295

BRANCHES:

CLEVELAND, O.....1401 W. Ninth Street
MILWAUKEE, WIS.....151 Reed Street
CHICAGO, ILL.....314 N. Clark Street
ASHTABULA, O.....74 Bridge Street
TOLEDO, O.....54 Main Street
DETROIT, MICH.....7 East Woodbridge Street
PORT HURON, MICH.....517 Water Street
CONNEAUT, O.....922 Day Street
OGDENSBURG, N. Y.....70 Isabella Street
NORTH TONAWANDA, N. Y.....152 Main Street
SUPERIOR, WIS.....1721 N. Third Street
BAY CITY, MICH.....108 Fifth Avenue
ERIE, PA.....107 E. Third Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue

UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS.

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS.

Ashland, Wis.
Ashtabula Harbor, O.
Buffalo, N. Y.
Duluth, Minn.
Escanaba, Mich.
Grand Haven, Mich.
Green Bay, Mich.
Houghton, Mich.
Ludington, Mich.
Manistee, Mich.
Erie, Pa.
Menominee, Mich.
Ogdensburg, N. Y.
Oswego, N. Y.
Port Huron, Mich.
Manitowoc, Wis.
Marquette, Mich.
Milwaukee, Wis.
Saginaw, Mich.
Sandusky, O.
Sault St. Marie, Mich.
Sheboygan, Wis.
Superior, Wis.
Toledo, O.

ALASKA'S FOSSIL PLANTS.

Peculiar and absorbing interest attaches to the study of the fossil floras of the Arctic regions, for they indicate climatic conditions very unlike those now existing there. In place of the present snow and ice and the scant, almost perpetually frozen soil which supports but a handful of depauperate plants, the conditions from at least late Paleozoic to middle Cenozoic geologic time—many millions of years ago, before the development of mammals—made possible, at least during certain periods, an abundant and luxuriant vegetation, consisting of ferns and palmlike plants that could grow only in a mild and probably frostless climate. Although these lands are now so inhospitable, and hence but rarely visited, an astonishing amount of information concerning their fossil floras has been accumulated, and to this knowledge Alaska has contributed its full quota, says F. H. Knowlton, a paleontologist of the United States Geological Survey, in a short paper on the "Jurassic Flora of Cape Lisburne," just published as Part D of Professional Paper 85.

The fossil plants described by Mr. Knowlton were collected by A. J. Collier, a geologist of the Survey, while engaged in the study of the coal resources of the Cape Lisburne region. The coal deposits are extensive and are the only mineral resources of the region known to be of commercial importance. A little mining has been done by vessels short of fuel, which occasionally lie off shore and load on a few sacks of coal. This, however, is a rather dangerous practice, as there is no harbor.

Cape Lisburn is the bold headland which marks the northwestern extremity of a land mass projecting into the Arctic Ocean from the western coast of Alaska between latitudes 68° and 69°. It lies 160 miles north of the Arctic Circle, about 300 miles directly north of Nome, and is the only point in Alaska north of Bering Strait where hills above 1,000 feet in height approach the sea.

The Jurassic section to which the name Corwin formation has been given is said by Collier to consist of shales, sandstones, conglomerates, and coal beds. Fossil plants occur in the shale beds wherever they have been examined. This formation reaches the enormous thickness of over 15,000 feet and contains 40 to 50 coal beds which range in thickness from 1 or 2 to over 30 feet, ten of them being 4 feet thick and suitable for mining. The various beds aggregate at least 150 feet of coal.

Mr. Knowlton correlates the Jurassic flora of Alaska with that of eastern Siberia and concludes that the land connection between North America and Asia at this early period of the world must have been practically continuous. In reviewing the character and geographic range of Jurassic floras, especially as developed in Arctic and Antarctic regions, he states that the wide areal distribution of Middle and Upper Jurassic floras has long been one of the marvels of plant distribution. The living flora of to-day, of course, affords many individual examples of wide distribution, such as those found throughout the Tropics of both hemispheres, and others, chiefly weeds, that have, largely through human agencies, spread widely over temperate lands, but altogether these plants form but an insignificant part of the whole flora, whereas in Jurassic time a large percentage of the whole flora was practically world-wide in its range.

Even Cape Lisburne is by no means the northern limit of this nearly tropical vegetation; it has been found, preserved for all time in the rocks, 180 miles northeast of Cape Lisburne.

A copy of the report may be obtained free on application to the Director of the Geological Survey, Washington, D. C.

TIDE TABLES FOR 1915.

The United States Coast and Geodetic Survey, Department of Commerce, has just issued the General Tide Tables for the year 1915, which give in advance for that year the times and heights of high and low water at the principal ports of the United States and at a number of foreign ports.

Besides the general tide tables, published annually in advance, separate reprints are issued of the portions relating to the Atlantic and Pacific coasts of the United States. These tables are on sale at agencies in the principal seaports and may also be obtained from the office of the Survey in Washington at a nominal cost, the object being to get the information in the hands of the public. Nevertheless, it does not seem to be generally known that the tide tables can be obtained in this convenient and inexpensive form.

Besides the information given for a large number of standard ports, a table is included by the use of which the predictions may be extended to a large number of subordinate stations. Tables are also given by which the height of the tide may be deduced for any time intermediate between high and low water. There are tables of the moon's meridian passage, the equation of time, the moon's phases, apogee, perigee, and declination. Information is given by tables and diagrams as to the direction and velocity of tidal currents in many localities. The mean local time of sunrise and sunset is given for every degree of latitude from the equator to 68 degrees north and for every fifth day, and a table is provided by means of which the local time may be changed to standard time. Another table gives the time of beginning and end of astronomical twilight. A calendar for the year is also included.

The tide tables contain a list of the agencies for the sale of charts, tide tables, and coast pilots issued by the Survey.

The laborious work involved in the prediction of tides is very much lessened by the use of a wonderful machine constructed in the office of the Survey and probably the most complete of its kind in existence. This tide-predicting machine performs mechanically many of the necessary processes of computation, and does the work of ninety to one hundred computers. In this ingenious mechanism, by means of a chain running over a series of pulleys adjustable to conform to particular conditions in any locality as ascertained by direct observation, effects corresponding to those of the forces causing the tides are mechanically produced and combined in such a manner as to present, both graphically in a tidal curve drawn upon a roll of paper subdivided to mark the intervals of time, and numerically by means of pointers on dials forming part of the machine, the times and heights of high and low water at the station for any period in the future. The accuracy of the machine is far in excess of all that is required for producing the actual astronomical tide, but on account of meteorological conditions the mariner must expect to find more or less fluctuation from the tabular values.

SANITATION IN THE TROPICS.

Not only the railroads of this country, but also the great tropical plantation companies have found it profitable to apply to their enterprises the principles of modern sanitation, thereby keeping the death-rate among their employes at a point that compares favorably with the rates of communities more favorably situated. The methods employed are efficient medical and sanitary organization and the application of the methods demonstrated in the work on the Panama Canal. In its detailed reports of the medical department for 1912 and 1913, the United Fruit Company, one of the largest of these plantation enterprises, with plantations in Panama and other Central and South American countries and in Cuba, with an aggregate of over 65,000 employes, shows some astonishing results. For instance, in the Panama division, for 1912 the average death-rate for the whites among the employes was 12 and of the blacks 11.36 per thousand. In 1913 the death-rate among the whites was 3.33 and for the blacks 7.7, giving a general average of 7.5 per thousand. This extremely low mark was not attained in the other divisions of the company's plantations, but with a splendid sanitary organization, by large expenditures for suitable houses, hospitals, drainage and mosquito elimination, and by periodic visits to all the plantations by physicians, the health has been kept at a high average. The sanitary forces always are first in the field when new plantations are opened up, and all the principles of modern sanitation in the tropics are applied as rapidly as possible. The reports state that this work has not followed in the wake of that on the Panama Canal, but that the work of mosquito elimination and other measures were applied immediately after the demonstration of mosquito transmission of the tropical fevers. The problems involved are difficult and the work is enormous, but this large corporation has found that it pays abundantly. The reports show that the personnel of the medical organization has been drawn from all of the best medical schools in the United States, and constitutes an efficient sanitary force. With the completion of the Panama Canal The Journal of the American Medical Association thinks that large plantations like those of the United Fruit Company will continue to furnish opportunities for the young men from the colleges to gain experience and do research work in the tropical diseases.

Idaho has only one named peak having an altitude greater than 12,000 feet, that is Hyndman Peak, near the Blaine-Custer county line. The elevation of this mountain is 12,078 feet. There are, however, several unnamed peaks near Hyndman Peak whose elevations are greater than 12,000 feet as shown by the contours on the Hailey topographic map published by the United States Geological Survey.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

either unmarried or left their wives abroad, intending to go back in a few years. In the decade from 1900 to 1910 the 'old' immigration decreased 4 per cent. while the 'new' immigration increased 175 per cent.

"Seventy per cent. for instance, of the steel workers of the country are born abroad, according to investigations made by the immigration commission, and 85 per cent of this number may be termed 'new' immigrants. The commission found in many districts that, while the average weekly wage was $14, the average yearly wage was but $326, where it ought to have worked out $750. An oversupply of common labor has been shown to exist in a very large territory. Foreigners compete among themselves to their own detriment. These people do not make desirable citizens. Only a very low percentage of them become naturalized Americans as the older class did."

African Outrages Reviewed.

Under the above caption, W. A. Appleton, the well-known English trade unionist, writes as follows in the fortnightly International News Letter, published by the International Federation of Trade Unions, with headquarters in Berlin:

"During its upward movement British trade unionism has suffered many attacks and some flagrant outrages, its militant members have been imprisoned and sentenced to penal servitude, but until the culminating outrage perpetrated by Smuts and Botha no man has been imprisoned without some form of trial, nor has any man been denied the right of appeal to the higher courts. Smuts and Botha have ignored every tradition of constitutional liberty, have insulted their own law courts, and held justice up to the world's ridicule. Acting like the tyrannical lords of some mediaeval dukedom, they have driven forth from the land of their adoption nine of their fellow-subjects, against whom no crime has been charged.

"Note the facts and pronounce judgment. In July last the Government made an agreement with the trade unions, but it did not keep its bargain with the railway workers, and these, in defense of their rights, struck work in a perfectly legitimate manner. There was no disorder except that promoted by the Government, but there was a chance of the strike being successful, and so the Government proclaimed martial law, armed 60,000 of the back veld Boers, trained artillery upon the unarmed trade unionists, who were meeting in the trades hall, and by grotesque though terrible threats of violence compelled those inside to surrender. Other leaders who were hated by the Government were seized in the night, thrown into solitary confinement and then, to prevent any action by the South African law courts, dragged out of prison in the middle of the night, forced, at the point of the bayonet, into a special train, which, in order to deceive the people, was described a theatrical train, and carried to the coast, where, between double lines of bayonets and with revolvers at their heads they were, without being permitted to communicate with their families, forced on board a specially chartered vessel and deported to England.

"If the men were not amongst us we should imagine that some writer of comic opera had submitted to the world a vivid and picturesque libretto, but their presence sweeps away the idea of comedy and leaves us face to face with blatant tragedy. Seven of the nine men are married; two of these are suffering from miner's phthisis, and it was a refinement of cruelty to land them in England during the bleakest months of the year.

"In England detestation of the South African Government's action permeates every class, not always because they sympathize with the trade unions, but often because they cherish traditions of justice and believe that all offenses should be stated and all offenders tried in the established courts. There are many who, though opposed in general to the trade unions yet realize that violent attacks upon individual liberty cannot stop at arbitrary lines, and that what has been meted out to the workmen may easily be passed on to the shopkeeper and the professional man. There are others, especially in the middle classes, who believe the war of 1899 was a righteous war and who feel that Smuts and Botha have justified their belief and all their prophecies. All deplore the revival of radical unionists, and many regard another South African war as probable. Those who hold this view contend that the genesis of the affair is not industrial, but political; that Smuts and Botha are traitors who sought a pretext for rearming the Boers and that they have recovered in one week all that it took Paul Kruger three and a half years to lose.

"All this will add to the strength of the demand for redress and repatriation. We in Britain realize our responsibility but we want our comrades to understand that this is a world question and that their meetings and protests will lend strength to our effort. It will be good for the little tyrants of South Africa to know that workmen, irrespective of race or creed, detest their tyranny and are prepared to fight it with whatever honorable weapons come to their hand."

Not so very long ago in a geologic sense the Hudson River flowed through a deep canyon or gorge at New York City. Soundings show that this gorge extends through the harbor and far out to sea. It is evident that the land surface has been lowered in this region, allowing the ocean to creep in on the land, fill the old river channel, and in places wholly submerge it. The submergence of the land was greater at one time than it is now. In excavations for some of the New York skyscrapers, remains of oysters and other salt water animals have been found. As a rule, the only available knowledge in regard to the former submergence of an area is derived from the marine shells and other animals found in deposits laid down by the sea.

A decrease of 20 per cent. in United States immigration to Canada for the first ten months of the fiscal year to January 1 is noted at Ottawa. However, 93,936 persons from the United States passed over the border to become settlers, and even if this shows a decrease of 24,888 as compared with the corresponding period of last year, it also shows, especially when taken in connection with European arrivals, that Canada continues to fill up.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to bodv or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

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The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA

90 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

Many women clerks employed in the Boston offices of the New York, New Haven and Hartford Railroad are joining the Brotherhood of Railway Clerks, which has decided to admit to membership every woman working in this calling.

Mayor Gill of Seattle has appointed a citizens' committee of fifteen to investigate the teamsters' strike, which has been on for several months. Every effort has been made by the employing interests to break this union, but the support given these workers by the general labor movement has rendered their efforts futile.

The comparatively small number of emigrant aliens who left this country during February is one of the features of the last immigration bulletin issued by the Department of Labor. The departures for February are only 17,074 against an average of 30,697 for the preceding months of January, December, and November.

The Amalgamated Association of Street Car Men of Detroit, Mich., have purchased a fourteen-room residence building on a choice piece of property in the center of the city, which they are now remodeling for office purposes. The Detroit Federation of Labor has purchased the adjoining property, upon which will be erected a labor temple.

An employer's liability law is embodied in an executive order just issued providing for an adjustment of claims arising out of personal injuries to employes on the Panama Canal and the Panama Railroad. The new law is based upon an order relating to the same subject originally issued by President Taft, March 3, 1913. For lack of funds it was necessary to withdraw that order, which was also regarded as defective in practical features.

Every year in California more than 600 workers are killed, almost 1,000 suffer the loss of fingers, legs, arms, and are otherwise permanently disabled, while more than 11,000 are laid up for longer th n one week, according to a statement just issued by Ira B. Cross, Secretary of the Industrial Accident Commission of California. The above figures, representing only the accidents which employers of the State have reported to the commission, prove conclusively that California's need of a compulsory workmen's compensation act is a real one.

A notable agreement has been signed between the Great Northern Paper Company and the Brotherhood of Papermakers, Brotherhood of Pulp, Sulphite and Paper Mill Workers, Brotherhood of Stationary Firemen, and the American Federation of Labor, representing the Federal Labor Union employed by the company. The agreement is for two years, and will remain in force another year in the event that both parties are satisfied at the expiration of the two years. The wages of paper makers, pulp workers, firemen, engineers, and the mechanical trades have been increased 5 per cent. No strike or lockout shall occur during the life of the agreement, and any grievance arising in any department shall be taken up by the management and the international president or representative of the interested organization.

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Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Andersen, Tony
Anderson, Victor
Axelsen, Herman
Alquist, E.
Anderson, K. E. V.
Anderson, T. H.
Andersen, A.
Arbucle, Daniel
Bjorkman, Chas.
Boysen, J. J.
Bishop, Patrick
Burholtp, F.
Backman, A. A.
Blair, F.
Christensen, H. -1366
Curran, N.
Dahlstrom, Arthur
Darker, Thos.
Duffy, John
Ecklin, L. W.
Engstrom, Chas.
Edvards, C.
Flynn, J.
Fredriksen, H.
Giortz, P. V.
Graae, P. C. (Reg.)
Graything, L. A.
Grendal, Chas.
Graae, P. C.
Haas, Wm.
Hansen, Schroeder
Hansen, John
Hermanson, L. (Reg.)
Holst, L.
Hubner, Herman
Heyn, Hans
Jacobsen, Holger
Johansen, Alfred
Johansen, Emil
Johnson, F.
Jansewitch, J.
Kristensen, J. R.
Kvamme, N.
Klebnikoff, I. W.
Knudsen, Lorentz
Korsvik, John
Kristiansen, K. F. -573
Larsen, Herman
Larsen, B.
Larsen, Ludvig A.
Litenberg, A.
Lufgren, Otto
Martinsen, Chr.
Martin, Joseph (Reg.)
Mattsson, C. -1810
Meitak, Mike
Mikelut, E.
McDougall, J. W.
Miller, James
Moller, Walter
Mortensen, John B.
Moen, Robert
Nilson, Conrad
Olsen, Trygue L.
Olsen, A. M. -944
Pedersen, Hedley
Petterson, V. -1447
Petterson, A. V.
Reinink, H.
Rodsten, S.
Stegeru, P.
Swenson, L. G.
Swarbley, J.
Strand, L.
Sheppard, Stewart
Sheele, A.
Silow, Oscar
St. Clair, H.
Stark, B. C.
Sterndock, J.
Stahlbaum, E.
Townsend, R. M. A.
Thompson, Alf.
Valentinsen, G.
Williams, Chas.

INFORMATION WANTED.

Frank Melson, who went as fireman on the S. S. "Maye" from Philadelphia to New Orleans, in May, 1913, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. G. W. Paruin, 4309 Westminster avenue, W. Philadelphia, Pa.

Tacoma Letter List.

Andersen, Anders
Berglind, Ed.
Bjorklund, Eric S.
Bruse, D.
Christensen, Albert
Englund, Gust, E.
Grove, Albert
Hansen, Johannes
Haugan, Arthur
Johansson, Charles
Johnson, Oscar
Johannsen, Christian
Jorgensen, Peter A.
Kallas, Alex.
Kalberg, Wm.
Leander, George
Linea, W.
Line, Wiktor
Loren, A. L.
Lundberg, Thorsten
Nielsen, W. -1054
Ogilvie, Wm. A.
Olsen, Martin E.
Paterson, John
Ridderstoff, Ernest
Reinhardt, Werner
Swanson, August
Thorsen, Axel L.
Wene, K. J.

INFORMATION WANTED.

Axel Peterson, F. Lundberg, J. Gustafson, M. Garcia, crew of the steamer Riverside, at the time she towed in the Oceana Vance, kindly call at the office of the Charles Nelson Co. for money due them.

Victor N. Kvenen, a native of Belgium, age 32, last heard of in Ashtabula, Ohio, April, 1909, inquired for by his brother John Kvenen, Route 2, Raleigh, Tenn.

Valetine (Walter) Zima from Lubiachowo, Kreis Schrimm, Province Posen, Germany; last address Sailors' Union Hall, Seattle. Please communicate with Imperial German Consul, Seattle, Wash.

Anyone who was on the schooner "Americana" on January 29, when Louis Buttner was injured, is respectfully requested to communicate with the injured man. Address Sailors' Union of the Pacific, San Francisco, Cal.

Carl Julius Carlson, born in Sweden in 1877, is inquired for by his mother. There is about $2000 due him from his father's estate. Last heard of in September, 1902, on the Atlantic Coast. Previously sailed on the Clifford between St. Johns and New York. Address Fru Sophia Carlson, Klubbegard, Hallands Lan, Heberg, Sweden.

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Eureka, Cal., Letter List.

Ahlstrom, Harry
Bocker, Hans
Bengtsson, Carl -1924
Eriksen, Anton
Gundersen, K. -899
Hansen, Harald
Hansen, Harry -1827 (Photo)
Isaacs, Richard
Robertsen, A.
Selron, T. R.
Thorsen, Fredrik N.

Portland, Ore.

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Portland, Or., Letter List.

Anderson, Gust -1808	Klemgland, Borge
Anderson, Rasmus	Kaas, Otto
Anderson, Mike	Koap, Nick
Baker, Geo.	Kristensen, Otta
Bergman, Karl W.	Laine, Frank
Berglund, Ed.	Larsen, John
Boyard, C. E.	Lemarchand, Louis
Bohm, Franc	Lundeman, Ruktie
Bultz, Ernest	Lipclasey, John
Bakkensen, Peter J.	Lallwer, Alexander
Brown, J.	Macrae, Alexander
Backman, P. W.	Mikalsen, Andreas
Carlmark, Barthols	Miller, H. B.
Christensen, H. P.	Miller, Chas.
Corty, Carl	Meckerman, Ernest
Carlsen, Charlie	Mathiassen, Sigurd
Carlson, Jack	Mynchmyer, Henry
Cagdell, D. J.	McLellan, John
Day, Aca	Neuling, Albert
Dahl, Henry	Nelson, C. J.
Drenkholn, M.	Nielsen, Kristian
Edstrom, John	Nilsson, Axel
Erikssan, Erik	Norberg, John
Erman, A.	O'Brien, Jack
Ekham, Frans	Olsen, Ansgar
Forde, S. C.	Olsen, John A.
Goralia, Piet	Petrow, A.
Gynther, John	Petersen, John
Hansen, Hans M.	Palmer, Jas. W.
Hansen, Bernhard	Petterson, Einar -1437
Helin. Waldemar	Peterson, Hans
Hanola, Eino	Pillman, Frank
Hansen, Oskar	Pohland, Max
Hafke, Hernes	Rantion, Jacob
Henriks, Waldemar	Rhodes, F.
Hansen, Max O.	Rincke, Sperman
Henke, Ernest	Runge, Axel
Hellman, Albin	Schroda, Peter H.
Hogstad, Andreas Mikalsen	Sellin, William
Hock, Garve	Schulz, Alfred
Johanson, John F.	Semens, O. L.
Jansen, Harry	Swanson, John
Johnson, Ole C.	Svenson, Martin
Johansen, Chris.	Swanson, Carl O.
Karson, K. E.	Thomel, Martin
Karlson, August	Warren, C.
Kluge, Frank	Welson, J.
Kirker, Alexander	Wishart, John
Kaiser, Fred	Wieprecht, Ernest
	Wilson, James

Aberdeen, Wash., Letter List.

Anderson, -1283	Larsen, Peter
Andersen, -1118	McLean, H.
Arnell, John	Martin, James
Andersen, F. C.	Nordgren, Chas.
Behn, Alfred	Nikolin, E. Miko
Bowman, C.	Neddemeyer, John
Bjorkholm, A. M.	Olesen, Chas.
Bowen, J. J.	Olsen, Nils
Burkland, John	Oksanen, Juko
Bodahl, Hans	Olsen, Oswald, -1059
Christensen, Albert	Peterson, Axel
Eklund, Chas.	Petersen, S. J.
Ernandes, Frisco	Pettersen, Karl
Evanger, Dick	Petersen, J.
Fuller, J. H.	Pettersen, Olaf
Granberg, Eric	Rundblad, Oscar
Graf, Otto	Richardson, H.
Heinig, Johann	Sandstrom, Hugo
Holm, Arthur	Siven, Wictor
Herman, Axel	Sorensen, T. B. G.
Hansen, Ove	Sim, Gunder
Illig, Gust	Schmidt, Heinrich
Junge, Heinrich	Simensen, Isak
Hansen, Torleif	Udby, Harold
Johansen, Hans	Ulappa, K.
Kaala, G.	Wind, Jacob -1357
Laaksso, F.	Walder, Olsen N.
Loining, Hermand	Williams, J.
Lengtssen, Gottfried	Zebe, G. V.
Laine, Herman	
Lorsin, G. L.	**Packages.**
Larsen, Lars	Gorgensen, Olaf.
Larsen, H. P.	Hansen, John
Lindroos, A. W.	MacGuire, O. F.

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INFORMATION WANTED.

Albert Smith, a native of Cork, Ireland, who left the American ship John C. Meyer, on Feb. 20, 1911, is very anxiously inquired for by his wife. Please notify British Consul General at San Francisco.

W. A. Goodrich, who left the British ship Puritan at San Francisco, February 6, 1911, is inquired for by the British Consul-General at San Francisco

A. J. Nielson, who was injured on the "Minnie E. Kelton" at the time of her loss, please communicate with H. W. Hutton, 527 Pacific Building, San Francisco, Cal.

Any one knowing the whereabouts of Enoch Joseph Horsfold, 18 years old, native of New Zealand, please communicate with Coast Seamen's Journal.

James McFerran, native of Eden, Carrick-fergus, Ireland, inquired for by J. Brady, box 1356, Vancouver, B. C.

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INFORMATION WANTED.

W. Kahlberg, No. 688, and C. Monsen, No. 1964, are inquired for at the Standard Oil Company's office, at San Francisco.

Johannes Puun, born in Oesel, Arensburg, Russia, supposed to be sailing on the Pacific coast, is asked for by his mother. Anyone knowing his whereabouts please notify A. Lepp, Sailors' Union, San Francisco.

Richard Ryan, who left the British steamship Candida at San Francisco in July last, is inquired for by the British Consul-General.

Albert Christensen, native of Byrum Laso, last heard of in San Francisco in 1910, in inquired for by his brother. Address, H. C. Christensen, Scandinavian Sailors' Home, San Francisco.

Carl Janson, age 36, born in Wastervik, Sweden; last heard of in Seattle six years ago. Any one knowing his address please communicate with Erika Askenberg, 2280 86th street, Cleveland, Ohio.

Archie Smith, who was cook on the steamer "Hyades" in August, 1913, is urgently requested to communicate with Ambrose Gherini, 460 Montgomery St., San Francisco.

Ten dollars reward will be paid by Johnson & Higgins, 244 California street, for information locating John Anderson and George T. Nelson who were members of the crew of the steamship "Asuncion" in October, 1908.

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Home News.

President Wilson, in a special message to the House, urged an appropriation of $500,000 for Government buildings at the San Francisco Exposition.

Seven hundred eighty-four thousand three hundred and thirty-five dollars have been added by a House committee to last year's total for diplomatic and consular appropriations.

Captain John Hanson, master of a stone barge, was knocked into Newark (N. J.) bay recently and drawn into a Government sand sucking dredge half a mile away. His dismembered body was carried through a fourteen-inch pipe 2000 feet long out into the Newark meadows.

The total value of all California products for the year 1913 aggregates $1,110,900,252. The estimated value of the soil products of the State during last year is $554,651,202. Petroleum returns show a gain of $5,000,000 over 1912, while the total mineral products indicate an increase of $8,000,000.

Boston retains the bean-eating championship. During the winter, it is estimated, 1,283,458 persons in Greater Boston spent more than $10,000,000 on baked beans alone. Thirty-three million quarts were disposed of in the city and suburbs during the past year, an average of nearly thirty quarts a year for each person.

John Johnson, holder of the record for the 412-mile All-Alaska Sweepstakes dog-team race, became the winner in the 1914 Alaska classic when he drove his eighteen Siberian wolfhounds into Nome at 6:03 o'clock April 16, having covered the 412 miles over the snow trail from Nome to Candle and return in eighty-one hours and three minutes.

Complete returns from the municipal election at Milwaukee, Wis., give Mayor C. A. Bading, non-partisan, a majority of 8554 over Emil Seidel, Social-Democrat. Bading received 37,701 and Seidel 29,147 votes. Mayor Bading will be backed up with a Board of Aldermen, consisting of twenty-nine non-partisans against eight Social-Democrats. The Social-Democrats won one of the chief city offices, that of City Attorney.

"Fake" tuberculosis cures annually take $15,000,000 from the pockets of the American people, announces the National Association for the Study and Prevention of Tuberculosis, in a bulletin just issued. In spite of the several claims for a "cure," the association contends there is no information at hand to justify the belief that any specific cure for the "white plague," deserving the confidence of the medical profession and the people, has been discovered.

A final report agreed upon by the Judiciary Committee of the House of Representatives would limit action upon disclosures of the recent lobby investigation to a resolution censuring Representative McDermott of Illinois. The committee rejected proposals to expel the Illinois member and decided that the House was without authority to censure officers and agents of the National Association of Manufacturers for acts alleged to have been committed against the privileges of a former Congress.

Domestic and Naval.

The total number of vessels at present on order for Messrs. Lamport and Holt is no fewer than 10, contracts for two more having been placed recently.

It is reported that the Greek government has purchased for $1,300,000 a small cruiser of 2400 tons, which was built in an American shipyard for China.

During last year 1,878,000 tons of nitrate were shipped from Chile to Europe. Of 792,000 tons shipped to Hamburg the Kosmos Company's vessels carried 390,000 tons. Only slow progress, the report states, is being made with the harbor works at Valparaiso.

The steel steam yacht "Caroline" was launched April 7, at City Island, N. Y., by Robert Jacob. The yacht is being built from the designs of William Gardner & Co. and under their supervision for Edward Ford, of Toledo, O. She will register about 400 tons, and is 188 ft. long over all, with a beam of 24 ft. and 10 ft. 3 in. in draft.

The Cunarder "Lusitania" has established another world's record. She left New York for Liverpool March 10 last, and between Thursday noon and Friday noon steamed 618 nautical miles, at an average speed of 26.70 knots. The world's record for a day's run east previous to this was 614 miles, accomplished in April, 1911, by the "Mauretania."

The new steamship for the Red Star Line, now building at Belfast, will be called "Belgenland." She is a vessel of about 25,000 gross tons, and will have accommodation for 880 saloon passengers and 2,000 emigrants. The old "Belgenland" of the Red Star Line, built in 1879, was of 3,702 gross tons; she carried 140 cabin passengers and 700 emigrants.

At Port Arthur, Ont., April 4, the launching occurred of the "W. Grant Morden," the biggest steel freighter on the Great Lakes entirely constructed in Canada. She is 625 ft. in length by 60 ft. beam, and will have a carrying capacity of 500,000 bushels of wheat, or about 100,000 more than the "James Carruthers," the previous biggest freighter on the Great Lakes, lost during the great storm of last autumn.

Absolute prohibition will prevail in the United States Navy after July 1 next. Secretary Daniels has made public an order, which not only will abolish the traditional "wine mess" of the officers, but will bar all alcoholic liquors from every ship and shore station of the Navy. This order, constituting one of the most notable victories ever won by the prohibition forces, was issued upon the recommendation of Surgeon-General Braisted.

Representative Church of California has introduced a bill in Congress providing a fund to consist of receipts from Panama canal tolls collected from vessels engaged in coastwise American commerce, this fund to be used to increase the number of ships by building, purchase or charter, now operated by the Panama Railroad Company, and to extend the routes of these ships to include the principal Atlantic, Pacific, Gulf, Mexican, Central and South American ports. It is provided that the new ships would be naval auxiliaries in time of war. The fund would be known as the "United States Merchant Marine Aid Fund."

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Members whose mail is advertised in these columns should at once notify Jack Rosen, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Abolin, Chris.
Adamson, Hjalmar
Aga, John
Anl, Theodor
Ahlstrom, Harry
Aho, Jack
Ahokas, Ilmari
Alexis, Hakan
Altonsen, John
Amundsen, Albert
Andersen, -1819
Andersen, A. C. A.
Bakkensen, Peter J.
Bawden, John P.
Bawder, M. A.
Beausang, Eugene
Bellanger, Karl
Bendesen, Nickolia
Bengtsson, L. P.
Benson, Sigurd
Bevriacqua, O.
Bierstet, -1736
Bjorklund, Erick
Blair, Frank
Blasohke, Fred
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Caen, Peder
Callahan, D. A.
Callin, Ivar
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Carlson, Chas.
Carlson, Oscar
Ceelan, John
Cerg, A.
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Christensen, Otto
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Dahlstrom, Arthur
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Derengowski, Julius
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Ehlers, Chas.
Ekholf, Otto
Entomsen, Herman
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Eriksen, August
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Fisher, Peter
Fisher, W.
Fitthal, T.
Fjellman, Jonas
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Forshen, Otto
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Garbes, Gustav
Gifford, S.
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Gillett, Henri
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Halvorsen, H.
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Hansen -2115
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Jansen, Just
Jensen, George
Jenssen, M. C.
Andersen, Christian
Andreasen, -1477
Andersen, Henry
Anderisen, Lars
Andersen, S. P.
Anderson, Chas.
Anderson, H.
Anderson, John
Anderson, Samuel
Andersson, Arfelt
Apderbeck, Eugen
Apset, John
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Bohm, Frans
Boisen, Knud
Borden, Jas.
Bowman, K. H.
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Brown, Dave
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Hansen, Nils
Haugen, Lars
Hendriksen, H. -1333
Hernas, K.
Iversen, Reidar
Johansen, Axel
Johansen, J. -2021
Jorgensen, Oluv
Klette, E. F.
Laas, J.
Laydon, D.
Lindroth, Erik
Maatson, Olof
Markley, Paul
Mortensen, -2191
Nelson, Hasmund
Nilsen, Emil
Olsen, -1244
Olsen, Carl -1101
Petersen, -1598
Petersen, Olav
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Raasch, O.
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Rathke, Reinhold
Rimmer, Chas.
Roslin, Robert
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Summers, J. J.
Swanson, Martin
Thorsen, Jens
Van Pratwijk, Johannes
Wakely, R. E
Walters, Albert R
Willmann, Wilhelm
Wurthman, W. L.

INFORMATION WANTED.

William Fayette White, whose mother died recently, is inquired for by his brother. Anyone knowing his whereabouts please address S. A. White, 106 W. Salem Ave., Roanoke, Va.

Arthur Griffith, alias Simmons, a British subject age 28 years; 5 feet 6 inches in height, fair complexion, stout build, blue eyes, top false teeth, clean shaven, who is believed to sail on a coasting vessel between San Francisco and Portland, is inquired for by H. B. M. Consul-General. Anyone knowing his whereabouts please notify the British Consulate-General, San Francisco.

George Albert Vaughan, age 47, of Handsworth, Birmingham, England. Was in New York City in 1902; worked as steward on New York and South American boats. Important. Address, Rev. R. C. Cookson, 96 Monroe street, Brooklyn, N. Y.

Any one knowing the whereabouts of John Burke No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

Fritjof Ellingsen, age 32, a native of Drammen, Norway, he was short, heavy set, dark hair, parted in the center, and good looking. Anybody knowing his whereabouts please notify Ed Knach, 171 Clipper street, city.

Andrew John Anderson, who left Aberdeen, Wash., on lumber barge Washtura for San Francisco, is inquired for. Any one knowing his present whereabouts please notify Mrs. Anna Anderson, Aberdeen.

John Rebbetad, who was in the steamer A. F. Lucas in November, 1911, is inquired for by his brother. Address, Coast Seamen's Journal.

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Hermansen, L.	Rosbeck, Gustaf
Johansen, John	Varner, C.
Johnson, Ole	Wilson, Gus
Moore, George	



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INFORMATION WANTED.

Nils Johnson, who was wrecked in the American bark "Oasis," Sept. 2, 1887, is inquired for by W. F. Hohenschild, Berkeley, Cal.

Samuel Dickson, a seaman, aged about 40 years, son of Moffett Dickson, deceased, of Belfast, Ireland, or any person knowing his whereabouts, is requested to communicate at once with the undersigned in connection with a legacy. A. R. Smith, U. S. Shipping Commissioner, Philadelphia, Pa.

Heinrich Schel, born in Zingst, near Barth, Germany, is requested to communicate with Mr. A. Praast, 93 Diepe Straat, Antwerp, Belgium.

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Larson, Claus Ludwig	Richards, James
	Snorsvold, Lars

Seattle, Wash.

Abolin, Adam	Osterlund, Albert
Borgen, K. Sigurdsen	Olsson, Sigfrid
	Peterson, Andrew K
Dahl, Ben.	Phister, Albert
Fister, Johannes	Polhome, Mr.
Finnigan, I. H.	Ridderstaff, Ernest
Hagen, Gunder	Rye, F. M. J.
Jensen, Gustav	Selback, Chris.
Johansen, Ingvald	Slinning, Rasmus O
Johnson, Axel	Spellman, Tom.
Nelson, Nels Wilhelm	Starks, John
	Stein, George G.
Larsen, Fred	Stixrud, Jack
Magnuson, P. A.	Stromsness Oscar

INFORMATION WANTED.

Alfred Kupfer, born February 9, 1890, at Coburg, Germany, is inquired for by the German Consulate, 201 Sansome street, San Francisco, Cal.

When making purchases from our advertisers, always mention the Coast Seamen's Journal.

News from Abroad.

Two more German journalists have been sent to prison for insulting the Crown Prince.

Official interest in the Mexican situation seems to be divided between the problem presented by the arrival of 800 Spanish exiles at El Paso, and the outcome of the struggle between the Constitutionalists and Federals for supremacy at the important gulf point of Tampico.

Eighteen Chinese members of the crew of the British steamer "Batiscan" have been convicted at the Gibraltar police court of disobedience to the captain on the high seas. All have been fined. Two have been sent to prison for two months' hard labor for assaulting the mate.

The guillotine has made its appearance in Mexico and a new form of execution confronts the enemies of the Constitutionalists in the State of San Luis Potosi. At Concepcion del Oro a home-made guillotine has been erected. It was built by rebel mechanics in the corps commanded by General Eulalio Gutierrez.

Blas Casanova, who was said to be the oldest man in Cuba, died recently at Congojos at the age of 120. He was born in Africa in 1794, and was brought here when a boy as a slave. He was a friend of ex-President Gomez, and visited the latter while he was chief executive. His age is said to have been authenticated.

Among the recently formed trade unions in London is that of the Association of Wireless Telegraphists. Of the 850 wireless operators on British ships, 370 have already joined the new association. There is some discontent, it is said, in the conditions of work and pay of these employes of the British Marconi Company.

A remarkable consignment of whales has just been received from the Antarctic regions by the Natural History museum at South Kensington, London. It forms part of the results of the mission sent out to South Georgia by the colonial office and the Natural History museum, to study the question of whales and whale fishery.

The London Daily Citizen asserts that negotiations are proceeding in St. Petersburg, on British initiative, to convert the entente between France, Russia and Great Britain into a triple alliance. The object in view is that later Germany would be forced to join and the quadruple alliance thus formed would lead to an agreement for the limitation of armaments.

The steamer "Kyle," which for a week has been searching the southern coast of Newfoundland for the missing sealer, "Southern Cross," reported sighting floating seal pelts in the neighborhood of St. Mary's Bay. This is the first definite clue to the fate of the vessel, last seen March 31. The pelts are skins which have been roughly removed and to which considerable fat usually adheres, causing them to float readily. It is believed that they either were washed from the decks of the sealer or floated to the surface after she went down. None of the sailing fleet which came in last week from the St. Lawrence grounds, where the "Southern Cross" had been seal hunting, lost any pelts off the southern coast in the vicinity of St. Mary's Bay.

With the Wits.

Willie—Paw, what is a jury?

Paw—A body of men organized to find out who has the best lawyer, my son.—Cincinnati Enquirer.

"Rastus, what's a alibi?"

"Dat's provin' dat yoh was at a prayer-meetin' whar yoh wasn't, in order to show dat yoh wasn't at de crap-game war yoah was."—Life.

An editor who started about twenty-five years ago with only fifty-five cents is now worth $100,000. His accumulation of wealth is owing to his frugality, good habits, strict attention to business, and the fact that an uncle died and left him $99,999.—Editor and Publisher.

"We've got a great road now," said an enthusiastic Western railroader to his friend. "We've got it double-tracked clear through to Chicago."

"H'm," said the friend, "I don't see what you want a double track for. You can't keep your trains on one."—Everybody's.

Johnny's mother had instituted a fine of ten cents for every spot made on the tablecloth. One day Johnny was observed rubbing his finger for a long time over the cloth at his plate.

"John, what are you doing?" asked his mother at last.

"Nothing. I was just trying to rub two spots into one."—Judge.

Two boys of Emporia, Kan., ran away from home to seek their fortune, after reading a biographical sketch of Dick Whittington. They got as far as Kansas City, where the centurions encompassed them and took them to the police station. There the captain questioned them closely, and, having drawn forth much useful information, finally asked:

"Why did you boys run away from Emporia?"

"Well," replied the elder of the pair, thoughtfully, "there's nothing there but William Allen White, and we got tired of hearing of him."—Collier's Weekly.

Joint Accounts

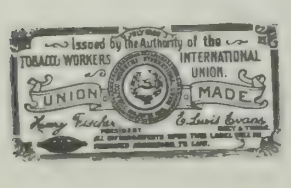
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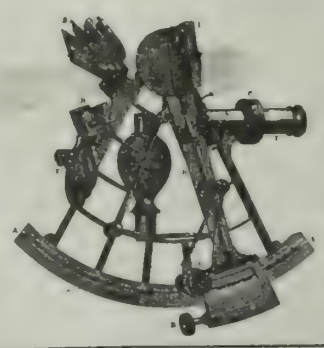
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COAST SEAMEN'S JOURNAL



FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XXVII, No. 33. SAN FRANCISCO, WEDNESDAY, APRIL 29, 1914. Whole No. 2275.

IS THE SEAMEN'S BILL SIDE-TRACKED?

DEMOCRATIC PLATFORM PLEDGE: "WE URGE UPON CONGRESS THE SPEEDY ENACTMENT OF LAWS FOR THE GREATER SECURITY OF LIFE AND PROPERTY AT SEA; AND WE FAVOR THE REPEAL OF ALL LAWS, AND THE ABROGATION OF SO MUCH OF OUR TREATIES WITH OTHER NATIONS, AS PROVIDE FOR THE ARREST AND IMPRISONMENT OF SEAMEN CHARGED WITH DESERTION OR WITH VIOLATION OF THEIR CONTRACT OF SERVICE. SUCH LAWS AND TREATIES ARE UNAMERICAN AND VIOLATE THE SPIRIT, IF NOT THE LETTER, OF THE CONSTITUTION OF THE UNITED STATES."

Since October 28, 1913, the La Follette Seamen's bill (S. 136) has been resting quietly in the House Committee on Merchant Marine and Fisheries.

Although a previous session of Congress adopted by an almost unanimous vote practically the same measure, some mystic power or influence seems to be keeping the La Follette bill safely tucked away within the inner recesses of that committee.

In the meantime a counter measure, the treaty drafted by the London Conference on Safety of Life at Sea, seems to be moving along nicely in the Senate Committee on Foreign Relations. And thereby hangs a tale.

The La Follette Seamen's bill has three main purposes:

First. To promote safety at sea.

Second. To give freedom to the seamen, to provide better conditions for the seamen, and by so doing inducing a better class of men to seek the sea. (Unbiased experts freely admit that there can be no safety at sea except through men properly trained in their work.)

Third. To abolish the differential in favor of foreign vessels in the wage cost of operation when competing with domestic vessels in taking passengers and cargo from American ports—i. e., to put the American shipowner upon an equal basis in competing with foreign ships.

The so-called London treaty, on the other hand, was drafted in a conference dominated by foreign shipping interests hostile to the development of an American merchant marine.

The adoption of the London treaty will mean a surrender of the right of the United States to exercise jurisdiction over foreign vessels within our ports and waters.

The adoption of the London treaty will establish rules for safety at sea that will unquestionably make the shipowner's investment safer, but it will do little or nothing to make the passenger's life any more secure than it has been in recent notable wrecks.

With the London treaty ratified, the passage of the La Follette Seamen's bill will be out of the question. The La Follette measure would give substantial guaranties of safety at sea, and would break up the system of servitude in which seamen are held. It would equalize costs of vessel operation between the United States and other countries, and enable Americans to compete with all foreign vessels which call at our ports.

The big shipping interests of England, Germany and other maritime countries, realized early that they were menaced with this species of legislation and with the consequent development of American shipping. They therefore seized the opportunity to put the damper on an American merchant marine development, by putting through this treaty. They know that the ratification of the London treaty will make it impossible to pass the La Follette bill, either in the shape in which it passed the House of Representatives in 1912, under the name of the Wilson bill, or in the shape that it passed the Senate in October, 1913.

As passed by the House in 1912, the Seamen's bill gave freedom to the seamen of foreign vessels while in our harbors and determined minimum standards of efficiency for the crews of all the vessels leaving our harbors; that is to say, the United States determined for herself a standard of safety for vessels under our flag and made those standards applicable to all foreign vessels leaving our harbors.

The London treaty guarantees to foreign countries that the United States will respect practically any standard set by the country owning the ship. This is settled by article 15 of the treaty.

Foreign seamen who leave their vessels may be arrested, detained and delivered back, that is, the involuntary servitude will be continued. This is settled by article 68 of the treaty, which continues existing treaties, conventions and arrangements, not only on passenger vessels but on all vessels.

The La Follette bill provides lifeboats for all persons on board, as does the permanent English law. The London treaty provides boats for 75 per cent. of the persons on board, rafts for the rest. The La Follette bill provides two able seamen or men of higher rating, i. e., officers or petty officers of the deck department, as part of the crew of each lifeboat. The London treaty provides for three efficient lifeboat men without in any way setting a standard by which the efficiency is to be determined.

It is plain that the treaty on safety of life at sea and the La Follette Seamen's bill are hopelessly antagonistic. Aside from this, existing vessels, by which is meant vessels built or building prior to January 1, 1915, may continue to carry the lifeboats and davits now in use, although the boats may not be strong enough to be lowered down with the full complements of persons and equipment, and the davits not strong enough to permit the boats to be lowered safely if the vessel has a considerable list.

New vessels, that is, ships whose keels will be laid after January 1, 1915, must have davits strong enough to lower the boats at any time when they can be lowered and boats strong enough to be lowered with their full complement of persons and equipment.

All of which means that the safest and strongest vessels are to have the best life-saving complements, while the vessels now in existence and not so safe may continue to have the present unsafe equipment.

This is not safety of life at sea, this is safety of investments. Nothing but consideration of expense to the shipowner could duplicate such a policy as this.

The main factor in driving the merchant marine of the United States out of the ocean-carrying trade has been and is the treaties with foreign nations under which the police power of the United States is used to compel seamen to continue to serve on their vessels regardless of the wages they receive.

Thus, a German vessel may be in the trade between New York and India. She hires her men in India, paying about $10 a month; she

comes to the United States and takes on a cargo for India in competition with an American vessel paying $30 a month.

This is protected by our present treaties and continued by the treaty on safety of life at sea.

No skill on the part of the American can overcome such odds in competition. Therefore, Americans have at present about $2,500,000,000 invested in vessels under foreign flags. Foreign shipowners and their American partners, recognizing fully that the La Follette Seamen's bill would equalize the cost of operation, labored desperately to find some way to prevent that bill from being enacted, and it is obvious that they have seized upon the conference on safety of life at sea to accomplish their purpose.

If the Senate shall ratify the treaty, the present discrimination against our own vessels, in our own harbors, in favor of foreign vessels while in our harbors, will be continued and Americans will perforce be compelled to travel on foreign vessels, having unsafe equipments and inefficient or insufficient crews, or both.

What shall it be? The adoption of a treaty obviously drafted in the interest of foreign shipping interests—or the resurrection and adoption of the La Follette Seamen's bill which will give Americans a fair chance in the shipping competition of the world, honor that pledge of the Democratic platform which is quoted at the head of this article, and assure immeasurably greater safety to those who go to sea in ships from any American port.

"CAPTAIN" DOLLAR CALLED.

"Captain" Dollar has been called again. The old man is no longer contented to slander the few white sailors and firemen whom he employs in the coastwise trade. His latest tirade is directed against American marine engineers. Mr. A. B. Gibson, Business Manager of the Marine Engineers' Association at San Francisco, in the official organ of that body, takes issue with "Captain" Dollar's vituperations, as follows:

"In going over the hearings held before the Committee on the Merchant Marine and Fisheries, House of Representatives, on S. 136, 'The Seamen's bill,' I find statements in the remarks of Captain Robert Dollar, president of the Robert Dollar S. S. Co. of San Francisco, that should be corrected. These statements cast reflections on the engineer and I feel that if I did not correct them, I would not be entitled to be classed as an engineer.

"Captain Dollar states that he speaks for himself and his steamers, therefore I will speak for the engineers sailing out of the port of San Francisco, as I think that I am familiar with the steamers these men are employed upon, and the conditions in the engine rooms of the steamers sailing out of this port.

"Page 15, Hearing of February 24, 1914. Question by Congressman Curry:

Mr. Curry—Do you think we have too many, or that the foreign ships have too few?

Capt. Dollar—No; we have too many, because the ships of the whole world are manned in this way. The men on our British ships I think I am safe in saying, are happier and more contented than the men we have on the American ships.

Question by Congressman Manahan—Why?

Capt. Dollar—I do not know why.

Mr. Manahan—They have to work harder? According to your statement, they have more work to do; that is true is it not?

Capt. Dollar—No; they have not more work to do. The more men you have aboard ship the less work you can get done.

Mr. Manahan—Let us see about that. Would you say the men, as an average, do not have more work to do on the American ships?

Capt. Dollar—I will say this to you, that if you will come out to our coast I will be very pleased to take you on board one of our American ships, although I will hold my head down in shame when you are looking over her, at the condition of the ship. I will also be pleased to take you on board of one of the British ships and show you the condition she is in.

Mr. Manahan—Are you not responsible for the condition of your American ships?

Capt. Dollar—No; we can not help it.

Mr. Manahan—Yes; you can help it, can't you?

Capt. Dollar—I don't know how.

Mr Manahan—You are master of the ship?

Capt. Dollar—We are, but we can not get it done, and we have the same regulations.

Mr. Manahan—Why can you not get it done? Be frank with us and tell us the reason.

Capt. Dollar—I think this is outside—

Mr. Manahan—Oh, no; you stated here that the American ship is an American shame, and I ask you why.

Capt. Dollar—Because they won't work.

Mr. Manahan—Because the men on the American ship won't work?

Capt. Dollar—Yes, sir.

Mr. Manahan—Most of the crew on the American ships are Chinese, aren't they?

Capt. Dollar—Yes.

Mr. Manahan—They are not Americans?

Capt. Dollar—No. The engineers, however, are all Americans.

Mr. Manahan—I know, but you are talking about the condition of the American ship—that it would make any man hold his head down in shame?

Capt. Dollar—I was talking about the engine room.

Mr. Manahan—You were talking about the engine-room—

Capt. Dollar—I beg your pardon; I was not talking about anything else.

Mr. Manahan—You said you would take me aboard of one of your American ships, and that you would hold your head down in shame when I looked at her condition.

Capt. Dollar—Yes; down in the engine-room.

"I visit a large number of steamers, both American and foreign, and was therefore not only surprised but chagrined at the statement of Capt. Dollar. It is a matter of pride with all engineers to have the engine-room in as clean and presentable condition as possible, and if Capt. Dollar saw his engine-room in the condition he states it must have been when they were doing a great amount of overhauling, and that condition would exist on any steamer. It is a common remark, the dirty condition of most of the steamers under the foreign flags and also the unclean persons on board, both officers and men. I joined the steamer 'Scandia' when that vessel was turned over to the Government for a transport at the time of the Spanish War, and I am certain if Captain Dollar could have seen the rooms, engine-room and the entire ship, that he would not say that American engineers were the worst ever.

"This statement of the Captain's not only reflects on the engineers, but also on Capt. Dollar's son, who has charge of his steamers and I believe is something of an engineer, and by the Captain's admission his son must be incompetent to handle his business when he allows these conditions to prevail; also Capt. Dollar as a shipowner should not tolerate this; he does not have to, and from my acquaintance with him I do not believe he would. I must further say that all of the chief engineers in the employ of the Dollar S. S. Co. on the American steamers have been in their employ for several years, the chief on the 'Mackinaw,' I believe, was the last employed, and he has been there over three years. This does not appear as though their services were other than satisfactory.

"The superintendent, engineer and the general managers of the several companies operating out of San Francisco make thorough inspections of the steamers each voyage and on all occasions they speak highly of the conditions of the engine and firerooms, and if they should note anything that was not as it should be, it would be a reflection on them to allow a dirty department to exist. And from the caliber of the gentlemen I know they would surely call some one to account."

WHO SHOULD WORRY?

It is pleasant to learn that those much abused national benefactors, the Steel Trust and Standard Oil, are doing quite well, even under a revised tariff which permits pauper-made nails and kerosene to get into our ports without paying all they are worth in the form of duties.

The United States Steel Corporation's net earnings last year exceeded by a trifle of $29,000,000 its profits of the previous year, despite advances in wages and salaries, amounting to $12,000,000.

One reason given for so much prosperity is that the railroads last year bought 70,000 more tons of steel rails than they did in 1912. This indicates they are not particularly alarmed over the outlook.

Standard Oil likewise flourished under the cruel mandate of the United States Supreme Court requiring it to become a "good trust" by reorganizing under a "reasonable" interpretation of the Sherman Act.

The Standard, like the Government at Washington, still lives. Decentralized, dismembered, reorganized, it now is hydra-headed, while formerly it had but one visible cranium. Instead of one central holding corporation, the original twenty-seven or more "constituent companies" are doing business after a fashion nominally independent but still are under the same general ownership and control.

So, in these days, the man who invests in Standard Oil gets a handful of different stock certificates, representing shares in the different subordinate companies, but the same old trust exists in all but form.

Last year the Standard employed 228,906 persons, an increase of about 8,000 compared with the preceding year. It had the largest pay-roll in the history of the concern. The trust paid out $207,000,000 in wages and salaries.

There is good authority for the statement that since the "dissolution" by legal decree the Standard Oil stocks have risen at least 115 per cent. Stock that sold in December, 1911, at $640 a share, is now quoted around $1,230, an increase of $590 a share, or of over 90 per cent.

In the past two years Standard Oil has paid $160,000,000 in cash dividends, equivalent to 25 per cent. on the earlier quotation of $640 a share. And the original par value was but $100 a share.

Should Rockefeller worry?

Is Progressivism endangering Prosperity?

It would seem not.—Sacramento Bee.

California is 775 miles long, has 1000 miles of coast line and an average width of 200 miles. It contains 153,650 squares miles, an area equal to the States of New York, New Jersey, Massachusetts, Rhode Island, Vermont, Maine, New Hampshire, Connecticut and Ohio. The population of these nine States is 26,623,535. The population of California is 2,377,549, an increase of over 60 per cent. in ten years.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

The Conflict of Two Rights.

A mild-mannered, young-looking man in glasses sat before a Congressional committee last Monday and discussed in smooth, unemotional terms his relation to a long-continued condition of disorder amounting to civil war. He spoke as the representative of one side in the bloody struggle, yet the story of injustice and violence, of raging mobs and deadly machine guns, of a State dishonored and a Nation defied, did not once move him from his equable contentment with his responsible course.

He admitted the existence of all the dreadful facts, admitted his controlling connection therewith, yet admitted, too, that he never felt called upon to investigate the horrors personally, had never been moved to do more than obtain written reports from his agents on the ground, 2,000 miles away, and approve their every act without further inquiry.

The young man on the witness stand was John D. Rockefeller, Jr. We are far from picturing him as the heartless monster suggested by the passage quoted, but we do find in him an exemplar of the modern system which cloaks distant wrong, committed through "trusted representatives," with the innocence of well-intended business policy.

Mr. Rockefeller is a director in the Colorado Fuel and Iron Company—the principal director, since he represents the controlling millions in the vast enterprise. The miners employed by the company have been on strike for six months. The conflict has been marked by bursts of unparalleled ferocity on both sides. Property has been ruthlessly destroyed, men shot down, thousands of families made homeless and desperate. Justice has been outraged by subservient courts and the military power of the State turned over to the use of private capital. Upon the conditions of anarchy the comment of Mr. Rockfeller was as follows:

> I have done what I regard as best in the interests of the employes and the large investment I represent. We have put the best men obtainable in charge, and are relying on their judgment. My conscience entirely acquits me. We would rather that the unfortunate conditions should continue and that we should lose all the millions invested than that American workmen should be deprived of their right, under the Constitution, to work for whom they please. That is the great principle at stake. It is a national issue.

These utterances are important. Mr. Rockefeller is not the pampered son of millions. He has none of the vices of the idle rich—not even the idleness. He is industrious, charitable in his own way, and conscientious. Moreover, he will administer one day the largest single fortune in the world. Therefore, what he says concerns the whole Nation.

No doubt he believed he was stating accurately the purpose of the corporation, but it is equally certain that his expression was intrinsically false. No capitalists ever spent millions merely to "protect the freedom" of workers; no corporation would prefer that its entire investment be consumed rather than that "workmen should be deprived of the right to work for whom they please."

Pretended regard for that "great principle" has been used in defense of every species of economic iniquity. Capital has pleaded, even with tears, for the "right" of workmen to operate unguarded machinery and trainmen to couple cars unprovided with safety appliances; for the "right" of women to toil at exhausting labor under unhealthful conditions; for the "right" of children to sacrifice themselves for a meager wage and be ground up in the remorseless processes of industry.

But back of all this advocacy for the worker's "right" and "freedom" lies the real inspiration—a belief in the supreme sanctity of property and a determination to maintain that principle in the teeth of an aroused social sense which would subordinate it to human welfare. By the "right" of the workman to work "for whom he pleases and how he pleases," the supporter of the system means the "right" of capital to dictate the terms and conditions of work and of the employe to accept these terms or starve.

Originally, the dispute between the Rockefeller company and its men concerned wages and other details of employment. Then the direct issue became labor unionism, invoked as a means of meeting the unionism of the corporation and enforcing the demands of labor. But these controversies long ago were submerged in a far greater conflict. And it is because it has been so vividly set forth in the person and attitude of Rockefeller that it has become, as he says, a "national issue."

To his mind, no doubt, it is a conflict as new as it is deplorable. Yet in principle it differs not at all from that which has raged in one form or another for generations. Sixty years ago Abraham Lincoln stated it thus:

> That is the real issue. It is the eternal struggle between these two principles—right and wrong—throughout the world. They are the two principles that have stood face to face from the beginning of time, and will ever continue to struggle. The one is the common right of humanity and the other the divine right of kings. It is the same principle in whatever shape it develops itself. It is the same spirit that says, "You toil and work and earn bread and I'll eat it." . . . We are for both the man and the dollar; but in case of conflict we are for the man before the dollar. . . . Capital is only the fruit of labor, and could never have existed if labor had not first existed. Labor is the superior of capital and deserves much the higher consideration.
>
> —Philadelphia North American.

Maligning Unfortunates.

An added burden to the millions of workers who are thrown out of employment is the pretense of the capitalist press that the unemployed are either incompetents, men unfit for any position, or that they are unwilling to accept good jobs when offered.

We read of jobs on farms and construction work refused. We know that many of the men who are tramping the streets of our cities, the highways of the country, are men who follow that line of work.

But there are others, very many of them, whose regular employment when times are normal is in the factories; the garment workers, cigarmakers, textile workers, and men of like occupations.

The very nature of their regular work

(Continued on Page 11.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeland Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts Maritimes de France, 33 rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S, Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

All males in New Zealand are required under penalties to perform military service with the Senior Cadets from 14 to 18 years of age, from 18 to 25 years in the Territorial Force, and from 25 to 30 years in the Reserve.

Exclusive of seamen, the number of workpeople in Great Britain returned as killed in the course of their employment during February, 1914, was 253, a decrease of 14 on a month ago, and an increase of 2 on a year ago. The mean number for February during the five years 1909-13 was 270, the maximum being 389, and the minimum 211.

The following tables serve to show the steadily growing importance of the female labor in German economic life: In the year 1911 the number of female workers of more than 16 years of age employed in the medium and greater industrial works was 1,217,682. This is an increase over the previous year of 58,124. In the year 1911 there were 172,535 girls younger than 16 years of age and 5,970 younger than 14 employed in industrial concerns.

According to the Reichs-Arbeitsblatt (the journal of the German Labor Department) employment in Germany in January showed a further decline, and was considerably worse than in January, 1913. Returns relating to unemployment were furnished to the Labor Department by 48 trade unions with an aggregate membership of 2,000,918. Omitting branches which failed to make returns, the membership covered was 1,936,552, of whom 91,707, or 4.7 per cent., were stated to be unemployed at the end of January, as compared with 4.8 per cent. in the previous month and 3.2 per cent. in January, 1913.

A recent issue of the journal of the Swedish Labor department contains an article giving the results for the year 1912 of the working of the Conciliation Act of December 31, 1906. The number of cases in 1912 in which mediation was offered or requested, whether in relation to threatened or to actual stoppages of work, was 49, as compared with 38 in 1911. In 20 of these cases mediation did not take place. In 7 cases intervention was declined by the employers, and in 2 by the workpeople; in the remaining 11 cases the points in dispute were either settled at the time mediation was offered, or the parties came to an agreement shortly afterwards.

Under a law dated April 12, 1910, provision is made for the establishment of a permanent Court of Arbitration in Denmark for dealing with disputes arising under agreements between employers and workpeople. The Court consists of a president and a vice-president, each possessing the qualifications of an ordinary judge, six adjudicators and a secretary. The adjudicators are elected in equal proportions by the two organizations which represent respectively the majority of organized employers and of workpeople in Denmark. It is the special business of the Court to deal with cases involving violation of agreements existing between a trade union and either an employers' association or an individual employer or firm, provided that the said agreements stipulate nothing to the contrary.

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INFORMATION WANTED.

Andrew Wilne, native of Dundee, Scotland; about 28 years of age, dark complexion, last heard of about nine years ago, sailing as steward, also as fireman, is inquired for by his relatives. Address A. S. Milne, 1122 Rose street, Grandview, Vancouver, B. C.

Nils Edmund Johansen, a native of Tansberg, Norway, aged about 50, last heard of at Melbourne, Australia, is inquired for by his brother. Address, Martin Johansen, 839 Centennial avenue, Alameda, Cal.

Charles Harold Allen, who has served as an apprentice in a British ship, age about 21 years, medium height, brown hair, last heard of in San Francisco November 9, 1911, is anxiously inquired for by his father. Please notify British Consul-General at San Francisco.

INFORMATION WANTED.

Adolf Theining, a native of Vannersborg, Sweden, is inquired for by his mother. Address, Coast Seamen's Journal.

Walter Jorgesen Clang, born in Aaland Yetta, Ostro Yetta, is inquired for by his uncle, John Clang. Address Coast Seamen's Journal.

George Alfred Hall, last heard of on the Sch. "Sehome" in June, 1913, will please communicate with his brother, Walter Hall. Address 790 18th street, Oakland, Cal.

Rudolph Kurella, born January 5th, 1868, at Grabowo, Germany, is inquired for by the German Consul-General at San Francisco, Cal.

Oscar Osolin, John Lind, M. Elone, John Anderson, Thomas Pukki, Alex. Tuominen, Chas. Grouberg, who were on board the steamer "Fifild" April 7, 1913, please communicate with the Coast Seamen's Journal.

Johannes Larsen, age 22, born in Fitje, Norway, is inquired for by his brother, Ingolf Vestrick. Anybody knowing his whereabouts please notify his brother at 9 Mission street, San Francisco.

Fred (Albin) Swanson, a native of Malmo, Sweden, aged about 25, is inquired for. Address, Coast Seamen's Journal.

San Pedro Letter List.

Andersen, Martin -1894	Lindholm, Erik A.
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Beinink, H.	Lintenon, Ernest
Carlson, Ed	Licks, Ernst
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Carlson, Axel	Nordling, C.
Christensen, Anton	Nilsen, C. O.
Erickson, Edward	Paty, Geo. W.
Edgerton, J. E.	Perm, E.
Hanson, Max	Rasmundson, Fredrick
Hanson, Nils	
Hanson, Christ	Richard, Jim
Hanson, Jorg	Reinunk, Herman
Hapstold, Sigurd	Russel, Wm.
Haven, Francis	Remmerdahl, Knud
Johnson, Ole	Scott, Emil
Jensen, Hans	Schneider, Henrick
Ivans, Carl	Sundquist, Ernest
Irwin, Robert	Stalbery, Wm.
Kjarsgaard, Hans	Sunders, O. F.
Karlson, Oscar	

INFORMATION WANTED.

John Dickson, who left Greenock, Scotland, about 10 years ago, his last address was Melrose House, Lower Boxhill, Brooklyn, New Zealand, is inquired for by his mother. Anybody knowing if he is alive or dead please notify the Secretary of the National Sailors' and Firemen's Union, Greenock, Scotland.

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, 84 Embarcadero, San Francisco, Cal.

John Erik Nordberg, a native of Sweden, age about 26, supposed to be sailing on the Pacific Coast, is inquired for by his brother Harold, care of Sailors' Union of the Pacific, San Francisco.

Francis Robert Bassett, a native of England, last heard of in San Francisco, Cal., in 1901, was well known around the water front as "Liverpool Frank." Any information regarding this man will be gladly received at the office of the British Consulate, San Francisco, Cal.

Pacific Coast Marine.

The project of the Russian Volunteer Fleet for extending its service across the Pacific from Siberia is said to have been abandoned.

Abandonment of the "cut-off" channel across the shoal in front of Astoria and dredging of the old natural channel, known as Tongue Point crossing, has been decided upon by the United States Engineer's office.

Announcement was made that the E. J. Dodge Company has taken over the steamer "Fairhaven" and will place her in regular service between Portland and San Francisco in conjection with the steamers "Northland," "San Ramon" and "St. Helens."

The C. P. R. is contemplating the installation of insulated space for the accommodation of perishable merchandise aboard the liners "Empress of Russia" and "Empress of Asia." It is said that tenders have been called in the Orient for the installation of refrigerating machinery. The produce which is to be handled will be shipped from Shanghai and will consist of fowls, chickens, game and eggs.

It is reported that the Italian steamship companies have formed a pool to promote travel to the Pacific Coast and that the Austro-American line is expected to join. In Italy, in spite of strict laws against the solicitation of emigrant business, tickets are being offered for sale on the intsallment plan at a rate of $1 a week. In connection with these tickets, it is said, the purchaser is insured against deportation.

The control of the Western Alaska Steamship Company, operating from Seattle to Kotzebue Sound and Bering Sea ports, has been acquired by W. C. Dawson & Co., who also announced their intention to enter the Southwestern and Southeastern Alaska field next fall. Dawson & Co. is associated with the Charles Nelson Company of San Francisco. The first vessel will be the "Falcon," leaving Seattle for the north on June 15.

The Port of Coos Bay (Or.) Commissioners are considering the issue of another lot of bonds to complete the twenty-five-foot channel to the sea. The $300,000 issue will be exhausted within two months and the channel will not be finished for over four of the fourteen miles. The heaviest part of the work has been done in the upper bay, and another ten miles will not require more than has been expended about Marshfield and North Bend.

Officials of the American-Hawaiian Steamship Company gave out the information that vessels belonging to the company's fleet would until further notice abandon the Tehuantepec route, for the transshipment of freight and would hereafter alternate, one going direct from San Francisco via the Straits of Magellan to New York and the next to Balboa, where her freight will be transshipped to Colon via the Panama railway.

A request has been received at the Mare Island Navy Yard from the War Department to prepare estimates on the cost of a suction hopper dredger to be used in maintaining channel depths over Pinole shoals and in Mare Island channel. Construction of the dredger, which is to be 200 feet long, and self-propelled, is to start this year. The dredger will carry the matter taken from the channels and deposit it on tide lands, thus reclaiming them.

The Red Stack tug "Hercules," which has been engaged for some months in towing the oil schooner "Simla" between Port San Luis and British Columbia ports, arrived at San Francisco on April 23, after having turned over her tow to the tug "Sea Rover" of the same company, which will take her place while she undergoes extensivce overhauling at the Union Iron Works. The exchange was effected off the lightship, the "Sea Rover" proceeding on her way to Port San Luis with the "Simla," less than an hour being lost.

It is reported that the Dollar Steamship Company has secured a contract calling for the delivery of 25,000,000 feet of lumber at Atlantic Coast ports, shipments to be made from Portland and Puget Sound. The deliveries are to be started as soon as the Panama Canal is completed, the first steamer to arrive at the canal about July 20, shortly after which the canal will be open. This is the first contract known to be closed governed by the new canal. It is said Portland and Columbia River mills will cut the major portion of this order.

The latest project of Japanese is the establishment of a large fisheries industry on the coast of Chile in the plans for which it is understood the Chilean Government is co-operating. Many capitalists of Japan are interested in the formation of the company, which is to have a capital of $500,000, to be known as the Chilean Fisheries Company of Japan. Operations are to be begun as soon as a quarter of the capital stock has been subscribed and according to reports the stock is already being sold. The object of the company is to catch fish and sell them to Japan, Chile and other countries.

No little excitement was occasioned along the water front of San Francisco on April 22 when the cruiser "South Dakota" and the collier "Jupiter" started south. Throngs gathered on the docks to view the departing vessels and cheer them on their way, while over a score of small craft followed them until the Golden Gate was passed and made the air ring with their shrill whistle blasts. Residents of the various bay counties arriving at San Francisco on early boats were afforded an opportunity to wave farewell to the departing ships and crowded every available space on the decks, at times making it necessary for the crews to warn them back from the rails.

The new oil tanker "Barneson," one of a quartet of oil carriers built for the Pacific service of the General Petroleum Company, arrived at San Francisco on April 20 on her maiden voyage from Newcastle-on-Tyne. The vessel was sixty-five days making the trip via stops en route. Captain Shotten reported an uneventful passage. The steamer passed through Magellan on March 16 and 17, experiencing head winds south of the equator and thence northerly weather. The "Barneson" is the second tanker of the new fleet to come to San Francisco, having been preceded by the "De Sabla." She is an oil carrier of the most modern type, with a capacity for 65,000 barrels.

"Harold Dollar" is the name selected for the new offshore steamer which the Dollar line has made arrangements to build on the Clyde for service in the lumber trade between Pacific Coast ports and the Far East. She will be larger than the "Robert Dollar," at present the largest of the fleet, and will have a lumber-carrying capacity of more than 5,000,000 feet. It is said that the new vessel will cost approximately $280,000. Formerly the company owned a coaster known as the "Harold Dollar." She was sold more than a year ago, and her name changed to "Graywood," so it was decided to give the name of "Harold Dollar" to the new vessel.

The San Francisco Chamber of Commerce received a cable message from the agent of the Hamburg-American Steamship Company to the effect that the Tehuantepec railroad had been seized by the Mexican forces and traffic entirely suspended. The message further stated that this action will greatly hamper the Hamburg-American Company in its freight contracts, as all its European freight consigned to Pacific Coast ports has been transshipped over this road. Officers of the company state that under existing conditions it is impossible to tell what disposition will be made of the cargoes it is handling at present, the probability being that, like the American-Hawaiian Steamship Company, it will be forced to send its vessels via the Straits of Magellan.

The East Asiatic Company, which operates a service between Europe and the North Pacific, has contracted for five new motorships, three steamers and a sailing vessel equipped with a Diesel motor. The new tonnage will aggregate 67,000 tons dead weight capacity. The vessels contracted for are as follows: Motorship "Malaka," 10,000 tons; motorship "Tonking," 10,000 tons; motorship "Fionia," 7000 tons; motorship "Falstria," 7000 tons; motorship "Lalandia," 7000 tons; steamship "Transvaal," 7000 tons; steamship "Rhodesia," 7000 tons; steamship "Natal," 7000 tons, and sailing ship, 5000 tons. The latter will be of the same type as the German Lloyd training ships, two of which have been to this Coast in the past. Delivery of the new vessels will be made this year and in 1915.

Announcement of the sale by the Northern Navigation Company of all its steamers, barges and terminal facilities on the Yukon River, in Alaska, and the Yukon territory, to the American Yukon Navigation Company was made on April 8 at San Francisco by Leon Sloss, president of the selling corporation. It is estimated the purchase price was in the neighborhood of $2,000,000. The principal stockholders in the American Yukon Company are British capitalists, whose financial representatives in the United States are Close Brothers of Chicago. The Northern Navigation Company owned a fleet of thirty steamers, forty barges and numerous terminal holdings and other property along the Yukon. The corporation was once a subdivision of the Alaska Commercial Company, out of which evolved the Northern Company owned by Sloss brothers and a group of capitalists associated with them, and the Northern Commercial Company. The Sloss concern centered on freight and passenger traffic along the Yukon.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

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(Continued on Page 11.)

Coast Seamen's Journal

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Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, APRIL 29, 1914.

A GENTLE REMINDER.

When the "Titanic" went to the bottom a little over two years ago, there was general public indignation over the awful loss of life and for a while at least folks were inclined to place the blame for that catastrophe upon the scarcity of sailors, lifeboats and other things of exceptional usefulness in time of disaster at sea.

Hearings and investigations were held by Congress and by special commissions on both sides of the Atlantic. But what has been the net result?

Here it is, in the order of relative importance:

1. The printing of several voluminous documents containing details of the investigations.
2. The adoption of the Seamen's bill by the sixty-second session of Congress—and the vetoing of same by ex-President Taft.
3. The reintroduction of the Seamen's bill in sixty-third session of Congress and the adoption of same by the Senate.
4. The calling together, meeting and adjournment of the London conference for safety of life (and dividends) at sea.
5. The fifth chapter in "the aftermath of the 'Titanic'" is now being written. It will be either the ratification of the London treaty by the Senate or the adoption of the Seamen's bill by the House of Representatives. It will mean either the putting into effect of "safety of dividend" standards as written by the principal foreign steamship companies or it will mean the adoption of American "safety of life" standards. It will mean either the immediate elimination of American ships in the foreign trade and ultimate elimination of the white men as a factor in the manning of ships or it will mean the creation of an American Merchant Marine together with a native American seafaring population.

What shall it be, further reliance upon the "unsinkable ship" or dependence in "life-boats for all" with enough real seamen to man them?

Demand the union label upon all purchases!

FREE TOLLS AND CHEAP CREWS.

"If repeal of the free tolls clause of the Panama Canal Act would benefit the railroads, would the various Chambers of Commerce be opposing repeal? Ever hear of a chamber of commerce fighting a railroad?"

A contemporary asks these questions and reply thereto is, of course, wholly unnecessary. The attitude of the money-bags element who masquerade under the name of Chambers of Commerce is too well known. They are opposed to everything that spells P-R-O-G-R-E-S-S.

The same Chambers of Commerce have been petitioning Congress against exempting trade-unions and farmers from prosecutions under the anti-trust law; they have repeatedly declared in favor of unrestricted Asiatic immigration, and last, but not least, they have voiced their opposition to the Seamen's bill, because it would surely eliminate cheap and incompetent crews on all ships touching at American ports.

Like all subsidy hunters of the past the "free toll" advocates want (almost) "free crews." The American "Dollar patriots" who abuse England and ascribe ulterior motives to everyone who has the courage to expose their subsidy-grabbing scheme have long ago thrown logic and reason to the winds.

Fortunately, however, there are still men in public life who have the courage of their convictions. Congressmen Kent of California is one of these, and this is what he says:

> If ever in the cause of National defense we grant subsidies, let us grant them frankly, and see to it that our flag floats over free men, and able men, disciplined men, and men adequate to man our Navy. Let us give subsidies, if at all, to sailors, and not to shipowning corporations.

Surely, every American whose patriotism is not tainted by the almighty Dollar will concur in those sentiments. But America's sailors have never asked for a subsidy or any other special privilege. All that is wanted by the man who follows the sea is freedom—the abolition of ancient laws which tie him to the ship as effectively as the slave was bound to the plantation prior to the Civil War. In this effort the sailors have had the most bitter opposition from the very men who in former years were known as out and out subsidy hunters and who are now covertly seeking the same end via the "free toll" route.

Professor Emory R. Johnson, the man who has helped to demonstrate beyond the question of a doubt the existence of an American shipping monopoly, is one of those who have not been stampeded by the "free toll" crowd. In course of his testimony before the Senate Committee on Interoceanic Canals, the professor advanced the opinion that the cost of operating the canal, including military and naval expenses on the original cost, will be $29,000,000 annually. In estimating the actual cost of operating the canal he gave the figures for maintenance at $3,500,000 annually. He said zone sanitation and government would cost $350,000 and the annuity of Panama would add another $250,000. Under the scheme to amortize the canal debt one per cent. on the cost and interest charges would be added and bring the total up to $19,260,000. Placing the cost of the military and naval protection at approximately $10,000,000 a year, he brought the total up to $29,360,000.

In discussing the probable traffic through the Canal and its revenue producing ability, Professor Johnson said he looked for a sixty per cent. increase in traffic in the first ten years. Beginning with a tonnage of 10,500,000, of which the American coastwise ships would carry 720,000 tons, he estimated that this would increase to 17,000,000 tons by 1925. Exemption of American vessels from tolls, he said, would not necessarily bring about a reduction in either water or rail transportation rates by the amount of the tolls and ninety-nine out of one hundred shippers will pay the same rates for transportation, whether tolls are assessed on American coastwise vessels or not. The professor was quite frank in saying (what every practical man knows) that: "Steamship lines will charge all the traffic will bear. The rates will be fixed by agreement between the competing companies and will be only indirectly affected by the cost of the service to the carrier."

This, then, is a summary of the situation:

Exemption from Panama Canal tolls will, it is estimated, save the American coastwise shipping trust $1,000,000 a year—to begin with.

No one will benefit by this subsidy except the shipping monopoly.

Crews will be hired, as heretofore, wherever the cheapest men are obtainable—for there is no stipulation in the free toll clause to compel the employment of Americans or other white men.

Why, then, should the Government tax all the people to put a million dollars a year into the pockets of a favored few?

ARE WE PROGRESSING?

Thirteen years ago the unions on the water front of San Francisco were compelled to fight for their very existence. An insolent, overbearing aggregation of employers had decreed that unions of workingmen must go. During the strike, the police attempted to intimidate the strikers by brutally clubbing all who showed themselves anywhere near their former places of employment. A mighty mass meeting was held to protest against the police brutality and later a committee representing the strikers called upon the Mayor to lay before him the facts and demand that he instruct the Police Department to cease serving one side in the controversy. After attempting to justify the many wantonly cruel acts of the police the Mayor finally uttered the words which forever branded him as a person utterly unfit for any public office. In effect, the strikers were told: "If you do not want to be clubbed, why don't you go back to work?"

The foregoing was an episode of a strike in 1901.

In 1914, miners on strike in Colorado are given to understand that if they do not want to be shot, if they want their wives and babies to live—they had better go back to work on such terms and under such conditions as are laid down by the henchmen of that pious young hypocrite, Mr. John D. Rockefeller, Jr.

It is all very well for Hearst and his satellites to talk and write about defending our "National Honor" in Mexico. The American workers, however, are far more concerned about the kind of honor which signifies equal rights and equal guaranties of liberty for men, women and children right at home. When murderous thugs in the uniform of Colorado's State militia

shoot up and set fire to the camps occupied by strikers and their families it is high time to forget the quarrels which groups of plutocrats have over concessions in Mexico and devote our attention to those sections of our own country where human rights have ceased to exist!

A DIFFERENCE OF OPINION.

Who is the best judge of the competency, efficiency and general desirability of Chinese crews?

Is it the officer who takes the vessel to sea and personally directs the crew or is it the marine superintendent, who remains ashore when the Mongolian-manned liner leaves the safe harbor for the briny deep?

These are the questions which suggest themselves in connection with certain recently published views upon the growing practice of parsimonious shipowners to give employment to Asiatics in preference to white men.

Listen to the wail of the superintendent:

Extracts from a communication written by the Marine Superintendent of the Canadian Pacific Railway Company, at Vancouver, B. C.:

"After attempting to carry white deck crews for over twenty years and putting up with all the inconveniences connected with same, our company has decided to carry a mixed deck crew in future. We have brought hundreds of sailors from England, paying all their expenses out and home, and have engaged them on long and short agreements, with, in almost all cases, the same results, namely, that they broke their engagements by deserting or had to be discharged on account of drunkenness.

"Furthermore, we have always had considerable trouble in keeping crews by the ship in this port. It has been no uncommon experience for us to muster four to six sailors out of a crew of twenty-four for duty in the morning, and we have been repeatedly forced to employ outside labor to clean the ship and get her ready for sea.

"After very serious consideration it was decided that the only solution of all this trouble was to employ a certain number of Chinese sailors. These men are quiet and inoffensive, they do not drink or go ashore, and are always on hand should an emergency arise, and should our experience with these Chinese crews prove as satisfactory as our experience with Chinese firemen in the stokehold, we will have no cause for complaint."

Now compare the superintendent's estimate of the Oriental seamen with that of the white officers, who are compelled by necessity to become intimately acquainted with the worth of yellow crews:

Extracts from the annual report of the Imperial Merchant Service Guild (British Merchant Marine Officers' Association):

"Time was when an Oriental crew was looked on by captains and officers as a blessing owing to their docility and obedience. Drunkenness was unknown and the authority of the officers was unquestioned.

"But there has been a metamorphosis. From many reports received from members, Chinese crews are the principal offenders, and sundry instances of murderous assaults, insolence, and insubordination have been brought to our notice during the past year; in some cases, but for the timely aid of other members of the crew, officers' lives might easily have been sacrificed.

"Many cases have occurred recently of mutiny with these crews on the high seas, and officers and engineers have had to resort to desperate means to defend their lives. On arrival in port the mutineers in some cases have been punished, but quite disproportionately with the heinousness of the offense.

"That such a state of affairs should be allowed to continue under the British flag is nothing short of a scandal, and calls for drastic steps on the part of the authorities."

"Recognition of the union," after all, implies merely a guarantee of good faith on the part of the employer toward his employes.

The necessity of industrial organization knows no law except that of human progress.

Demand the union label upon all purchases!

GREED FORCING WARS.

The San Francisco Bulletin is one of the very few daily papers that dares to tell the truth, both editorially and in its news columns.

In a recent issue The Bulletin describes how greed prompted the first war against Mexico and how greed will bring about another war if there is not a strong protest against it. Read and digest The Bulletin's version of the Mexican trouble:

"The war with Mexico in 1847 was fought because Southern slaveholders wished to extend slave-holding territory toward the South, and so regain their balance of power against the free North. It was the war of an aristocracy to strengthen itself against the growth of a free democracy. If the plot failed it was because the years of chattel slavery in America were already doomed to be cut short.

"The war of 1847 was a shameful piece of land-grabbing, authorized by no law of God or man, save the law of superior might. If, by any wild reversal of probabilities, there should be another triumph of insane greed, and another war of conquest should be entered upon, it would be as shameful as the first. Just as the first had the rotting institution of slavery to push it forward, so the second would have the greed of exploiting money interests behind it. The desire for intervention in Mexico originated among the men who would make money if there were intervention.

"Investment in Mexican properties has been a risky speculation. The men and corporations who put money in enjoyed the privileges of speculative buyers. They bought cheap. Now their desire is that the whole power of the United States, under pretense of 'civilizing' Mexico—God save the mark!—shall be devoted to securing their unearned profits. They would be glad to sacrifice money—if it is paid by the Government—and lives—if they are the lives of other men—to add to their dividends.

"Peon labor is cheap in Mexico, and the country's resources are large. Industrial feudalism in its worst form flourishes like a weed in that soil. The black counties of Colorado, where feudalistic oppression has driven the miners into armed rebellion, would be, in comparison, models of enlightenment if the Rockefellers and the Hearsts were allowed to carry their ideas of "civilization," human liberty and money-making into Mexico.

"It is not likely that President Wilson and the other officials at the head of the Government will lend themselves to this plot to commit murder and robbery for the sake of planting in a foreign country those evil institutions that we are trying to check in the United States.

"But to strengthen the hands of the President and defeat the plot against the commonweal, every labor union and every organization representing the common people of this country ought to join in a general protest and a general demand for peace."

After all, it frequently happens that what we call progress denotes nothing more than that we have stopped short of positive retrogression.

For fair products of all kinds consult the JOURNAL'S ad columns.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., April 27, 1914.
Regular weekly meeting came to order at 7 p. m., Ed. Andersen presiding. Secretary reported shipping dull; lots of men ashore.
JOHN H. TENNISON, Secretary pro tem.
84 Embarcadero. Phone Kearny 2228.

Victoria, B. C., April 20, 1914.
No meeting. Shipping fair.
CHAS. J. DOLAN, Agent pro tem.
518 Yates St.

Vancouver, B. C., April 20, 1914.
No meeting. Shipping fair; prospects uncertain.
W. S. BURNS, Agent.
231 Hastings St., E. corner of Hastings and Main, P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, April 20, 1914.
No meeting. Shipping dull; prospects uncertain.
H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, April 20, 1914.
Shipping and prospects poor.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, April 20, 1914.
Shipping dull; prospects uncertain.
J. PEARSON, Agent.
P. O. Box 6. Tel. Main 557.

Portland Agency, April 20, 1914.
Shipping medium; prospects uncertain.
G. A. SVENSON, Agent.
P. O. Box 2100. 51 Union Ave. Tel. East 4912.

Eureka Agency, April 20, 1914.
No meeting. Shipping dull; prospects uncertain.
JOHN ANDERSON, Agent.
227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, April 20, 1914.
Shipping fair; prospects uncertain.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, April 13, 1914.
Shipping dull; prospects uncertain.
JACK EDWARDSON, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., April 23, 1914.
Regular weekly meeting was called to order at 7 p. m., Harry Frazer in the chair. Secretary reported shipping dull.
EUGENE STEIDLE, Secretary.
Phone Kearny 5955.

Seattle Agency, April 16, 1914.
No meeting. Shipping slow.
LEONARD NORKGAUER, Agent.
Phone Main 2233. P. O. Box 214. Grand Trunk Dock, Rooms 203-205.

San Pedro Agency, April 16, 1914.
No meeting. Shipping fair; prospects uncertain; few men ashore.
HARRY POTHOFF, Agent.
P. O. B. No. 54.

Portland Agency, April 20, 1914.
No meeting. Shipping fair; very few men ashore.
THOMAS BAKER, Agent.
27½ 2nd St., Bickle Bldg., Room No. 10. Phone Main 9731.

DIED.

Andreas Johnson, No. 982, a native of Norway, age 35, died at San Francisco, Cal., April 21, 1914.

Louis Schulz, No. 2066, a native of Germany, age 29, died in Alaska, April 12, 1914.

Tore Westburn, No. 658, a native of Norway, age 43, died at Fort Bragg, Cal., April 24, 1914.

Charles M. Nordgren, No. 994, a native of Sweden, age 31, died at Fort Stanton, N. M., April 21, 1914.

THE GENERAL EIGHT-HOUR LAW.

The workers in California will have the opportunity at the general election in November to vote themselves a general eight-hour law. The measure has been placed upon the ballot by the Initiative and has the endorsement of the California State Federation of Labor and the Socialist party of the State of California.

Following is a draft of the proposed law:

An Act

to amend the Penal Code by adding a new section thereto, to be numbered 393½, limiting the hours of labor of employes and providing a penalty for violations of the provisions of this act.

The people of the State of California do enact as follows:

Hours of Labor.

Any employer who shall require or permit, or who shall suffer or permit any overseer, superintendent, foreman, or other agent of such employer, to require or permit any person in his employ to work more than eight hours in one day, or more than forty-eight hours in one week, except in cases of extraordinary emergency caused by fire, flood, or danger to life or property, shall be guilty of a misdemeanor, and upon conviction thereof shall be fined not less than $50, nor more than $500, or imprisoned in the county jail not less than ten nor more than ninety days, or both so fined and imprisoned.

The arguments for the measure have been written by Thos. W. Williams, and read as follows:

The fight for a shorter workday began with the wage system. It is a vital part of the labor problem.

The workers of California should take advantage of this opportunity to crystallize into law what has already been accomplished by organized effort.

The progress of civilization is indicated in the capacity of the workers to sustain themselves with a minimum expenditure of energy. To organized labor, more than to any other one agency, are we indebted for the shorter workday.

An Eight-Hour Day means an increased demand for men. It relieves the unemployed pressure. Under a long-hour day some men work while others are idle. Enforced idleness is not leisure. Idleness will impoverish, degrade and dwarf. Leisure will enrich and elevate character. It will give the workers opportunity for study and organization. More idlers working, more workers thinking.

The Eight-Hour Day does not reduce wages. Men are not paid according to what they produce, but according to the law of supply and demand. As the competition for jobs becomes less fierce, wages correspondingly rise. Shorter hours means a reduction in profits and fortunes made from labor.

Labor has had but a meager share in the benefits of improved machinery. The introduction of labor-saving devices demands a corresponding reduction in the hours of labor.

The Eight-Hour Day conserves the health of the worker, and extends the working period of his life.

The passage of this bill will discourage the importation of cheap labor, and prevent the employing class from manipulating the labor market when it shall have become flooded by immigration through the Panama Canal. Employers of labor in this State are planning to abolish the eight-hour day. It rests with the voters to decide whether the standard of living in California shall be reduced to the level of Southern Europe.

The Eight-Hour-Day will not paralyze industry. Skilled labor and women are already operating on this basis. California's industries are still growing.

The farm laborer now bears the brunt of the extortions of railroads and middlemen by working long hours for low wages. This bill will place him on the same basis as other workers, and shift the burden where it rightly belongs.

The domestic servant will be relieved of unbroken daily drudgery.

Shorter hours of labor promote purer and better family life. Long hours exhaust the toiler, and unfit him for social pleasures. They divorce the parent from the child. An Eight-Hour Day will effectively diminish the vast number of criminals, paupers and idlers who consume the people's substance.

All the arguments against this measure resolve themselves into this one—it will encroach on the profits of the exploiters of labor. All the arguments in its favor converge finally into this one—for the great majority of the common people, it will bring more abundant life.

THE MEXICAN CONTROVERSY.

Following are the principal events in the Mexican controversy:

April 10—A detachment of sailors from the gunboat Dolphin were arrested by Mexicans at Tampico, marched through the streets after being taken from a launch which had gone to the Iturbide wharf to get gasoline. Admiral Mayo demanded and secured the release of his men and also demanded that the Mexicans salute the flag by 6 o'clock of the following day.

April 11—Huerta disavowed the insult to the American flag and promised to punish the offender who ordered the Americans arrested.

April 13—President Wilson backed up Admiral Mayo's demand for a salute to the American flag. Huerta backs and fills, declaring no insult was intended the American flag.

April 14—On account of Huerta's dilatory tactics, President Wilson orders the Atlantic fleet to Tampico to enforce the salute order of Admiral Mayo.

April 15—President Wilson declared the American fleet would seize the ports of Vera Cruz and Tampico if Huerta continued obdurate. Huerta replied the question is one for arbitration at The Hague, and submitted Wilson's peremptory order to a special executive session of the Mexican Congress.

April 16—Huerta announced Mexico will salue the American flag at Tampico, but demanded a return salute. To this the American Government consented.

April 17—Huerta demanded a simultaneous salute, gun for gun, and suggested that the salute by the United States should be looked upon as recognition of the Huerta Government. President Wilson responded with a curt order to salute without conditions.

April 18—Huerta continued to argue regarding recognition and for a simultaneous salute. President Wilson announced time for quibbling had passed and ordered Huerta to salute the American flag unconditionally by 6 o'clock Sunday night.

April 19—Huerta refused to salute and the President announced a joint session of Congress would be called Monday from which he would seek power to carry out his Mexican program.

April 20—Congress gave Wilson full power to enforce his demands.

April 21—U. S. forces land and take Tampico and Vera Cruz.

April 22—Rebel General Villa declared he would decline to be forced into war with the United States. The United States chose Brazil to look after its interests in Mexico. American and Mexican Charges both given their passports.

April 23—Three regiments of infantry at San Francisco and artillery at Fort Riley, Kas., were ordered for service along Mexican border. The embargo on shipment of arms into Mexico from United States was restored.

April 24—All American Consuls were instructed by Secretary of State Bryan to withdraw from Mexico. General Leonard Wood, first colonel of the Rough Riders, has been designated to command the army if there should be a Mexican invasion.

LABOR EXCHANGES.

Proposals for national legislation to wipe out chronically chaotic conditions in the country's labor market and thus strike a blow at the annually-recurring evils of unemployment have been made public by the United States Commission on Industrial Relations.

The proposed legislation, upon which criticism and suggestions are invited, would establish a National Labor Exchange in connection with the Department of Labor, with a central office in Washington, and branch offices in other cities, and with a clearing house for each of the several districts into which the country would be divided. The Bureau would have power to establish and conduct free public employment offices.

The National Bureau would have jurisdiction over all private employment offices doing an interstate business or accepting workmen for shipment to other States. State, municipal and private employment offices would be urged to co-operate with the National Bureau and to adopt uniform methods and regulations.

The Bureau's most important service would be to gather and distribute accurate information regarding the labor market in various localities. This information would be published in the form of bulletins, to be issued at frequent intervals and to be circulated in such a way that it would be available to every person in search of work and every employer seeking workmen.

One interesting feature of the plan is the proposal for the appointment of an advisory council for the national bureau and for each of the district clearing houses. It would be composed of an equal number of representatives of employers and of employes, and would assist the director in all matters pertaining to the management, would aid in determining policies, and would see that the Bureau was impartial in disputes between labor and capital, thus gaining for it the confidence of the whole public. The district advisory councils would be appointed by the Secretary of Labor.

The duties, powers and authority of the bureau would be to collect and furnish information regarding employers seeking employes and working people seeking employment; to license, supervise, regulate and inspect private employment offices operating among the States; to establish and conduct free public employment offices and

also clearing houses for both public and private offices; to improve the efficiency of public employment offices,—municipal, State and Federal; to make investigations of the work of local and State employment offices; and to make rules and regulations for the management of public employment offices and urge their adoption by local and State authorities.

Every employment office conducted by the Bureau would be required to send a daily report of business to the clearing house of the district in which it was situated. Every private employment agent would be required to make a weekly report to the district office. Every State and municipal employment office would be requested or induced to make daily reports. These clearing houses should be distinguished from the employment offices which the Bureau would establish wherever such offices were necessary.

Each district clearing house would compile and publish the information relating to its district. The central office in Washington would compile the information from the clearing houses and publish it in a labor market bulletin, covering the whole country, in the English language and other languages. The bulletin would contain besides information regarding labor market conditions, other information regarding the cost of living as compared with wages, tendencies of trades to expand or to decay, abnormalities in the supply of labor or demand for labor, and so forth.

The proposals include rules and regulations to be enacted into law prohibiting false representations, requiring notice of strikes, prohibiting fees before service is rendered, and otherwise safeguarding the patron of the employment office against exploitation.

Copies of the proposals have been sent to persons who will be summoned to testify before the Commission at the session.

While the proposals have not been put in the form of a bill, the plan has been worked out in great detail so that a measure for presentation to Congress could be easily drafted with the proposals as a basis. Before this is done, the Commission will hear criticisms and suggestions.

Five thousand dollars will be expended on the Sierra National Forest in Madera County this spring in the extermination of beetles, which are killing valuable timber. Nearly 3000 big pines, worth $12,000, are reported killed by insects on the areas involved in this project. It is explained that the beetles do their work by tunneling horizontally beneath the bark in the outer layer of living wood, which carries the food supply to the living portions of the tree. If the tree is completely girdled it dies; if only partly girdled its vitality is so weakened that it may fall a prey to other diseases. Control work consists in cutting the infested trees before the beetle emerges, peeling the bark and burning it.

Three of the most important tanneries of South Germany, recognizing the superior success that Americans have had in the manufacture of patent leather, have engaged in the last three years American managers and instructors for their patent leather departments, and the results obtained have proved the wisdom of this plan.

MEXICANIZED COLORADO.

When we speak of Huerta, we think of the butcher of human beings—peonage, slavery and all else that is loathsome to a human person, so probably it was necessary for us to get mixed up in this Mexican mess and face all the horrors of war. But the slaughter of our own workers and their women and children by the citizen soldiery at the behest of conscienceless barons of industry is worse than war, utterly damnable and inexcusable.

There is a war right here in America, obscured by the lights of an invasion of foreign soil. With the roar of battle and hurried preparation for God knows what comes the news from Colorado, that men, women and babes, our own citizens, are being slaughtered by militia sent out to wage war for Rockefeller, that Rockefeller's employes may be held in slavery. There's nothing of the pomp and glory of foreign war about this, there's no waving of the Stars and Stripes, there's no chance for talks of patriotism, there's no high purpose. There's no national honor to uphold. It's simply shameful murder in the name of dirty dollars. By war we may cleanse our flag of the stain of Huerta's insults, but the kind of war armed authority is waging in Colorado puts an everlasting blot on our boasted national honor. We may need fleets at Vera Cruz and Tampico and troops along the border that the insolent Huerta be punished, but while we are in the business of war, why not also wage war—relentless war—on the insolent Rockefeller and his minions in Colorado in behalf of the innocent working men, women and children, the prey of brutality and greed.

The rights of man are a by-word; the bones are not yet dust
Of those who broke the shackles and the shackles are not yet rust,
Till the masters are forging new ones, and coward lips are sealed,
While the code that cost a million lives is step by step repealed.

Along with the Mexican names that have been given to several of Colorado's counties, it seems that regular up-to-date Huerta Mexican methods have also been saddled on to the people of the State. For the coal barons of Colorado have now declared war on the striking miners, with Rockefeller as their general. So that monopoly may control the necessaries of human life and of human industry, and command State officials and State militia; and privately owned armored cars, loaded with machine guns and with trained assassins disguised as property guards and as strike-breakers, and monopoly owned or subsidized newspapers in the regions where most needed, and friends and supporters wherever tyrannous power is feared, or the almighty dollar is worshiped.

If this be "Freedom" I want to put in my bid right here and now for chattel slavery. The chattel slave before the Civil War was infinitely better off than is the wage slave of the Colorado and West Virginia coal fields to-day. And the more I think of the testimony given by Rockefeller and other barons of the coal industry, before the Congressional investigating committee recently, I marvel that the odor does not choke them. As for me, if I had a wish right now, I would reiterate the one made by the little girl who had been denied a part of a piece of pie that her brother had: "I hope they choke." JACK ROSEN.

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,

V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION

570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y.....55 Main Street
Telephone Seneca 936 R.

CLEVELAND, O.....1401 W. Ninth Street
Telephone Bell Main 1842.

MILWAUKEE, WIS.....133 Clinton Street
Telephone South 240.

ASHTABULA, O.....21 High Street
Telephone 552.

NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

DETROIT, MICH.....7 Woodbridge Street, East
Telephone 3724.

SUPERIOR, WIS.....1721 N. Third Street
Telephone, New, Broad 385.

BAY CITY, MICH.....108 Fifth Avenue
OGDENSBURG, N. Y.....70 Isabella Street
CONNEAUT, O.....922 Day Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue
PORT HURON, MICH.....517 Water Street
ERIE, PA.....107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

HEADQUARTERS.

71 Main Street, Buffalo, N. Y.
Telephone Seneca 48.

BRANCHES:

CLEVELAND, O.....1185 W. Eleventh Street
CHICAGO, ILL.....445 LaSalle Avenue
MILWAUKEE, WIS.....151 Reed Street
DETROIT, MICH.....27 Jefferson Ave., East
SUPERIOR, WIS.....1814 Fourth Street
OGDENSBURG, N. Y.....70 Isabella Street
BAY CITY, MICH.....108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.

HEADQUARTERS:

BUFFALO, N. Y., 55 Main St. Tel. Seneca 2295

BRANCHES:

CLEVELAND, O.....1401 W. Ninth Street
MILWAUKEE, WIS.....151 Reed Street
CHICAGO, ILL.....314 N. Clark Street
ASHTABULA, O.....74 Bridge Street
TOLEDO, O.....54 Main Street
DETROIT, MICH.....7 East Woodbridge Street
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Escanaba, Mich.
Grand Haven, Mich.
Green Bay, Mich.
Houghton, Mich.
Ludington, Mich.
Manistee, Mich.
Erie, Pa.
Menominee, Mich.
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Oswego, N. Y.
Port Huron, Mich.
Manitowoc, Wis.
Marquette, Mich.
Milwaukee, Wis.
Saginaw, Mich.
Sandusky, O.
Sault St. Marie, Mich.
Sheboygan, Wis.
Superior, Wis.
Toledo, O.

ONE MAN'S VIEWS.

Bernard Shaw has defined a philanthropist as a parasite on misery. The which is apropos of the threatened invasion of California by Nathan Straus. Mr. Straus is a specialist in philanthropy. His forte is pasteurized milk, his victims babies, his excuse tuberculosis. Incidentally he is accused of being a multi-millionaire.

Which provokes the query: Why are there so many tuberculous babies when medical science has clearly demonstrated that tuberculosis could easily be stamped out were we collectively so minded?

Well, reputable men have recently stated in the San Francisco press that 50 per cent. of the California dairy herds are infected with tuberculosis. Milk from tuberculous cows will transmit the disease to humans who drink it. Most present-day babies, including California babies, are bottle-fed.

Does anyone propose to kill the diseased animals in the California dairy herds? Bless you, no. To do so "would deal a blow to the dairy industry of the State from which it might never recover." Who so unpatriotic as to invite such an awful calamity when it is so easy and inexpensive—especially inexpensive—to pasteurize the milk of tubercular cows, and embalm the meat of slaughtered animals? Dead germs tell no tales on the Dairy Trust. They may not agree with your stomach. The association of ideas which contemplation of the subject brings in its train may affect you emetically. But these are negligible matters in which no sane trust can reasonably be expected to interest itself. Business is business. Millions for industry, not one cent for "mushy sentimentality." Better that ninety and nine babies take their chances on pasteurized filth than that the Dairy Trust should suffer the loss of even one tubercular cow.

"Civilized men are losing their power to think," says a college professor. They certainly are, professor. Civilized men are gradually but surely losing the power to think that ours is the last word in civilization. It's a sad discovery—for the tapeworms of civilized (?) society and their kept apologists. But there are compensations. For instance, the regular publishing houses of this country issued, last year, 977 books dealing with economics. That represents an increase of approximately 300 per cent. over the number of such books published in 1906. And it requires more than ordinary powers of concentration to work up an interest in the science of economics. "The dismal science" has positively no charms for the man who is incapable of sustained thinking. No, professor; it won't do to judge of the powers of people in general to think from what a lot of newspaper editors write.

An esteemed contemporary recalls that Thomas Fortune Ryan, the Wall street magnate, once made the following sworn statement to an investigating committee:

> Ninety-five per cent. of the stock of railroad corporations of this country never cost a dollar.

That is to say, ninety-five per cent. of American railroad stocks are just water. Now we understand why the railroad attorneys are roaring "Confiscation" every time someone proposes Government ownership of the roads. Any concern putting up a hundred per cent. front on a five per cent. outlay is naturally not overanxious to be found out.

There are seventeen million unmarried adults in America. What a thirsting field for some enterprising publisher to exploit by bringing into vogue again those charming old love-in-a-cottage idyls that turned a young man's fancy to thoughts of courtship as naturally as a hobble skirt turns him against it! Seventeen millions! A word to ye wise publisher—eke ye hobbled damsel—ought to be sufficient.

The Progressives are "going to beat the Socialists by beating 'em to it." Good! Nobody is likely to object to that kind of competition. So go to it, brethren. Lavish your blandishments on Mr. and Mrs. Voter until they get in a frame of mind where they'll feel like exclaiming: How happy could we be with either were the other dear party away!

The Norwegians are agitating with marked success for government monopoly of life and accident insurance. Everywhere the conception is gaining steady ground that governments are instituted to serve the people, not to rule them. The ideal government is that which governs least and gives the most service.

The workers are making a great ado about the three millions of their class who are continually unemployed. Pshaw! that's nothing. There are more than twice that number of unemployed among "our very best citizens," none of whom are doing anything more strenuous than spending money they never earned.

Alas, yes; there is nothing new under the sun—leastways, not yet. The "new freedom," from which so much was expected, turns out to be just a tame variant of the freedom we've always had, the freedom to go barefooted if we haven't got the dough to buy shoes.

Out of every dollar spent by the United States Government 65 cents goes for war preparations, war pensions, and other incidentals of war. Which, no doubt, is why we refer to ourselves as "a great Christian nation."

Why is it that Congress will cheerfully vote an appropriation to stamp out hog cholera, but will not appropriate one cent toward the eradication of tuberculosis among humans?

How labor troubles are "settled": Investigating committee; hearings; tardy report; irrelevant recommendations; report pigeon-holed; finis! Call the next case on the calendar.

Most any fool can create wealth. That's what fools were made for, seemingly. But it takes a monopolist or swindler to get wealth without creating it.

The cubist fad is said to be passing. Had to give way, I suppose, to the superior attractions found in the comic supplements of the Sunday newspapers.

EL TUERTO.

HUMAN LIVES SACRIFICED.

Reports from employers to the Industrial Accident Commission show that during the first three months of this year almost 10,000 workers have been injured or killed in the industries of this State. Approximately 9,000 of these have been disabled but temporarily, while over 300 have been permanently disabled. Permanent disability includes such things as the loss of eyes, arms, legs and other parts of the human body. The most astounding part of the sad story is that there were over 120 workers killed during that short period of time, and approximately one-half of these left one or more persons dependent upon them.

This is altogether too heavy a toll of life and limb for California to bear in connection with the operation of her industries. It was to remedy such a situation and to relieve society from the disastrous results of this killing and maiming of workers that the Workmen's Compensation Act was passed by the last Legislature. The most hopeful sign of the times, however, is that the Industrial Accident Commission states authoritatively that more than one-half of these accidents can be prevented by the installation of safety devices and by the education of employers and employees along the lines of safety in general.

Let us have "Safety First," and eliminate this terrible death toll of industry.

A SUBSTITUTE FOR FLOUR.

The use of the soya beans, properly so called, as human food among the Chinese is comparatively small, and is, as above indicated, more in the way of substitution. Whenever wheat flour from abroad or from north or central China itself rises in prices beyond the convenient reach of the average Chinese consumer, beans of various sorts, including the soya bean, are brought into use in the manufacture of a substitute. For such purposes the small green variety of soya beans are usually employed in South China, though apparently other varieties are also used in the north, and the small black variety is sometimes used in Canton. Considerable quantities of such flour are imported into Hongkong at times, but the Chinese of South China regard such flour as a substitution, however, and it is not popular.

Bean oil, of course, which constitutes on an average substantially 20 per cent. of the soya bean, is used for all purposes by the Chinese, both as food and as illuminant, and at times in paints. As a good it is used in substantially the same way, and with more or less interchanging with peanut oil, though the bean oil is less readily absorbed by articles cooked in it.

Soy, the Chinese sauce which is the basis for most modern table sauces, is manufactured extensively in Hongkong from the soya bean, the process simply being that of grinding the beans and mixing the meal with water and a Chinese yeast. The mixture is then allowed to stand for from three to four months, the resulting liquor being the sauce. The United States imports about $50,000 worth of soy annually from Hongkong in addition to quantities imported from Japan.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

tends to unfit them for the hard labor that we hear has been offered and refused. By the way, we who know how many laborers, accustomed to that kind of work and eager to accept such jobs are unable to find employment, realize that the accounts of work refused is grossly exaggerated.

To return to the factory workers, the very qualifications necessary to make these men fit for their regular work unfits them for such labor as is asserted has been offered. The soft, pliant hand, the nimble fingers necessary to the skilled worker in the factory, the undeveloped, flaccid muscles that are so often the accompaniment of these, naturally unfits these very necessary workers for rough work. Nor is it fair to therefore stigmatize such men as incompetent, unemployable. Their labor is as necessary, at least, to society, as the labor of the miner, the railroad man, or the builder.

And the fact that a few such may have been offered jobs at rough work and felt themselves unable to do such work cannot be used as a valid reason for burdening these, the victims, with the onus of being lazy or incompetent.

Such charges are false, vicious, and cruel, and above all do not change the present deplorable conditions.—Miner's Journal.

Long Workday Is Destructive.

As one of the arguments against the eight-hour movement of labor unions, a hostile magazine makes this point:

"Imagine Columbus limiting himself to eight hours, or suppose that George Washington had fought the British on an eight-hour-a-day schedule."

The magazine also shows that employers have grown rich only through long hours, and that the world's greatest thinkers and doers have worked regardless of hours. To all this we will agree.

But our opponents fail to catch this important difference:

Men will throw their life into a work that allows free play for brainpower, aspiration and hope, while these same men will shrink at the treadmill drudgery found in shop, mill and mine.

Surely, it is a dull-witted person who can't distinguish between the architect who works, regardless of hours, over a set of plans, and the monotonous grind found in a cotton mill, eight hours a day, and the same in a machine shop or building a sewer.

There is a vast difference between soul-deadening work and labor that allows free scope for man's ingenuity and initiative.

Men will work for hours at the labor they love. In the trade union movement there are found men who have wrecked their lives and shattered their nerves because of the long hours and the incessant combat waged, regardless of the eight-hour day, which they never think of any more than do men in other professions who want their minds to triumph. It is the lust of conquest—it is this force that makes progress possible.

In the shop men want eight hours to take part in this great intellectual battle. They resent being handcuffed to a machine ten or eleven hours a day. They abhor the drudgery and incessant toil always around the same narrow circle—the same movements which in time become mechanical, and which allow no place for sleeping forces, which, if developed, would allow man to rise to his full stature.

Man never objects to labor. It's a demand made by normal man. People go insane in penitentiaries if they are denied the right to work.

But the work that does not allow man's brain to expand is a curse. We are told "man was made in God's image and likeness." If that is the perfect man, how can he reach the standard of living by having his brain stultified by mechanical toil?

A shorter workday will solve this question.

It is idle to compare physical labor with intellectual effort.

Organization.

The badge of sanity is the ability to organize.

Organization is a modern policy. The organized man is a power, he moves shoulder to shoulder with his brother; the unorganized man is merely a part of a mob, with no chart or compass to guide him.

Organization is the spirit of progress and the spirit of progress is the greatest asset a business or individual can have.

We are living in an age of organization. Commercial and industrial enterprises, cities, men, are thriving upon it.

We are living in an age of organized interests. Men get together to discuss things, to better conditions. They are doing it in a spirit of progress.

Reciprocity, mutuality, co-operation, are combined in this spirit, and the greatest of these is co-operation.

The strength of unity is indisputable.

Co-operation is greater than competition and we should constantly bear in mind the great fundamental laws of the universe—the laws of interdependence. There is not a thing in the world which is not dependent upon some other favorable thing or condition. We all need each other and therefore should co-operate with each other. He who loses sight of this important law is bound to become worthless timber in the life of the world.—C. R. Trowbridge, in Business Philosophy.

Labor and Trusts.

Organizations of laborers exist because of human needs. They seek human welfare and betterment. They control only human labor power, one and inseparable from their very life.

Commercial and industrial associations are organized for profits. They seek industrial control, supremacy over competitors. They deal in material things—the products of labor.

Labor power is a part of human beings. It is throbbing, pulsating life.

Material things are for the service of human beings. They are external and appropriable.

To classify organizations of human laborers who possess only the power to labor with organizations which deal in the products of that labor and to place both kinds of organizations under the same regulation establishes conditions that can result only in injustice.

It is against the injustice of interpreting the Sherman anti-trust act to apply to organizations of workingmen organized not for profit that the workers have made their protest.—American Federationist.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to bodv or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

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Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

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Labor News.

Stationary Engineers' Union No. 16, of Boston, Mass., reports that because of recent wage increases and reductions of working hours its members have been benefited about $10,000 a year.

In modern warfare it costs about $15,000 to kill a man. In the Boer row this item came as high as $40,000. The Balkan mix-up with Turkey was conducted more reasonably—$10,000 burned up in making one man food for powder. Gorgas, in the Canal Zone, has been saving human life at the actual cost of $2.43 the individual. Sanitation in the isthmus under Gorgas has cost just 5 per cent. of the total Canal building expenditures.

The total number of immigrants admitted to this country during February was 46,873. Of this number 9,336 were classed as farm laborers and 7,661 as laborers. But 748 professed a knowledge of farming. The number of gardeners admitted was 67; servants, 5,020; tailors, 1,541; seamstresses, 582; shoemakers, 484; clerks and accountants, 1,028. The number of males having no occupation, together with women and children, totaled 12,437.

More than 18,000 postal clerks who work at night will have their hours of labor shortened, should a bill introduced by Representative Palmer, of Pennsylvania, be passed. The bill has the indorsement of the National Federation of Postoffice Clerks, affiliated to the A. F. of L. Secretary Flaherty, of the clerks, said: "Postoffice men will tell you that night work shortens life at least ten years. Day sleep is not recuperative, especially in the summer when the heat prevents proper rest. In some offices the shifts rotate—alternating between day and night. In other offices only the senior men ever get day work."

Recent conferences between the Great Lakes Dredge and Tug Owners' Protective Association and the various international unions of their employes have resulted in a three-years' agreement and the abandonment of the twelve-hour day for the eight-hour day with the same rates of pay. The conferences were marked by several strenuous sessions before this decision was reached. The interested unions are the Longshoremen, Steam Shovel and Dredgemen, Tugmen, Dredge Workers, Surface Rock and Drill Boat Workers and the Tug Firemen and Linesmen. On all work to which eight hours do not apply a substantial increase in the wage rate has been secured.

Nearly 1,000 garment workers in and around Pittsburgh will be benefited by the renewal of contracts between several employers and the United Garment Workers of America. Under the agreement the cutters have secured a reduction of four hours per week in their working time, which gives them the eight-hour day in their industry, with the same rate of pay they received under the longer workday. The tailor members have secured a reduction of three hours a week, which establishes the fifty-four-hour week for them, with no reduction in pay. The piecework members have secured wage increases. Garment workers' officials are conferring with other firms, and it is believed that additional companies will accept the new agreement.

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Andersen, Tony	Klebnikoff, I. W.
Anderson, Victor	Knudsen, Lorentz
Axelsen, Herman	Korsvik, John
Alquist, E.	Kristiansen, K. F. -573
Anderson, K. E. V.	Larsen, Herman
Anderson, T. H.	Larsen, B.
Andersen, A.	Larsen, Ludvig A.
Arbucle, Daniel	Litenberg, A.
Bjorkman, Chas.	Lufgren, Otto
Boysen, J. J.	Martinsen, Chr.
Bishop, Patrick	Martin, Joseph (Reg.)
Burholtp, F.	Mattsson, C. -1810
Backman, A. A.	Meltak, Mike
Blair, F.	Mikelut, E.
Christensen, H. -1366	McDougall, J. W.
Curran, N.	Miller, James
Dahlstrom, Arthur	Moller, Walter
Darker, Thos.	Mortensen, John B.
Duffy, John	Moen, Robert
Ecklin, L. W.	Nilson, Conrad
Engstrom, Chas.	Olsen, Trygue L.
Edvards, C.	Olsen, A. M. -944
Flynn, J.	Pedersen, Hedley
Fredriksen, H.	Petterson, V. -1447
Giertz, P. V.	Petterson, A. V.
Graae, P. C. (Reg.)	Reinink, H.
Graything, L. A.	Rodsten, S.
Grendal, Chas.	Stegeru, P.
Graae, P. C.	Swenson, L. G.
Hans, Wm.	Swarbley, J.
Hansen, Schroeder	Strand, L.
Hansen, John	Sheppard, Stewart
Hermanson, L. (Reg.)	Sheele, A.
Holst, L.	Silow, Oscar
Hubner, Herman	St. Clair, H.
Heyn, Hans	Stark, B. C.
Jacobsen, Holger	Sterndock, J.
Johansen, Alfred	Stahlbaum, E.
Johansen, Emil	Townsend, R. M. A.
Johnson, F.	Thompson, Alf.
Jansewitch, J.	Valentinsen, G.
Kristensen, J. R.	Williams, Chas.
Kvamme, N.	

INFORMATION WANTED.

Frank Melson, who went as fireman on the S. S. "Maye" from Philadelphia to New Orleans, in May, 1913, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. G. W. Paruin, 4309 Westminster avenue, W. Philadelphia, Pa.

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Andersen, Anders	Kalberg, Wm.
Berglind, Ed.	Leander, George
Bjorklund, Eric S.	Linea, W.
Bruse, D.	Line, Wiktor
Christensen, Albert	Loren, A. L.
Englund, Gust, E.	Lundberg, Thorsten
Grove, Albert	Nielsen, W. -1054
Hansen, Johannes	Ogilvie, Wm. A.
Haugan, Arthur	Olsen, Martin E.
Johansson, Charles	Paterson, John
Johnson, Oscar	Ridderstoff, Ernest
Johannsen, Christian	Reinhardt, Werner
	Swanson, August
Jorgensen, Peter A.	Thorsen, Axel L.
Kallas, Alex.	Wene, K. J.

INFORMATION WANTED.

Axel Peterson, F. Lundberg, J. Gustafson, M. Garcia, crew of the steamer Riverside, at the time she towed in the Oceana Vance, kindly call at the office of the Charles Nelson Co. for money due them.

Any one knowing the whereabouts of Wilhelm Brannemann, born at Dockenhuden, Germany, in 1882, please communicate with Hans Martens, No. 1892, Sailors' Union of the Pacific, San Francisco.

Jacob Rokus is inquired for by his brother, Henry John Rokus, and would like to communicate with him. The last I heard from him was in 1903 at New Orleans on British steamer "Michigan," where he was shipmate. He is 32 years old and was born near Rotterdam, Holland. Any information of his whereabouts will be very thankfully received by me at 55 Main street, Buffalo, N. Y.

Carl Julius Carlson, born in Sweden in 1877, is inquired for by his mother. There is about $2000 due him from his father's estate. Last heard of in September, 1902, on the Atlantic Coast. Previously sailed on the Clifford between St. Johns and New York. Address Fru Sophia Carlson, Klubbegard, Hallands Lan, Heberg, Sweden.

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Eriksen, Anton	Thorssen, Fredrick N.
Hansen, Harald	
Ismas, Richard	

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INFORMATION WANTED.

Albert Smith, a native of Cork, Ireland, who left the American ship John C. Meyer, on Feb. 20, 1911, is very anxiously inquired for by his wife. Please notify British Consul General at San Francisco.

W. A. Goodrich, who left the British ship Puritan at San Francisco, February 6, 1911, is inquired for by the British Consul-General at San Francisco

A. J. Nielson, who was injured on the "Minnie E. Kelton" at the time of her loss, please communicate with H. W. Hutton, 527 Pacific Building, San Francisco, Cal.

Any one knowing the whereabouts of Enoch Joseph Horsfold, 18 years old, native of New Zealand, please communicate with Coast Seamen's Journal.

Anybody knowing the whereabouts of Arne Johnsen please notify O. M. Johnsen, Mosby, Christiand S., Norway.

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INFORMATION WANTED.

W. Kahlberg, No. 688, and C. Monsen, No. 1964, are inquired for at the Standard Oil Company's office, at San Francisco.

Johannes Puun, born in Oesel, Arensburg, Russia, supposed to be sailing on the Pacific coast, is asked for by his mother. Anyone knowing his whereabouts please notify A. Lepp, Sailors' Union, San Francisco.

Richard Ryan, who left the British steamship Candida at San Francisco in July last, is inquired for by the British Consul-General.

Albert Christensen, native of Byrum Laso, last heard of in San Francisco in 1910, in inquired for by his brother. Address, H. C. Christensen, Scandinavian Sailors' Home, San Francisco.

Carl Janson, age 36, born in Wastervik, Sweden; last heard of in Seattle six years ago. Any one knowing his address please communicate with Erika Askenberg, 2280 86th street, Cleveland, Ohio.

Archie Smith, who was cook on the steamer "Hyades" in August, 1913, is urgently requested to communicate with Ambrose Gherini, 460 Montgomery St., San Francisco.

$10.00 reward will be paid by Johnson & Higgins, 244 California street, for information locating John Anderson and George T. Nelson, who were members of the crew of the steamship "Asuncion" in October, 1908.

When making purchases from our advertisers, always mention the Coast Seamen's Journal.

Home News.

United States customs receipts for the first nine months of the new tariff aggregate $225,500,000.

Fourth Assistant Postmaster-General Blakelee announces annual saving of $1,000,000 in rural mail service.

Plans are ready for the new State pier, at Boston, Mass., to cost $1,000,000, in addition to the $275,000 paid for the land taken.

Alabama "drys" are said to hold an overwhelming majority in both houses of the Legislature as the result of recent elections.

Secretary Bryan announced that the new treaty with Colombia gives free use of the Panama Canal to warships of that country.

The Senate Committee on Interoceanic Canals has agreed to limit hearings on the Sims tolls repeal bill to fifteen days, thus practically assuring a report by May 1.

The California property owned by Adolph Busch, the St. Louis brewer, who died in Europe last October, is valued at $1,175,090.62, according to an appraisers' report. The inheritance tax due is $37,905.15.

Suit has been entered to test the constitutionality of the Pennsylvania tax of 2½ per cent. on hard coal. Opponents of the tax quote the decision of the United States Supreme Court in the case of Maryland oysters, upon which a similar tax was held to be unconstitutional, as a precedent supporting their case.

Josephus Daniels, Secretary of the Navy, has indorsed the plan of Senator Weeks, of Massachusetts, for utilizing lightly armed cruisers and auxiliary ships of the Navy for a commercial and mail line between the United States and South America. Mr. Daniels announces he can place seventeen ships in the desired trade at a merely nominal cost.

In an attempt to take the life of Mayor John P. Mitchel of New York, Michael P. Mahoney, an apparently irresponsible, elderly man, who later said he was a blacksmith out of work, fired into a group of three men seated in the Mayor's automobile. The bullet entered the jaw of Corporation Counsel Frank L. Polk, who was sitting next to the Mayor. It was said that the wound would not prove fatal.

Siam has just joined the sisterhood of nations that will participate in the Panama-Pacific Exposition and Prince Rajani has been appointed as commissioner. This makes thirty-five nations that have already accepted the invitation of the President of the United States to participate in the world exposition. Thirty-eight States and territories of the American Union, up to date, have decided to participate.

The House Committee on the Judiciary has reported favorably upon the resolution to impeach Justice Daniel T. Wright, of the District Supreme Court. The effect of the committee's action is to recommend that the House appoint a committee to take testimony on the charges against the Justice by Wade H. Cooper, a banker, who made allegations of misconduct on the bench and in private life. The House will decide if the Justice shall be tried; should it so determine, the Senate would try him. Justice Wright became notorious when he sentenced Samuel Gompers, John Mitchell and Frank Morrison to jail for contempt of court.

Domestic and Naval.

The steamer "Minnesota" picked up the crew of the schooner "Sainte Anne," a French fishing vessel wrecked 400 miles east of the Grand Banks.

A cargo steamer of 9,000 tons d. w., named the "Westmark," built for the Hamburg-American Line, was launched on March 14 by the Weser yards, Bremen. Length 420 ft., breadth 55¾ ft.

A steamer of 7,000 tons gross register was launched at Flensburg March 17 for the Kosmos Line, Hamburg, and named the "Amasis." She is 459 ft. long and will have engines of 3,800 h.-p.

The White Star Line is reported to have ordered another leviathan passenger steamship for the service between Liverpool and New York. The new vessel is to displace 33,000 tons and is to be an improvement on the "Adriatic" type.

The Russian Government has placed orders in England for the construction of three large oil tank steamers. One will be built by Sir James Laing and Sons, Sunderland, and two by Messrs. Swan, Hunter and Wigham Richardson, Newcastle.

In the British ships owned by the companies affiliated with the Standard Oil Company the pay of Third Officers is now £10 10s. per month, Second Officers £13, Chief Officers £18, Masters £27 10s., rising to £37 10s. after five years.

The navigation of the port of Havre in 1913 surpassed all previous records. The total number of vessels entering and clearing was 12,737, with an aggregate tonnage of 10,827,769, as compared with 12,478 vessels of 10,160,760 tons in 1912.

Seven men and one woman perished in the wreck of the three-masted schooner "Charles K. Buckley," in the breakers off Long Branch, N. J., on April 17. They were Captain B. H. Hardy, from Belle Island, the home of many Yankee skippers; his wife, his brother, who was the mate; the vessel's cook and four seamen. The only survivor, who was hauled ashore by a line fired across the wreck by the lifesavers, is Emil Martinson.

For the Panama Canal service of the Hamburg-American line a steamer of 20,000 tons gross named the "William O'Swald" was launched at Bremen March 30. Length 616 6-8 feet, breadth 72 feet, depth 52½ feet. She will have two sets of quadruple-expansion engines developing 4,500 horsepower and a low-pressure turbine of 6,000 horsepower, which combination machinery is expected to give a speed of between 17 and 18 knots at sea. There will be fourteen boilers in two stokeholds. The passenger accommodation will include 500 cabin, 150 third-class and 900 steerage. The crew will number 450.

Captain Osmyn Berry of the Merchants and Miners' packet, the "Nantucket," which rammed and sank the Old Dominion liner "Monroe" with a loss of forty-one lives off the Virginia Capes in January, has been held guilty of negligence and his license has been revoked. A board of steamship inspectors at Philadelphia divided the responsibility for the disaster between Captain Berry and Captain Johnson of the 'Monroe." On appeal to Captain Seeley, the inspector commanding, Captain Berry has been held guilty alone. Captain Seeley's decision holds that Captain Berry might have avoided the collision.

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Wills, Geo.
Wineberg, Chas.
Winter, H. W.
Winther, H. H.
Wirta, John
Webber, John S.
Wold, Olaf.
Zunderer, Theodor

PACKAGES.

Apply to Secretary of Sailors' Union of the Pacific.

Anderson, A.
Anderson, Axel
Athanasele, Michel
Beling, Oscar
Blixham, S.
Carter, H.
Christoffersen, Olaf
Ellefsen, Otto
Finnelly, Wm.
Guldbrandsen, Jack
Hanmers, Alex
Hansen, Jeremias N.
Hansen, Karl
Hansen, Marius
Haugen, Lars
Hendriksen, H. -1333
Hernas, K.
Iversen, Reidar
Johansen, Axel
Johansen, Emil
Johansen, J. -2021
Johnsen, Ray W.
Jorgensen, Oluv
Klette, E. F.
Laas, J.
Laydon, D.
Lindroth, Erik
Maatson, Olof
Markley, Paul
Mortensen, -2191
Nelson, Hasmund
Nilsen, Emil
Olsen, -1244
Olsen, Carl -1101
Petersen, -1598
Petersen, Olav
Peterson, 1558
Raasch, O.
Rarly, Frans.
Rasmussen, Emil
Rathke, Reinhold
Rimmer, Chas.
Roslin, Robert
Schroder, Aug.
Summers, J. J.
Swanson, Martin
Thorsen, Jens
Van Pratwijk, Johannes
Wakely, R. E.
Walters, Albert B.
Willmann, Wilheim
Wurthman, W. L.

INFORMATION WANTED.

William Fayette White, whose mother died recently, is inquired for by his brother. Anyone knowing his whereabouts please address S. A. White, 106 W. Salem Ave., Roanoke, Va.

Arthur Griffith, alias Simmons, a British subject age 28 years; 5 feet 6 inches in height, fair complexion, stout build, blue eyes, top false teeth, clean shaven, who is believed to sail on a coasting vessel between San Francisco and Portland, is inquired for by H. B. M. Consul-General. Anyone knowing his whereabouts please notify the British Consulate-General, San Francisco.

George Albert Vaughan, age 47, of Handsworth, Birmingham, England. Was in New York City in 1902; worked as steward on New York and South American boats. Important. Address, Rev. R. C. Cookson, 96 Monroe street, Brooklyn, N. Y.

Any one knowing the whereabouts of John Burke No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

Fritjof Ellingsen, age 32, a native of Drammen, Norway, he was short, heavy set, dark hair, parted in the center, and good looking. Anybody knowing his whereabouts please notify Ed Knach, 171 Clipper street, city.

Andrew John Anderson, who left Aberdeen, Wash., on lumber barge Washtura for San Francisco, is inquired for. Any one knowing his present whereabouts please notify Mrs. Anna Anderson, Aberdeen.

John Rebbetad, who was in the steamer A. F. Lucas in November, 1911, is inquired for by his brother. Address, Coast Seamen's Journal.

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Alango, John	Nachtigall, H.
Hermansen, L.	Rosbeck, Gustaf
Johansen, John	Varner, C.
Johnson, Ole	Wilson, Gus
Moore, George	



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INFORMATION WANTED.

Nils Johnson, who was wrecked in the American bark "Oasis," Sept. 2, 1887, is inquired for by W. F. Hohenschild, Berkeley, Cal.

Samuel Dickson, a seaman, aged about 40 years, son of Moffett Dickson, deceased, of Belfast, Ireland, or any person knowing his whereabouts, is requested to communicate at once with the undersigned in connection with a legacy. A. R. Smith, U. S. Shipping Commissioner, Philadelphia, Pa.

Heinrich Schel, born in Zingst, near Barth, Germany, is requested to communicate with Mr. A. Praast, 93 Diepe Straat, Antwerp, Belgium.

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Erickson, E. A.	Peterson, Karl
Isralson, Isak	Partanan, Alex
Larson, Claus Ludwig	Richards, James
	Snorsvold, Lars

Seattle, Wash.

Abolin, Adam	Osterlund, Albert
Borgen, K. Sigurdsen	Olsson, Sigfrid
	Peterson, Andrew K
Dahl, Ben.	Phister, Albert
Fister, Johannes	Polhome, Mr.
Finnigan, I. H.	Ridderstaff, Ernest
Hagen, Gunder	Rye, F. M. J.
Jensen, Gustav	Selback, Chris.
Johansen, Ingvald	Slinning, Rasmus O
Johnson, Axel	Spellman, Tom.
Nelson, Nels Wilhelm	Starks, John
	Stein, George G.
Larsen, Fred	Stixrud, Jack
Magnuson, P. A.	Stromsness Oscar

INFORMATION WANTED.

Alfred Kupfer, born February 9, 1890, at Coburg, Germany, is inquired for by the German Consulate, 201 Sansome street, San Francisco, Cal.

When making purchases from our advertisers, always mention the Coast Seamen's Journal.

News from Abroad.

Servia has completed plans for a railway to the Adriatic.

Belgium has just enacted a special law to protect the Waterloo battlefield.

Both the Italian Government and the railroad men are said to be preparing for the strike which is expected.

A Presidential concession has been granted for the building of a drydock in Havana Bay for vessels up to 20,000 tons displacement, the work to commence within six months and to be terminated in three years.

Johan Castberg, Minister of Social and Industrial Affairs in the Norwegian Cabinet, headed by Premier Knudsen, has resigned his portfolio owing to disagreement with his colleagues on social questions.

The area under cotton in the French island of New Caledonia in the Pacific Ocean is steadily being extended. Exports in bales of 500 pounds each were 2 in 1908, 48 in 1910, 180 in 1911, and 800 bales in 1912.

According to reports from Constantinople, the Turkish Ministry of Marine is about to make further efforts to promote the Ottoman mercantile marine. A Turkish company is to be formed for the purpose of running a service from Constantinople to the Aegean and Adriatic Seas, and special facilities will be given to foreign shipping companies for providing a similar service.

The German steamer "Komagata" sailed from Shanghai for Vancouver on April 14 with more than 400 Hindoos aboard. A new invasion of British Columbia by Hindoos is afoot and this party is the advance guard. Of the 400 half are coming from Shanghai, the others from Hongkong and Nagasaki. The steamer has been chartered by a rich East Indian, Curdit Singh, and the plan is to test what the Canadian authorities mean to do under the recent Canadian judicial decision that Canada is not justified in excluding Hindoos.

The new agreement entered into by the Austrian Government with the Austro-American and German shipping companies prohibits the emigration of Austrian male subjects between certain ages, in order to prevent them from evading military service. The Government at first demanded that the German lines refuse to carry male Austrians between the ages of seventeen and thirty-six years under any conditions, but the lines resisted and finally consented to exclude all between seventeen and twenty-five years.

It was officially announced at London that the Ford Motor Company had decided to extend its profit-sharing scheme to its employes in Manchester and London. Two hundred and fifty thousand dollars has been set aside for the benefit of these employes for the current year. The working hours will be reduced from 50 to 48 per week in the works and offices at Old Trafford and in the showrooms in London. The earnings of all male employes 22 years of age and over will be 15 pence (30 cents) an hour, provided their mode of life is deemed satisfactory. The official notice issued to workers says: "As and when employes are passed as eligible, payment of participation in profits will be added to their wages and paid weekly."

With the Wits.

Schuyler—What constitutes "the three R's" in the education of a debutante?

Van Puyster—Well, I should say raiment, ragtime and repartee.—Life.

Sure Sign.—"Your teeth are in pretty bad condition," said the dentist.

"They must be," sighed the patient. "You look so happy."—Judge.

"I see you keep a cow."

"Yep."

"Got a separator?"

"Yep."

"What make?"

"I'm it. I separate the cow from her milk twice a day."—Exchange.

On the train out Medford way, Subbubs got into conversation with a stranger who remarked: "I see you are putting up a good many new buildings."

"Yes," answered Subbubs; "new buildings are the only kind we put up."—Boston Transcript.

It was pay day at the Consolidated Coal and Lumber Works, and a mine worker was returning home with his monthly envelope. He met a bad man with a pistol, who demanded his wages. The worker handed the money over.

"Now," said he, "my wife will think that I've gambled or drank; won't you shoot a hole in my coat, so that I can prove that I was attacked and robbed?"

"Why, certainly so," answered the robber.

The worker held out his coat tail while the other punctured it with a bullet.

"Another," begged the worker, and the other fired again.

"Another," and there was another hole in the garment, another and still another.

"That's all the cartridges I've got," said the robber.

"All the cartridges you've got?" said the worker, picking up a rock. "Then give back that money; hand over your pistol and whatever else you happen to have."—National Monthly.

Children's Accounts

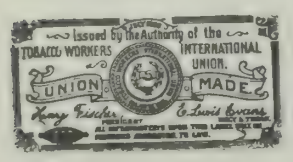
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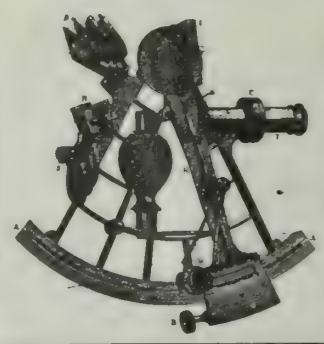
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COAST SEAMEN'S JOURNAL

FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XXVII, No. 34. SAN FRANCISCO, WEDNESDAY, MAY 6, 1914. Whole No. 2276.

CAPTAIN WESTCOTT PROTESTS.

"Certified Lifeboat Man" Shown to Be Poor Substitute for Real Sailor.

Captain William A. Westcott of San Francisco was among those who appeared before the Senate Committee on Foreign Relations on April 1, to discuss the pending treaty drafted by the recent International Conference on Safety of Life at Sea.

The protest of Captain Westcott against parts of the proposed treaty is a timely contribution to the "safety at sea" problem. It shows that practical men, men who have been trained on the sea, are not prepared to accept the rules and regulations which were written into the London treaty at the behest of British and German shipping interests.

The remarks of Captain Westcott follow:

Mr. Westcott. Mr. Chairman and gentlemen, I only desire to speak about article 47 of the regulations, in reference to certified lifeboat men.

I have refrained from taking any part in the controversy in reference to the International Conference on Safety of Life at Sea, and I would still refrain from doing so, but being a licensed man myself and representing 1500 ocean licensed masters and mates, I consider it my duty as such and in the interests of the traveling public in reference to safety of life at sea, to protest against the adoption of that part of the proposed treaty which deals with certificated boatmen.

A man who learned to row a boat on the Potomac River, and hoisting and lowering the same, could be issued a certificate as a lifeboat hand on an ocean vessel. That is what I desire to call this committee's attention to. That is the only reason that I am appearing before the committee.

I desire to call the committee's attention to the fact that article 47 of the regulations provides that an applicant for a certificate as a lifeboat man must prove that he has been trained in all the operations connected with launching lifeboats and the use of oars; that he is acquainted with the practical handling of the boats themselves.

Mr. Chairman, my interpretation of article 47 of the regulations would permit the issuing of certificates to men as lifeboat hands who have never seen a day's sea service in their lives. If such is the case and the proposed treaty is adopted by the Senate, it will be the means of forcing the masters and mates of ocean vessels to intrust the lives of innocent women and children in case of accidents to such men as I have just mentioned.

Mr. Chairman, I believe in boats for all on ocean vessels and two practical seamen for each boat, with valid certificates, said certificates to state that such seamen are skilled in the handling of lifeboats at sea, and that all of the crew of every steam vessel, freight or passenger, should be drilled in the handling of lifeboats, for they may be ever so skilful, no two men can with any certainty of safety get a lifeboat clear of the ship's side in an average sea, crowded to its capacity with passengers. Leave aside the question of a heavy sea, although that, too, must be considered. Take simply the average condition at sea. The lifeboat must be lowered with its full load of hysterical men, women, and children, down the side of a ship that is never steady, into more or less of a seaway, then, crowded to capacity as she is, she must be instantly maneuvered away from the ship's side. To take coal passers from the bunkers or waiters from the cabins, and attempt to teach them how to handle a lifeboat by simply having them lower a practically empty boat down the side of a perfectly steady ship, into the still waters of a harbor, is like trying to make something out of nothing. It cannot be done. The so-called "drill" is as nothing compared with the use of the boats in actual service, in case of accidents.

Mr. Chairman, the masters and mates of ocean vessels, if the proposed treaty is adopted, will be compelled to assume responsibilities for which they have had no voice in creating, and in case of disasters like the "Titanic," "Volturno," "Monroe," and many others the same old question will be put forth: What were the master and mates doing?

If the proposed treaty is adopted the question can be very easily answered by saying that they could do nothing, on account of having inefficient boat crews and men that could not carry out the orders given.

I want to state to the committee in all sincerity that if the proposed treaty is adopted that I for one would not accept a position as a master or mate on an ocean vessel carrying passengers for treble the present compensation, for no licensed man can do justice to himself and the innocent women and children that have intrusted thier lives to his care, unless he has an efficient crew to assist him, and the proposed treaty does not provide that.

Senator Lodge. Could you not describe in a few words how a boat is loaded? Suppose it is loaded with 50 people who get in after the davits have been swung out?

Mr. Westcott. After the davits have been swung out it is customary, Senator, to lower—if you have time—to lower the boat down to the passenger deck and place your passengers in the boat, then lower the boat. If you cannot do that, you will take and put the people, women and children, if the vessel is rolling, into the boat on the upper deck.

Senator Lodge. The davits have been swung out and the people are in the boat?

Mr. Westcott. In the boat.

Senator Lodge. Do you propose to have two able seamen in the boat with the passengers?

Mr. Westcott. I propose to have practical seamen in the boat.

Senator Lodge. How do they lower that boat?

Mr. Westcott. There must be two men, Senator, that understand how to lower the boat, as well as the two men in the boat.

Senator Lodge. One at each end?

Mr. Westcott. One at each end.

Senator Lodge. Ahold of the rope which runs through the tackle?

Mr. Westcott. Yes; if it is the old-style davits. Some of them have brakes. Some of them the fall is on a cylinder and they also have brakes; they have various appliances in regard to the lowering of lifeboats.

Senator Lodge. Below in the lifeboats?

Mr. Westcott. Yes, sir.

Senator Lodge. Not on the deck of the vessel?

Mr. Westcott. They are on the deck of the vessel.

Senator Lodge. They are not in with the passengers?

Mr. Westcott. No, sir. Not in the boat with the passengers; the two men on deck lower the boat.

Senator Lodge. And the men in with the passengers are the men that handle the oars?

Mr. Westcott. They are the men in the boat.

Senator Lodge. Then after they lower this boat they can go on and lower another boat?

Mr. Westcott. They can go on and lower another boat.

Senator Lodge. It does not take two men with each boat?

Mr. Westcott. No, sir.

Senator Williams. If they had time?

Mr. Westcott. If they had time. That is why I stated they all should be trained; that there should be two practical seamen for each boat and the balance of the crew should be thoroughly trained so as to assist these men.

Senator Hitchcock. Your position is that the number of men should be such as to enable the lowering of all lifeboats at the same time?

Mr. Westcott. Absolutely, Senator; absolutely, because a great many times three or four minutes is very precious.

Senator Hitchcock. That is what I did not understand—whether the men went down with the passengers or whether they remained on deck and could do some other work.

Mr. Westcott. The boat crew, of course, they go in the boat.

Senator Hitchcock. Do the two able seamen remain on deck?

Mr. Westcott. No; the two able seamen are in the boat.

Senator Swanson. They lower it and go with the boat?

Mr. Westcott. They go with the boat. There should be other men in the boat to assist to try to keep the boat off the ship's sides.

Senator Hitchcock. After they have lowered the boat from the deck they go down themselves?

Mr. Westcott. No, sir; they are in the boat after that.

Senator Lodge. Two on the deck and two on the boat?

Senator Hitchcock. I understand you to say that the two who lower the boat are on the deck of the vessel?

Mr. Westcott. They are.

Senator Hitchcock. And they remain on the deck?

Mr. Westcott. They remain on the deck. Probably after the boats get in the water, if it was very serious and all the boats were out, they probably would slide down the fall, and if they could not get in the boats any other way

(Continued on Page 8.)

PRAISE FOR SEAMEN'S BILL.

Harbor Department,
Seattle, Wash., March 2, 1914.

Hon. Joshua W. Alexander,
Chairman of Committee on Merchant Marine and Fisheries, Washington, D. C.:

Dear Sir:—Relative to the merits of Senate bill 136, which is now under consideration by your honorable committee, I desire to say, and to point out clearly if I may, the three features that the opponents of the bill object to seriously, because it means restrictions and regulations, and this is just what they do not want.

Section 12 provides:

First: That 75 per cent. of the crew in each department must be able to understand any order given by the officers of said vessel, and that the certain per cent. of the deck crew shall be of a rating not less than able seaman.

Second. And that there shall be not less than two men to each lifeboat, of the rating of able seaman or higher.

Third. And that no person shall be rated as able seaman unless he is 19 years of age and upward and has had three years' service on deck at sea or on the Great Lakes.

Now, as an experienced sailor, having served in the old school of seamanship, having served 10 years in the North and South Atlantic trades, 5 years of which was in the Cape of Good Hope trade, and have been in service on the Pacific coast for the last 37 years, doing some coast work from California to Cooks Inlet in southwestern Alaska, but principally in the local transportation lines on Puget Sound.

I have held a master and pilot's certificate or license for steam vessels since 1882, my present license being the eighteenth issue, and my only purpose in writing this letter is that you may get the view of a man that has served for years in the forecastle, and successfully, for as a seaman I have never received a blow from an officer, and I have seen seamen abused shamefully on some of the ships that I have served on.

I have served as master of steam vessels of all classes on these waters, and I have been fairly successful, for I have never been in collision with other vessels, never lost a life, either of passenger or crew, of any vessel under my control, have never had any official action of mine investigated by the local board of inspectors or elsewhere, nor have had any damage to a vessel under my command to exceed the sum of $100, and so I may say that I have been fairly successful, and that I ought at all events to have a fair knowledge of what may be regarded as the prime necessities on shipboard.

I regret very much that many of the statements made by the opponents of the bill are of an exaggerative character—may I say, with intent to deceive and mislead the listener or reader of such statements—and often when the truth is stated it is only half told. I refer here particularly to a criticism of the bill made in an article published in the New York Sunday Times of January 25, 1914, from the pen of Edward Marshall, in which was embodied the views of one Paul Gottheil. As was stated there, he is a member of the well-known shipping firm of Funch, Edye & Co. and a member—or I should say chairman—of the special committee representing ocean steamship lines engaged in the foreign trade, and I think that he has well represented the selfish interests in his criticism of this bill; but he can deceive no one except those who have not read the provisions in said bill.

Permit me to review these three features that I have mentioned herein.

First. The percentage of crew that shall understand any order given by the officers. This provision I consider a wise one. It is said that it is a blow intended at the vessels of the American merchant marine who employ Asiatics in all the different departments. Granted. An Asiatic seaman employed on American ships in the Oriental trade receives the munificent wage of $8 per month. Can it be possible that these employers expect to bring the American seamen to the level of these Asiatics, or that we should be compelled to compete with them on our own ships?

I consider this provision of the bill wise (outside of its economic phase). As a degree of safety to life and property, it is necessary to have a crew that can understand an order of the ship's officers, otherwise pandemonium would reign in case of a disaster at sea.

Second. That there shall be not less than two men to each lifeboat of the rating of able seaman or higher. If this number is deemed excessive for each lifeboat carried, then it would be better to leave the boats on the wharf before proceeding to sea, for it would be useless to provide lifesaving appliances without having men on board to care for and handle the same. I regard this provision as absolutely necessary.

Third. Comes the qualification of the able seaman. Three years at sea is not too long for any man to serve to become an "able seaman"; indeed, he is an apt pupil who can acquire the desired knowledge within that time. In my early years of going to sea very few men with three years' service to their credit would be accepted as able seamen, for, as a general thing, they were required to serve four years, and that is the term that I myself served before I was accepted as an able seaman.

We have talked a great deal of measures for the upbuilding of the American merchant marine. I know of nothing that will add zest to the shipping interest and create a desire in the mind of the growing American boy to embrace this profession than to pass this bill with these good, wise provisions that are here outlined. Make the conditions of the sailor better and there will be more incentive for the young men of this country to take to the sea and in time become one of the strongest bulwarks of our Nation.

If I may admit, in closing, that the undersigned drew up the amendment to this bill, which I understand the committee has now before it for consideration, i. e., inserting after the word "harbors," in the fourth line on page 16, "and all vessels carrying passengers, exclusively engaged in navigating the inland waters of the Atlantic and Pacific coast of the United States, as now defined by lines of demarcation from the high seas."

In offering this amendment, I realized that these boundary lines, or lines of demarcation, were rather widely drawn, but, as the bill exempted rivers and harbors, and that the courts would have to pass upon the question in the different localities, and that Puget Sound, with its bold shores, lacking in anchorage facilities in the major portion of its limits, I deemed this amendment wise, and I still think so, on account of its general scope.

I realize that the position of a representative of the people in a legislative assembly at times is very trying, and in deliberating upon the merits or demerits of a measure it is not always an easy matter to get at the truth, and my only desire in writing this letter to you is, if I may, to give you (as before stated) the views of a man who has seen a few years of real service in the forecastle as well as the cabin.

If these few remarks will assist you in any way in arriving at a just decision as regards the merits of this bill I shall feel amply repaid.

Trusting that you and your committee can conscientiously make a favorable report to the House, I am,

Yours very truly,
D. Thomas Davies.

SWEDISH LOBSTER FISHERY.

Year after year the lobster fishery on the Swedish coast has dwindled in importance, and now it is feared that the industry is in danger of being destroyed entirely unless some decided effort is made to protect it. Government regulations looking to the preservation of the lobster are already in force, but the Swedish Fish Dealers' Association declares that these regulations are ineffective and should be amended.

It is pointed out that the laws are not being enforced, and that owing to differences in the dates for opening and closing the fishing season in the several districts there is uncertainty and confusion, making it almost impossible to establish effectively the proof of the sale of illegally caught lobsters. It is also asserted that the inspection of the lobster fishery is insufficient.

The Fish Dealers' Association intimates that, if necessary, its members would be willing to cease dealing in lobsters for a certain period in order to allow restocking the local fishing grounds. However, it is thought that if taking lobsters is prohibited between June 15 and October 1, and the prohibition is effectively enforced, the supply of these shellfish would immediately increase. The association also recommends that no lobster less than 23 centimeters (9.05 inches) should be allowed on shore or offered for sale.

The fisheries intendant for the west coast is recommending that the fine for illegal lobster fishing be increased to 5 crowns ($1.34) for each lobster taken.

Lobster culture, in a limited way, has recently been started, and during the summer of 1913 experiments were carried on at Hafstenssund, where four large basins were prepared for reception of lobster fry. As a result of these experiments, more than 7000 young lobsters, after reaching the cartilaginous stage, were deposited in the bays along the coast.

Coal mining at Pittston, Pa., has so undermined the town in places that recently a locomotive broke through a street and dropped 15 feet into the workings of a mining property.

The German raw iron output for 1913 is announced as 19,291,920 tons, an increase of 1,423,011 tons over 1912.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

"Man" Transcends Greed.

Wherever there is failure, unrest, suffering, bloodshed, in civilization the world over, that condition is due to one basic wrong, the failure of individuals to understand and to secure for themselves rights necessary to self-realization. From the beginning men groped vaguely for human rights. From bitter experience with wrong and injustice men have caught glimpses of things that might be. That ideal enabled them to formulate larger, better concepts of human rights. New concepts became the basis for new demands for humanity. This is the story of human progress—concepts born out of sorrow and suffering inspire greater purposes and lead to more glorious achievements of men for men.

That which has ever constituted the greatest barrier to the attainment of human rights has been property rights. It is a tragic commentary on present-day civilization that property rights which were established to serve men are used to enslave men. Property rights are means to ends —the material welfare of men that their minds, souls, and lives may be freer, better, more satisfying.

Property rights give men power. Men struggle for them. Greed has made men ruthless of everything that hinders the acquisition of property rights. Our civilization takes great pride in its material progress and business development. But business has used human rights as stepping stones to property rights. Business has made things of greater consequence than men.

Those who do the world's labor have been those who have borne the heaviest burdens of the injustice of business greed. They have struggled up from the depths of slavery. Freedom gave them rights as human beings. The maintenance of freedom depends upon the preservation of human rights and the development of more complete concepts.

The organization of business upon a big scale under centralized control has been the distinguishing characteristic of industry during the past twenty-five years. The increased power in the hands of big business employers was a menace to the freedom, the independence, the personal rights of the working people. As individuals they were unable to cope with the overwhelming power of employers. To preserve their individuality as human beings, to escape the fate of becoming mere working animals, the men and women of toil united into organizations. Their united strength enabled them to assert rights which were impossible to isolated workers.

Wherever organizations of workers are found there are found better citizens, better men and women. The organizations of labor are the means by which the toilers establish human rights—rights necessary for body and mind to reach greatest perfection.

Yet there are business men, grinding, pinch-penny employers who see everywhere naught but property rights translated into dollar marks. To them the worth of a man is what he has accumulated estimated in dollars, or what he can produce, estimated at the lowest possible wage valuation. To them property rights is the goal toward which all creation moves.

In order to establish more securely these property rights the men of dollars have tried to destroy the associations of working people. They have even tried to take from them the right to organize. They have perverted a law enacted to curb and control organizations of dollars in order to force them to serve the interests of men better, and have misused it to impede the operations or organizations of workers, yea, even to menace the very existence of such organizations.

Organized men now demand that that law, the Sherman Anti-Trust law, shall be changed to subordinate property rights to human rights.

Welfare Work.

The efforts of employers of labor to install welfare work in their plants and shops are worthy of a better cause. Real welfare work consists of the workers' chance to build himself a home, to have wife and children, to have leisure to make home life worth while, to have money enough to educate his children and keep himself in self-respecting attitude to his neighbors. Welfare work should not consist in efforts to prevent increases of wages, intimidating men against joining unions, in trying to induce men to believe that the employer is a philanthropist.

Employers of labor have been busy working out schemes to control men who were on the payroll, men who wanted to feel that they were free American citizens. These employers have tried to induce workers to remain free of union "dominance" while they felt the yoke of "philanthropy" under the name of welfare work. The condition in some plants is almost intolerable and men break away at times and join the organization of their crafts for the purpose of enforcing their rights as citizens and as producers.

Welfare work was conceived by men who wanted to stultify their workers and hold themselves up as doers of great things for the men who toil. As a matter of fact, the scheme injures men, for it gives them a wrong idea of justice and has a tendency to make them feel indebted to the boss who spends "his" good money to supply clubhouses and gymnasiums for the use of the men who have earned the money used to buy the building and fixtures.

Welfare work is a joke, a cruel joke, in many cases. While it costs money the workers have always paid all that had to be paid, and then some. This is done directly, usually, and when the wage account is balanced at the end of five years it is discovered that the workers have paid many times over the cost of the privileges and benefits enjoyed under the scheme of welfare work. It is always true, and will

(Continued on Page 11.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeland Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts Maritimes de France, 33 rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S, Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

According to the Reichs-Arbeitsblatt (the journal of the German Labor Department), employment in Germany improved, as usual in February, in certain seasonal trades; but in the majority of the larger industries no substantial change was reported in conditions, which for the most part remained unfavorable.

Returns relating to unemployment in January were received by the Dutch Government Statistical Office from trade unions and municipal unemployment funds with a total membership of 71,797. The percentage of members out of work during the month was 11.0, as compared with 9.1 in the previous month, and 8.0 in January, 1913.

Reduced or nominated passages are still granted by the Government of New Zealand to approved farmers, farm laborers, shepherds, their wives and families, and female domestic servants, for all of whom there is a good demand. The supply of mechanics is said to be sufficient, and there is no demand for more unskilled laborers.

Sixty-three labor disputes were reported to the French Labor Department as having begun in January, as compared with 55 in the previous month and 65 in January, 1913. In 57 of the new disputes 10,798 workpeople took part, as compared with 8,037 who took part in 49 disputes begun in the previous month, and 4,684 who took part in 61 disputes begun in January, 1913.

The English Agricultural Laborers' Federation, which reached its first 10,000 in the previous year, is beginning to give the agrarians something to think about. It was therefore decided not to employ organized laborers in certain districts. Consequently numerous laborers have been dismissed because they refused to leave the federation. The laborers demand a general increase of 50 cents per week.

The next International Textile Workers' Congress will take place at Blackpool on June 8, according to the International Textile Workers' secretary, T. Shaw Colne, Lancashire. Since this watering place is within easy reach of the industrial center, the delegates will have an opportunity of visiting the great textile districts and inspecting the cooperative societies' various undertakings.

Returns relating to unemployment were furnished to the German Labor Department by 45 trade unions with an aggregate membership of 1,977,713. Omitting branches which failed to make returns, the membership covered was 1,915,933, of whom 71,208, or 3.7 per cent., were stated to be unemployed at the end of February, as compared with 4.7 per cent. in the previous month and 2.9 per cent. in February, 1913.

The rapidity with which female labor is displacing male labor in numerous industries may be clearly seen from a trade census taken in the case of England and Wales. In the firework factories there were 3,784 female workers (against 2,934 males), matches industry 1,957 (743), bookbinding 18,449 (12,960), textile industry 642,041 (400,474), tailors 127,115 (122,352), bakeries and shops 66,242 (43,691), jam factories 20,058 (9,332), chocolate factories 12,505 (6363), tobacco factories 19,312 (7,886), lodging house keepers 91,352 (25,115), and waitresses 27,490 (23,054).

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MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

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INFORMATION WANTED.

Andrew Wilne, native of Dundee, Scotland; about 28 years of age, dark complexion, last heard of about nine years ago, sailing as steward, also as fireman, is inquired for by his relatives. Address A. S. Milne, 1122 Rose street, Grandview, Vancouver, B. C.

Nils Edmund Johansen, a native of Tansberg, Norway, aged about 50, last heard of at Melbourne, Australia, is inquired for by his brother. Address, Martin Johansen, 839 Centennial avenue, Alameda, Cal.

Charles Harold Allen, who has served as an apprentice in a British ship, age about 21 years, medium height, brown hair, last heard of in San Francisco November 9, 1911, is anxiously inquired for by his father. Please notify British Consul-General at San Francisco.

INFORMATION WANTED.

Adolf Theining, a native of Vannersborg, Sweden, is inquired for by his mother. Address, Coast Seamen's Journal.

Walter Jorgesen Clang, born in Aaland Yetta, Ostro Yetta, is inquired for by his uncle, John Clang. Address Coast Seamen's Journal.

George Alfred Hall, last heard of on the Sch. "Sehome" in June, 1913, will please communicate with his brother, Walter Hall. Address 790 18th street, Oakland, Cal.

Rudolph Kurella, born January 5th, 1868, at Grabowo, Germany, is inquired for by the German Consul-General at San Francisco, Cal.

Oscar Osolin, John Lind, M. Elone, John Anderson, Thomas Pukki, Alex. Tuominen, Chas. Grouberg, who were on board the steamer "Fifild" April 7, 1913, please communicate with the Coast Seamen's Journal.

Johannes Larsen, age 22, born in Fitje, Norway, is inquired for by his brother, Ingolf Vestrick. Anybody knowing his whereabouts please notify his brother at 9 Mission street, San Francisco.

Fred (Albin) Swanson, a native of Malmo, Sweden, aged about 25, is inquired for. Address, Coast Seamen's Journal

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Kjarsgaard, Hans	

INFORMATION WANTED.

John Dickson, who left Greenock, Scotland, about 10 years ago, his last address was Melrose House, Lower Boxhill, Brooklyn, New Zealand, is inquired for by his mother. Anybody knowing if he is alive or dead please notify the Secretary of the National Sailors' and Firemen's Union, Greenock, Scotland.

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, 84 Embarcadero, San Francisco, Cal.

John Erik Nordberg, a native of Sweden, age about 26, supposed to be sailing on the Pacific Coast, is inquired for by his brother Harold, care of Sailors' Union of the Pacific, San Francisco.

Francis Robert Bassett, a native of England, last heard of in San Francisco, Cal., in 1901, was well known around the water front as "Liverpool Frank." Any information regarding this man will be gladly received at the office of the British Consulate, San Francisco, Cal.

Frank Melson, who went as fireman on the S. S. "Maye" from Philadelphia to New Orleans, in May, 1913, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. G. W. Paruin, 4309 Westminster avenue, W. Philadelphia, Pa.

Pacific Coast Marine.

A bill providing funds for the construction of four revenue cutters, at a total cost of not more than $925,000, was passed recently by the Senate. The cutters are for use in Southern California waters, the Gulf of Mexico, along the Maine coast and in New York harbor.

Twenty-one sailing vessels, representing 46,733 tons net register, are under charter to load new-crop grain at Portland for the European markets. At the corresponding date of last year there were twenty-eight vessels of the same type engaged for a similar purpose.

The halibut fishing schooner "Montana" of Seattle was burned in Redoubt Bay, near Sitka, on April 26. The crew of fifteen men barely escaped with their lives and lost all their belongings. The loss was nearly $20,000. The "Montana" was owned by a company headed by W. H. Butt of Seattle.

Trade between Australia and the Pacific Coast is reaching important dimensions. The Union Steamship Company is establishing a regular bi-monthly cargo service between Australian ports and Vancouver, San Francisco, Seattle, and Tacoma. Primary products for which the local demand is rapidly growing will be the chief Australian exports.

The last of the Alaska fishing fleet left San Francisco during the week. The Alaska Packers' cannery tenders, the steamer "Kvichak," Captain Larsen, and the steamer "Nushagak," Captain Anderson, steamed for Bristol Bay on April 30. Both vessels were heavily laden wih supplies to be distributed among the stations of the company in Alaska.

The steamer "Admiral Evans" lost her propeller and tailshaft near Seldovia and put in there disabled, according to a cable received at Seattle. The "Evans" had forty-seven passengers for Cook's Inlet, and these will have to go 120 miles in a launch or wait for some steamer in order to reach their destination. The Admiral line officials will send the tug "Goliath" to tow the "Evans" back to Seattle.

The annual meeting of the stockholders of the Alaska Steamship Company and five subsidiary Guggenheim companies was held at Seattle on April 27, and the old directors were re-elected. Vice-President and General Manager R. W. Baxter said reports showed the steamship company had had the most prosperous year in its history. Its quarterly dividend of 1½ per cent. was declared recently, making stock on a 6 per cent. basis.

The steam schooner "Luella," which formerly was of American registry and plied between the various Pacific Coast ports, but which was recently changed to Mexican registry, was, according to cable advices received by the Chamber of Commerce at San Francisco, boarded by Mexican revolutionists while lying at anchor at Manzanillo and burned to the water's edge. No details other than the fact that the officers of the vessel managed to make their escape unharmed, were contained in the cable message.

Creosoted fir lumber will be shipped to India this summer from the Pacific Northwest, when the St. Paul and Tacoma Lumber Company of Tacoma and mills of the Columbia River supply an order of 16,000,000 ft. of creosoted ties. It is believed that several specially chartered steamers will be sent to Portland and Tacoma to carry a portion of the order and that the rest may be sent on some of the regular lines. This order is regarded as the start of a new and profitable line of trade. Fir has been shipped into India heretofore in various sizes, but never in creosoted construction sizes.

The carrying capacity of the fleet of the Standard Oil Company, of California, employed in the coastwise trade, and with the Hawaiian Islands, is 421,150 barrels, including the "J. A. Moffatt," 60,000 barrels capacity, now under construction. This does not include any of the tank steamers plying between San Francisco and the Orient with the company's refined products, these belonging all to the Standard Oil Company of New York, to which corporation the California company sells its products at the San Francisco dock. The only export trade carried on by the California company direct is with Spanish-American countries.

The United States Naval auxiliary "Buffalo" left San Francisco for points in Alaska on May 5. The "Buffalo" carries a working crew of fifty Mare Island experts and mechanics and the entire party will be gone until November and engaged in overhauling and repairing the Naval radio stations in Alaska. The ship is in command of Commander M. M. Taylor, and Lieutenant Riley L. McConnell is the radio officer of the Navy in charge of the radio work. Radio Expert George E. Hanscom accompanies the party, and J. M. Standish of Mare Island is in direct charge of the men. There are six stations in Alaska—Cordova, Kodiak, Unalga, Sitka, Dutch Harbor and St. Paul. The Kodiak station must be nearly entirely rebuilt owing to a fire last summer.

Following the receipt by the Chamber of Commerce of a cable from Colonel Goethals stating that the Panama Canal would be opened to American shipping by May 15, provided no unforeseen difficulties arose, the steamship companies making a business of handling freight between Pacific Coast and Atlantic and European ports have been engaged in the preparation of schedules for operation via the canal. The American-Hawaiian is already prepared to inaugurate a direct service between San Francisco and New York and, if the expectation of Colonel Goethals is realized, the freighter "Isthmian" which is scheduled to leave San Francisco on May 11, will probable be the first merchant vessel to take advantage of the canal opening. The Luckenbach Steamship Company's freighter "Pleiades," scheduled to steam from San Francisco May 14, will likely follow the "Isthmian."

With the arrival at San Francisco of the stern-wheel steamer "Monarch," which was towed from Portland, Oregon, by the tug "Printer," local shippers and the traveling public are assured of a new service between San Francisco and Sacramento, which is to begin as soon as the necessary alterations to the boat are completed. A company headed by George G. Gromley of San Francisco has purchased the "Monarch," which is said to be one of the fastest stern-wheel steamers in the world, being capable of a speed of twenty-one miles an hour. It is planned to entirely remodel the cabin accommodations and fit her out with every modern convenience for the passenger traffic. The "Monarch" formerly plied between Portland and the Dalles on the Columbia River and is said to have made the daily trip and return, a distance of 100 miles, in thirteen hours. Captain W. Y. Haskins, Chief Engineer R. S. Cleve and a crew of six men brought the vessel from Portland. The voyage down the coast was made in 125 hours, including a stop of several hours at Eureka, which was necessitated by the heavy northwesterly gale.

Advices from Japan say that the Nippon Yusen Kaisha has won the great prize of the Government subsidy for a steamship line through the Panama Canal, which it has been fighting for with the other two leading Japanese steamship companies, the Osaka Shosen Kaisha, and the Toyo Kisen Kaisha. From Japanese sources it is said that this means that the Nippon Yusen Kaisha will abandon its present run from Japan to Seattle, leaving the Osaka Shosen Kaisha without a rival of its own nationality in the Puget Sound business, and on its Panama line will parallel the Toyo Kisen Kaisha to Hawaii, San Francisco and Mexico. San Francisco officials of the Toyo Kisen Kaisha, while confirming the Nippon Yusen Kaisha's Panama subsidy, say they have not heard that the latter company is to take off its Seattle boats, nor that there will be any attempt to parallel the business of the Toyo Kisen Kaisha. As to the latter, they say it is the policy of the Japanese Government not to allow competition between subsidized lines. Popular dissatisfaction in Japan with the ship subsidy is said to have caused the Government to cut off about two million yen, $1,000,000, of the allowances the Nippon Yusen Kaisha has been receiving, and the fact spurred this company to unusual efforts to obtain the subsidy for the new Panama service. What the allowances for this will amount to is not known.

The steamer "Vallejo," the ferry boat running between Mare Island and Vallejo on April 30 made its last trip under the ownership of the Vallejo Ferry Company, the Association of Mare Island Employes, Inc., a co-operative concern formed of Mare Island employes having subscribed and paid for $40,000 worth of stock to pay for the business of the old company, and its two steamers. The purchase ends a war that has waged for five years between Mare Island employes and the Ferry Company. Features of this were the operation of co-operative club boats run by the employes, an injunction by the Ferry Company stopping the boats by reason of its exclusive franchise from the City of Vallejo; the successful efforts of the employes to secure a special act of the last Legislature excepting their particular club, or those of "workmen transporting themselves to and from their work," from the terms of a municipal franchise, and the final adjustment by which the Ferry Company agreed to sell out for $40,000. A board of directors will operate the ferry. The original trouble started over the commutation rates charged by the company, the men allegaing they took undue advantage of their monoply of the Mare Island ferry business. The new company will start out by cutting the commutation rates nearly half of those charged by the old company, before they were reduced at the latter stage of the fight in an effort to compromise.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394.
(Advt.)

International Seamen's Union of America.

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.
THOS. A. HANSON, Secretary.
570 West Lake St., Chicago, Ill.
AFFILIATED UNIONS.

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Headquarters:
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TOLEDO, O., 54 Main St.
DETROIT, Mich., 7 East Woodbridge St.
PT. HURON, Mich., 517 Water St.
CONNEAUT, O., 922 Day St.
OGDENSBURG, N. Y., 70 Isabella St.
N. TONAWANDA, N. Y., 152 Main St.
SUPERIOR, Wis., 1721 N. Third St.
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ERIE, Pa., 107 E. Third St.
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(Continued on Page 11.)

Coast Seamen's Journal

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PAUL SCHARRENBERG.....Editor
JACK ROSEN.....Manager

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NOTICE TO CORRESPONDENTS.
Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, MAY 6, 1914.

SANCTIMONIOUS HYPOCRITES!

The rights and interests of laboring men will be protected and cared for not by labor agitators, but by Christian men to whom God in His infinite wisdom has given the control of the property interests of the country.

Thus spoke "Divine Right" Baer during the big anthracite miners' strike of 1902. Yet many of the striking anthracite miners testified that they had not received a cent of money in all the years they had worked for the gentlemen who said they held a charter from the Almighty. The Christian men—the self-constituted trustees of the Creator—got it all!

"Divine Right" Baer is dead. But we have inherited some things from the monarchies of Europe.

The king is dead, long live the king. A blaspheming young snob has appointed himself the successor of the late Mr. Baer. John D. Rockefeller, Jr., has announced that when he is not engaged in teaching at Sunday-school or foreclosing mortgages, he will squander his millions in defending the "freedom of Labor." Hereafter, whenever the "rights" of scabs is questioned, Rockefeller will duplicate his late personally conducted war upon defenseless women and children. It takes money to start a war—and Rockefeller has plenty of it.

It is now practically admitted that Rockefeller's coin paid the uniformed murderers who fought his war in Colorado, but if he really means what he says—if he is going to annihilate all who join a labor union to escape from hopeless pauperism and slavery—it will mean a war that will drain even the Rockefeller coffers.

But no one is deceived by Rockefeller's championship of strike-breakers. It is inconceivable that he is sincere. Deep down in his conscience, which he claims acquits him of any wrongdoing, there must be a weak voice whispering the word "hypocrite"; for a hypocrite he is, and as such he has been branded from coast to coast.

Although he may pose, like the late "Divine Right" Baer, as a special deputy of the Creator, the blood of innocent women and children is upon his hands and will haunt him to his dying day.

WHAT MIGHT HAVE BEEN?

On Friday of last week the newsboys were rushing along the streets with "Extras" just out. The cause of the alarm was a dispatch from the Orient stating that the Pacific Mail steamer "Siberia," en route from Nagasaki to Manila, had repeatedly sent out the international wireless distress signal, indicating that she was in grave danger.

There were no details, nothing upon which to base a long newspaper story—except that there were aboard the vessel many white passengers and a Chinese crew.

Every one with any knowledge of the sea knew what that meant. Every one with ever so little acquaintance of shipwrecks and disasters on the deep, knew that the rule "women and children first" had never been formally accepted by any Chinese crew. Many recalled the incidents connected with the wreck of the "Rio de Janeiro" at the entrance to San Francisco harbor. All were deeply apprehensive for the passengers on the "Siberia," for here was not only the element of uncertainty as to what had happened to cause the "S. O. S." flashes—here was the general knowledge that her Chinese crew could not be depended upon in an emergency.

Fortunately, the disaster turned out to be only an error in sending or picking up a wireless message. But the relatives and friends of the "Siberia's" passengers had some anxious moments. And who would not have grave forebodings under similar circumstances? The very thought of shipwreck with a Chinese crew suggests scenes which language utterly fails to portray.

UNIONISM'S CONSTRUCTIVE WORK.

Organized labor in California has again demonstrated its willingness and ability to help the unorganized migratory workers. Long before the Wheatland hopfield tragedy—which focused attention upon the shameful housing and sanitary condition in labor camps—the organized workers took steps to remedy those conditions. A bill providing for the inspection and sanitation of labor camps was submitted to the last Legislature by representatives of the California State Federation of Labor. Without much trumpet blowing, but by quiet and persistent work, the measure was placed upon the statute books, and now the Commission of Immigration and Housing has taken active steps to enforce the law.

A pamphlet containing the "minimum requirements for camp sanitation" has been sent to the press and to all concerns who maintain permanent or temporary labor camps. The Commission is said to be prepared to back up the minimum requirement and offers to furnish free of charge the personal aid of experienced, practical men to superintend the work of improvement.

In brief, the Commission demands compliance with the following rules:

Sufficient tents and buildings to accommodate all employed in the camp; and in all structures for sleeping there must be 500 cubic feet of air for each occupant. (Seamen on American ships are entitled to only 72 cubic feet of space per man.)

Other requirements are: Proper drainage, screened cook-house, screened dining-house or tent, flyproof garbage containers, garbage incinerator, stock to be stabled not less than 100 yards from camp, flyproof composting pits for manure, baths, shower or tub, and perfect privacy; separate toilets and bathing facilities for women; drinking water must be made absolutely safe; water receptacles must be flyproof; sufficient drinking water must be on hand at all times for the entire camp; individual drinking cups encouraged; roller towels must be kept clean and changed often, and use of common towels is discouraged; communicable diseases must be immediately reported; no cook or waiter to be employed who has had a communicable disease within previous six months; and finally, one man at least in each camp must devote his entire time to keeping the camp clean.

There can be no doubt that an enforcement of these requirements will revolutionize sanitation and housing conditions at labor camps in California. But few of the direct beneficiaries will ever know that these changes and improvements have come about, not through noisy and destructive I. W. W. methods, but as a result of the painstaking and constructive work of the unions under the banner of the American Federation of Labor.

STATE-OWNED SHIPS.

Many so-called "Socialistic" innovations are being tried out in Australia.

The Secretary of the Government of Western Australia states that for the first year of the operation of State-owned steamers, they were run at a loss of $94,000, including interest, depreciation and displacement. It is said that it was never expected that the vessels would pay the first year. The fleet consists of the "Kwinana" and "Western Australia," purchased to assist producers in the northwest of the State and reduce the price of meat to city consumers; the "Eucla," purchased to provide the south coast with shipping facilities; and the "Una," a small boat for short trips.

The government steamers brought down the freight on cattle from the Kimberley district from $20 to $12.15 a head, while the market return went down $2.50 per head. As the steamers have carried about 15,000 cattle, the saving to the consumer and producer represents about $150,000.

The wages of the crew and those who are employed in loading and unloading, remained the same as under private ownership; so every one was the gainer except the shipowner.

Why not try it over here and invest some Government funds in ships? Would not that be a more logical procedure than to give outright a million a year to our coastwise Shipping Trust in the shape of "free tolls"?

A coroner's jury at Trinidad, Colorado, has arrived at the conclusion that the militia or mine guards, or both, are responsible for the fire which destroyed the Ludlow tent colony in the night of April 20, and caused the death of at least twenty women and children. A military board did some investigating of its own and found no one to blame but "the Greeks." The brass-bound "Ginerals" of the uniformed murderers must have realized, however, that their whitewashing report would smell to Heaven; so they placed the "remote" cause for all the trouble at the doors of the coal operators "who established in an American industrial community a numerous class of ignorant, lawless and savage South European peasants." If the foreign miners in Colorado are lawless savages, what shall we call the hell-hounds of the National Guard who slaughtered innocent babes and their defenseless mothers?

CHAMBERLAIN'S NERVE.

Much has been said about the membership of the recent Conference on Safety of Life at Sea. The JOURNAL has repeatedly charged that the conference was dominated by shipowning interests. Mr. Chamberlain, the head of the United States Bureau of Navigation and one of the American delegates to the conference has recently made a feeble attempt to create the impression that the membership of said conference was really representative of the public interest.

In a published "Memorandum for the President" Mr. Chamberlain says:

> The membership of the conference included 34 Government officers engaged in administering laws and regulations relating to the navigation, construction, equipment, inspection, officers and crews of merchant vessels; 17 shipbuilders, naval and marine architects and principal surveyors and engineers of classification societies; 17 Members of Congress or foreign Parliaments, diplomats, and admiralty lawyers; 10 shipowners; 6 experts in radiotelegraphy; 3 hydrographers and meteorologists; 4 naval officers not classified above; and 5 of other occupations, including the heads of the American and British seamen's unions. Of the total number, 31 to our knowledge were trained to seamanship from youth and have followed the sea for many years, some being called directly from sea duty, like Capt. Charles, of the steamship "Lusitania," to take part in the conference, thence returning to sea.

It will be observed that Mr. Chamberlain was compelled to classify ten of the delegates as shipowners. Evidently, those ten had no other occupation. Numerous other shipowners, however, were labeled as members of foreign Parliaments, shipbuilders, etc. Since Mr. Chamberlain is himself always overanxious to serve the shipping interests it probably never occurred to him to inquire how many members of the conference (not classified as shipowners) were in a personal sense either directly or indirectly concerned in the financial aspect of legislation for safety of life at sea. If this tally were taken it is more than likely that a clear majority of the delegates would be found in the "financially interested" column.

Among the unclassified "other occupations" Mr. Chamberlain places the heads of the American and British seamen's unions. The President of the British seamen's union, however, was only a "professional adviser,"—without a vote. So out of approximately one hundred delegates there was just one (1) who represented the interests of "the soul of the ship"—the human element—the men who spent their lives upon the seas as sailors, firemen, cooks, stewards, etc.

The toilers of the sea, whose lives are in constant peril under present conditions, had no say at all in those secret sessions after Andrew Furuseth had left, because it was hopeless for him alone to convince the shipowning element that safety without due consideration of the human factor is a farce, a delusion and a snare.

Mr. Chamberlain ought to tell us why the seamen of continental Europe were entirely unrepresented at the conference, or is he prepared to argue that the interests of the men employed on board the ships are less important than those of the owners of the property on which they work?

That species of public sympathy with the demands of strikers which flies to the other side at the first sign of a break in the peace is in effect a particularly pernicious form of hostility.

When Andrew Furuseth suggested at the late Conference of Safety of Life at Sea that the absence of "boats for all" should be placed on the tickets and in the advertisements for passengers, in order that passengers might choose for themselves between the vessels which had boats for all and those who had not, he could not even get a second to the motion. One Sir Norman Hill took the opportunity to explain why no support was given. The substance of his statement was that such action would prejudice the passengers against certain vessels, and believing that rafts were "under certain circumstances more efficient than boats," it would be wrong to sanction any action calculated to deter the traveling public from patronizing vessels which are equipped "by the most effective means of saving life." It is difficult to understand why the traveling public cannot be taken into the confidence of the shipowner. If rafts are really such effective means of saving life, why carry boats at all?

Colorado's jelly-fish Governor has asked the Legislature to enact compulsory arbitration laws, establish a State constabulary and do sundry other things to hamper the workers and their unions in working out their own salvation. Compulsory arbitration means confiscation of personal liberty, therefore that plan naturally commends itself to a man of Governor Ammons' type. But why does Governor Ammons ask for a State constabulary? The duty of a State constabulary is to ride down, club, beat or shoot people who are unemployed, or people who ask for more pay or better working conditions. The State militia, and the mineowners' private armies, which he has permitted to exist all through the miners' strike, have done all these things and more. Is he not satisfied with the wanton carnage by the ruffians in the State militia? What must be done to satisfy his lust for blood?

"WAR IS HELL."

Soldiers in gay clothes, marching off to war to the music of brass bands, young men lighthearted and eager for adventure, never say "War is hell." The older men returned from battlefields know war is hell.

Those are wonderful pictures by the famous Russian Verestchagin. They have been exhibited in the United States and in other countries. Verestchagin tried to teach people what war really is. His pictures show battlefields. They show vultures eating the dead bodies of the common soldiers. They show wounded men, mutilated men in agony. They show priests—on both sides—praying for victory.

But they show also, the generals. On the top of a safe and distant hill, with spy glasses in hand, the generals are safe.

The brass bands play "The Girl I Left Behind Me." But there is an old song that might well take its place. It is the song the French girl Jeannette sings to her soldier-lover Jeannot, as he leaves for the war. Its last lines are:

> Oh! if I were Queen of France,
> Or, still better, Pope of Rome,
> I would have no fighting men abroad,
> No weeping maids at home;
> All the world should be at peace,
> Or if kings must show their might,
> Why, let those who make the quarrels
> Be the only men to fight;
> Yes, let those who make the quarrels
> Be the only ones to fight.

Demand the union label upon all purchases!

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., May 4, 1914.

Regular weekly meeting came to order at 7 p. m., Jack Rosen presiding. Secretary reported shipping dull; lots of men ashore.

$100 was donated to the striking miners of Colorado. A committee was appointed to devise ways and means for taking the shipping of crews to the hall.

JOHN H. TENNISON, Secretary pro tem.
84 Embarcadero. Phone Kearny 2228.

Victoria, B. C., April 27, 1914.
No meeting. Shipping dull.
CHAS. J. DOLAN, Agent pro tem.
518 Yates St.

Vancouver, B. C., April 27, 1914.
No meeting. Shipping dull.
W. S. BURNS, Agent.
231 Hastings St., E. corner of Hastings and Main, P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, April 27, 1914.
No meeting. Shipping dull; prospects uncertain.
H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, April 27, 1914.
Shipping and prospects poor.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, April 27, 1914.
Shipping fair; prospects uncertain.
J. PEARSON, Agent.
P. O. Box 6. Tel. Main 557.

Portland Agency, April 27, 1914.
Shipping fair; prospects uncertain.
G. A. SVENSON, Agent.
P. O. Box 2100. 51 Union Ave. Tel. East 4912.

Eureka Agency, April 27, 1914.
No meeting. Shipping medium.
JOHN ANDERSON, Agent.
227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, April 27, 1914.
Shipping fair; prospects uncertain.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, April 20, 1914.
Shipping dull; prospects uncertain.
JACK EDWARDSON, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., April 30, 1914.

Regular weekly meeting was called to order at 7 p. m., Harry Frazer in the chair. Secretary reported shipping dull.

EUGENE STEIDLE, Secretary.
Phone Kearny 5955.

Seattle Agency, April 23, 1914.
No meeting. Shipping slow.
LEONARD NORKGAUER, Agent.
Phone Main 2233. P. O. Box 214. Grand Trunk Dock, Rooms 203-205.

San Pedro Agency, April 23, 1914.
No meeting. Shipping fair; prospects uncertain; few men ashore.
HARRY POTHOFF, Agent.
P. O. B. No. 54.

Portland Agency, April 27, 1914.
No meeting. Shipping fair; very few men ashore.
THOMAS BAKER, Agent.
27½ 2nd St., Bickle Bldg., Room No. 10. Phone Main 9731.

DIED.

August Blume, No. 79, a native of Germany, age 66, died at San Francisco, Cal., May 4, 1914.

William Muller, No. 1706, a native of Germany, age 57, died at San Francisco, Cal., May 2, 1914.

At the time of going to press, the steamers "Navajo" and "Bear" were tied up at Portland, Ore., owing to the refusal of the longshoremen to discharge their cargoes unless the freight checkers, who were discharged for forming a union, are reinstated.

The schooner "Hugh Hogan," which went ashore at the mouth of the Siuslaw River on April 28, was floated on May 2 and was towed to Florence, Ore.

CAPTAIN WESTCOTT PROTESTS.

(Continued from Page 1.)

they might jump overboard and be taken from the water by the use of a boat hook.

Senator Hitchcock. When the boat strikes the water the men in the boat loosen the tackle from the boat?

Mr. Westcott. Most of them have self-releasing gear.

Senator Hitchcock. It is an automatic affair?

Mr. Westcott. It is automatic; yes, sir.

Senator Hitchcock. And two men are strong enough to lower the boat, one on each end?

Mr. Westcott. Oh, yes, two men are strong enough to lower the boat, but there are no two men, Senator, that can take a raft, or any three men that can take a lifeboat with 60 passengers and maneuver her away from the ship's sides.

Senator Hitchcock. That has got to be done immediately?

Mr. Westcott. Immediately; and for two men or three men to do that as the treaty calls for, it is ridiculous, Senator.

Senator Hitchcock. These two men that lower the boat from the deck of the ship are under the orders of some one?

Mr. Westcott. Under the orders of the officers of the ship.

Senator Hitchcock. So they work harmoniously?

Mr. Westcott. Yes, sir.

Senator McCumber. I have always wanted to know why, with our present ability in mechanical apparatus, it is not possible to have some kind of a mechanism that would lower both ends of the boat the same by mechanical action and not by hand. I cannot understand why it is not possible to have such an instrument.

Mr. Westcott. There is a gentleman in New York by the name of Raymond that has patent boat falls.

Senator Pomerene. Has what?

Mr. Westcott. He has patent boat falls, whereby both ends of the boat are lowered equally.

Senator Sutherland. Automatically?

Mr. Westcott. Automatically.

Senator McCumber. One end cannot go down before the other in its practical working arrangement?

Mr. Westcott. No, sir.

Senator McCumber. Is it in extensive use?

Mr. Westcott. No, sir; I have never noticed it on any ship.

Senator Burton. What do you say the inventor's name is?

Mr. Westcott. His name is Raymond, of New York. That is the only one I have ever known of.

Senator Pomerene. Has it been tried to such an extent that you think it is practicable?

Mr. Westcott. I do not know whether it has been approved by the Board of United States Steamboat Inspectors. That I cannot say.

Senator Burton. You have been master of boats?

Mr. Westcott. Yes, sir.

Senator Burton. Passenger or freight?

Mr. Westcott. Freight.

Senator Burton. You have never been a master of passenger boats?

Mr. Westcott. No, sir.

Senator Burton. How about the boats on the Pacific coast? Do you think these two able seamen should be with every ship?

Mr. Westcott. Yes, sir.

Senator Burton. Passenger boats as well as freight?

Mr. Westcott. Of course, freight boats we do not pay much attention to those. Of course, they have able seamen for them.

Senator Burton. You need, according to your statement here, not only the two men to lower the boat, but a sufficient number of men besides in the boat to row it?

Mr. Westcott. Yes, sir. They should be trained so that all the crew can participate in the launching of lifeboats. No two men, Senator, can get a boat clear of a ship side in a seaway.

Senator Burton. Is it not true that a different kind of capacity is required for lowering that boat than is required to handle it after it gets in the water? It is ability with oars after they reach the water, is it not?

Mr. Westcott. Yes; that is where it takes the skill and science.

Senator Burton. Where?

Mr. Westcott. After you get the boat in the water, if there is any kind of sea running it is to maneuver and get it clear of the ship's side. You will notice from the accounts of all accidents that so many boats were capsized; boats smashed against the ship's side. That is the danger.

Senator Burton. In lowering the boat mechanically, ingenuity, familiarity with the use of those davits is required?

Mr. Westcott. That is what is required.

Senator Burton. When the boat touches the water, then skill and ability to act as an oarsman is required? That is what you are counting, the least number of men that ought to be in the boat to handle the oars, manage it after it gets in the water?

Mr. Westcott. I should say there should be 2 practical seamen and 3 men, 3 other men at least, in any boat that carries 35 passengers, and if she carries 35 to 50 I should say 7; and if she carries 60 to 75, I should say 9.

Senator Burton. Your thought is that the men who lower the boat and handle the tackle, that they should be able seamen of 3 years' experience at sea?

Mr. Westcott. I am only stating, Senator, in regard to practical seamen. I do not wish to get into any controversy.

Senator Burton. Do you think the men who lower the boat should necessarily be able seamen of 3 years' experience at sea?

Mr. Westcott. No; I can say that I believe the other members of the crew can be drilled to lower the boat under the supervision of the officers, but there must absolutely be practical seamen in the boat in order to get her clear of the ship's side.

Senator Burton. So the requirement for able seamen is rather the oarsmen who get her away? That is your idea, is it?

Mr. Westcott. And also of course the men who get it clear; they must understand also the handling of tackles. Of course the officer on deck he superintends the lowering; he trusts to the men in the boat; the able seamen must prepare those tackles; they must see that the tackles are in proper order; they must see before the boat is swung out that the tackles are clear and in working order, and nobody but a practical seamen knows that.

Senator Williams. Does not much depend on the knowledge these men have as to the nature of the sea and its conduct, so as to know just when to drop the boat?

Mr. Westcott. Absolutely.

Senator Burton. They often have to drop the boat right away in the face of emergency?

Mr. Westcott. Not necessarily. You take a vessel when she is rolling, if you would drop your boat when she would list over, say that you would lower your boat on the port side and you would drop your boat when she lists over to starboard. and when she would roll back to port under would go your boat and all hands would be lost.

Senator Burton. That is a matter of expeience.

Senator Sutherland. Let me see if I understand you. Is it your position there ought to be two practical seamen?

Mr. Westcott. Absolutely.

Senator Sutherland. At least two practical seamen?

Mr. Westcott. For every lifeboat.

Senator Sutherland. To go away with each lifeboat?

Mr. Westcott. Certainly.

Senator Sutherland. To be in the lifeboat and assist in going away from the vessel?

Mr. Westcott. There should be two practical seamen assigned to every lifeboat.

Senator Sutherland. What distinction do you make between practical seamen and able seamen? Can a man be a practical seaman in your view of it unless he is also an able seaman?

Mr. Westcott. No, sir; he cannot.

Senator Sutherland. You use the terms in the same sense?

Mr. Westcott. I use the term practical seamen; the reason I use that term, Senator, there are some men who can learn the duties of an able seaman quicker than others.

Senator Sutherland. But for the average man you think it takes three years to become an able seaman?

Mr. Westcott. Well, you take seamen serving on steamers, to come right down to the proposition of a practical seaman, why it would be impossible for a man to become an able seaman in the truer sense in 10 years on a steamer, because they do not have the same kind of work to do; the difference there is in regard to the handling of sails. Other than that the work is practically the same.

Senator Sutherland. Did I understand you to say that on the boats upon the Pacific that there were two able seamen for each lifeboat?

Mr. Westcott. There are some three or four that are not.

Senator Sutherland. Some three or four boats?

Mr. Westcott. Three or four vessels—I guess maybe half a dozen that are not.

Senator Sutherland. Are they American register?

Mr. Westcott. Oh, yes. We have only six American vessels, vessels engaged in the foreign trade on the Pacific coast. Five belong to the Pacific Mail Steamship Co. and one belongs to the Great Northern Steamship Co., the "Minnesota."

Senator Sutherland. How about the foreign ships engaged in Pacific trade between this country and foreign countries as to their complement of boats?

Mr. Westcott. All vessels running to the Orient have Chinese crews.

Senator Sutherland. Do they carry able seamen for each lifeboat? Do they carry two able seamen or one able seaman?

Mr. Westcott. That would be impossible for me to find out, Senator. The Lord knows they have got enough of them, but as far as their qualifications are concerned, I am unable to say.

Senator Root. I wish you would state, so we may get it on the record, just how you know whether a man is an able seaman or not.

Mr. Westcott. By working with him.

Senator Root. Does he have no certificate from anybody?

Mr. Westcott. Well, a man on a deep-water vessel gets a discharge from the United States shipping commissioner showing the length of time he has served.

Senator Root. That is all; the length of time he served and your observation of his ability at sea?

Mr. Westcott. His work, his ability at sea.

Senator Root. So when you say an able seaman you mean an experienced and competent seaman?

Mr. Westcott. That is it. That is what I mean—a practical seaman.

Senator Root. What are the ways in which a man may become an able seaman? You said a little while ago a man could not get there in 10 years on a steamer. What could he do to get there?

Mr. Westcott. By serving on board a sailing vessel. I mean, to be competent; what we in the olden days called an able seaman—that is, a man that would understand the rigging of a vessel so he could rig her up and do all kinds of work on board ship.

Senator Root. Is there no way in which a man may reach that degree of proficiency except by serving on a sailing vessel?

Mr. Westcott. Oh, yes; we have a few of them left yet, Senator.

Senator Root. The fellow who goes to sea and who wants to become an able seaman—must he go on a sailing vessel?

Mr. Westcott. That is, if he wants to become an able seaman in the term that was used years ago, but otherwise no; he could go on a steamer.

Senator Root. Does not the term "able seaman" now mean something different from what it did years ago?

Mr. Westcott. Really, as far as the ability is concerned, there is not the same amount of ability required as there was years ago.

The Acting Chairman. That is, distinguishing between the work on the steamer and the work on a sailing ship?

Mr. Westcott. Yes, sir.

Senator Burton. On which did you sail—on a sailing vessel or a steamer, or both?

Mr. Westcott. Both. I had my boating experience, Senator, in a whaler.

Senator Burton. Yes; a good beginning. Now, as master of a steamer, how many times were men who had served three years or more handling oars on the boats besides, and how much experience did your men have in handling boats?

Mr. Westcott. The Pacific coast is an exceptional coast. The men on the Pacific have a greater amount of skill in regard to handling boats than in any other place in the United States on account of our having vessels running to the outside ports; there is a great deal of fishing; very nearly every sailor at one time or another has been fishing in Alaska; and on the Columbia River, fishing on the Columbia River bar. which is usually very rough water, and they learn how to handle the boat.

Senator Burton. Pursuing that inquiry a little further, what was the largest steamer of which you have been master?

Mr. Westcott. Three thousand five hundred tons.

Senator Burton. What steamer was it?

Mr. Westcott. The "Meteor."

Senator Burton. How many times did your men on that boat have experience in handling boats off the side in rough weather?

Mr. Westcott. We did not use them at all on that steamer for that purpose, because there is no requirement of the United States Government for boat drills on freight vessels. On passenger vessels each trip they are drilled on the vessels going from San Francisco, plying between San Francisco and Eureka—the crew are drilled once every five days.

Senator Burton. Then, your men did not have any experience in the handling of boats alongside of the steamer during the time you were master?

Mr. Westcott. No, sir.

Senator Burton. Those men, if they had served three years, and thereby fulfilled this definition of able seamen, would have had no experience whatever in the handling of a rowboat off the side of a vessel?

Mr. Westcott. Not if they had been aboard that ship exclusively and not been on a passenger vessel. That is why I mentioned in here, Senator, that I believe that there should be fire and boat drill on freight vessels as well as on passenger vessels. That is why I mention it.

Senator Burton. This point I wish to bring out. The three years' service as seamen, and that is a service quite frequent on a large number of freight ships, would have afforded them no experience whatever in the handling of lifeboats or rowboats at the side?

Mr. Westcott. Not unless they would be going to an outside port or other ports where they have to run lines, and so forth.

Senator Burton. That would be in port or in calm water?

Mr. Westcott. That would be in calm water.

Senator Lodge. Am I wrong in supposing that the man who has got the habit of the sea—that is, who comes off a fishing fleet, for instance—can generally be trusted to know how to run a boat?

Mr. Westcott. Any man, Senator, that serves on deck, even if he has not had the experience in handling a boat, his work around the ship, noticing the sea, would naturally make him better qualified by drills than any other in any

department, I do not care how much drilling they have had.

Senator Burton. Would you put such a man as that up against a man who has had real practical experience in the handling of oars on a rowboat?

Mr. Westcott. Well, I would not say.

Senator Burton. Just the mere matter of observation, would you put that over against experience?

Mr. Westcott. I would put it over, absolutely, Senator, against any experience that a man could have in the handling of boats in smooth water, as far as the sea is concerned.

CHINESE-BUILT STEAM FERRY.

A twin-screw ferry steamer has recently been completed by a Chinese engineering works in Shanghai for the Tientsin-Pukow Railway. The steamer is now daily making half-hourly trips across the Yangtze, connecting Pukow, the terminus of the railway, with Hsiakwan, a suburb of Nanking. The completion of this steam ferry is noteworthy because it has been constructed entirely by Chinese, although a foreign engineering firm was occasionally consulted. Wherever possible, Chinese materials were used. The electrical work was done by an American firm. The principal dimensions are as follows: Length over all, 151½ feet; length between perpendiculars, 143 feet; beam over guards, 25 feet; load draft, 10 feet; depth molded, 14 feet. The vessel is of 542 tons displacement and it is built for a speed of not less than 18 knots per hour.

Both Oregon pine and teakwood were used. The lower deck is laid with 6 by 2-inch Oregon pine; the main deck is of teak 2½ inches thick paved with pitch; and the upper deck is of tongued-and-grooved Oregon pine 1¼ inches thick. The whole of the bottom is covered with Portland cement. There is one single mast of Oregon pine 10 inches in diameter and 37 feet in height above the deck.

The vessel is propelled by two sets of compound expansion engines operating separate shafts. They are of the vertical inverted-cylinder direct-acting type, with a high-pressure cylinder of 13 inches diameter and a low-pressure cylinder of 28 inches diameter. The stroke of the pistons is 18 inches. The engines are supplied with steam by two return-tube cylindrical boilers 9 feet 5 inches in diameter and 10 feet 8 inches in length, each having two furnaces and being built for a working pressure of 135 pounds per square inch. The plates used in construction of the boilers are of open-hearth steel, and all material is in accordance with the British Board of Trade and Lloyd's requirements.

The contract called for the completion of the steamer within five months of the date of signing the contract, and it was specified that the engines, boilers, and all auxiliary machinery be complete and specially adapted to service on the Yangtze. The price paid is said to have been $40,000 Mexican (about $18,920 gold).

A wind motor claimed to be the largest of its kind in the world has lately been brought into use at Harlingen, Friesland, for draining a tract of lowland redeemed from the sea by high embankments, with an area of 1850 acres. This machine, which has steel sails and is mounted on a steel tower, has a diameter of fifty feet and is said to be capable of dealing with 64,000 to 70,000 cubic feet of water an hour.

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HOUSE LABOR GROUP SCORES.

Blocking what appeared to be an attempt to prohibit an investigation of infant mortality and dangerous occupations, the labor group in the House of Representatives won a decided and important victory when the appropriation for the Federal Children's Bureau was under discussion. An amendment proposed by Representative Johnson, of South Carolina, provided "that this appropriation shall not be expended for investigation that the Public Health Service is required or authorized by law to make and are making." Representative Buchanan, of Illinois, a member of the labor group, resorted to every parliamentary trick to defeat this amendment, and heatedly declared it would "defeat the efficiency of the Child Labor Bureau." On a vote this view was accepted and the cleverly worded amendment was rejected. Congressman Nolan, of California, member of the labor group, appealed for the children. He said: "The Children's Bureau during the first two fiscal years of its existence, has had a staff of fifteen persons. Its appropriation for salaries has been $25,640 per annum. In addition to this it has no moneys except two small allotments from departmental funds, one for printing and the other for contingent expenses. Because of the small funds at the disposal of the bureau the investigation intended to eliminate conditions causing infant mortality, has been limited to a single small city, Johnstown, Pa." Labor Member Keating, of Colorado, termed present conditions "a slaughter of the innocents," and in urging a rejection of the committee's report, and favoring $164,640, the amount asked for by the head of the bureau, Miss Lathrop, the Western Congressman said:

"Gentlemen may talk about extravagance as much as they like, but I insist that while the people of this country are in favor of economy they are in favor of the right kind of economy. A few weeks ago we rushed through this House, by unanimous consent, a bill appropriating $600,000 to stamp out hog cholera. We would have made the appropriation $6,000,000 if the experts had told us that by the expenditure of such a sum they could save the lives of the hogs of this country. I would have voted for such an appropriation, and you would have voted for such an appropriation, Mr. Chairman, and the people of the country would have approved of such an appropriation. If it is essential to protect the lives of the hogs of this country, how much more important it is to protect the lives of the children of this country. The experts tell us that each year 300,000 children die in this country before they attain the age of one year. We are assured that fully one-half of these deaths are directly traceable to ignorance and lack of care."

Never before did the halls of Congress ring with such pleas for the little ones and in opposition to the committee's report, which favored only $25,640. By an emphatic vote the report was rejected, and the bureau was voted the amount it requested.

The extent of trade unionism is the best possible measure of a people's capacity for self-government.

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships. Fraternally yours,

LAKE SEAMEN'S UNION,

V. A. OLANDER, Secretary.

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COLORADO RIVER EXPEDITION.

How a University of California expedition floated down the Lower Colorado river, through the heart of as hot and arid a desert as there is in the world to study the bird and animal life and to seek for clearer insight into how evolution works there under natural conditions, this story is told by the head of the expedition, Director Joseph Grinnell of the California Museum of Vertebrate Zoology, in a volume of several hundred pages, just published by the University of California, entitled "An Account of the Mammals and Birds of the Lower Colorado Valley, With Especial Reference to the Distributional Problems Presented."

It was Miss Annie M. Alexander of Oakland, founder of the California Museum of Vertebrate Zoology, who generously provided, in addition to her annual gift for the support of the museum, a fund to defray the expense of this scientific expedition to the valley of the Lower Colorado river, since there the greatest contrasts of desert life could be found. Dr. Grinnell and the other three members of the party assembled at Needles, Cal. Here the rather bulky outfit required was loaded upon two boats—a scow and a skiff—and the journey down the river to Yuma was started.

Although Yuma, the terminus of the journey, is but 150 miles south of Needles in a direct line, the river's course is such a winding one that by water the distance covered is 285 miles. The river's course is of two markedly different types. Where it flows between rock walls among hills the channel is of fixed location and usually deep and narrow; in the large valleys the river is broad and shallow, with a constantly shifting channel. At The Needles the river passes between high hills and the narrow channel thus formed has two sharp bends in it. Such a gorge is locally called a "box canon," and at certain stages of the river is not without danger to small boats because of whirlpools and jutting reefs of rock. The Colorado river carries great quantities of sediment and the water of the stream is always muddy. Where the river flows through valleys its course is winding and the stream is constantly depositing sediment on the inside of each curve and undercutting the banks on the outside of each curve. As the explorers floated down the river they found it necessary to be constantly on the lookout to avoid whirlpools in the rock-walled canons and sandbars or caving banks where the stream widened.

In the course of their three months of field work the naturalists camped at 29 different locations along the river, 18 being on the western or California side and 11 on the Arizona side. From each of the base camps as a center hunting and trapping were carried on as far radially as proved practicable. It was the effort of the explorers to test every sort of ground available, from the tule-covered swamps and the willow thickets along the river to the catclaw thickets of the desert ravines and the spiny shrubs of the rocky hills. In all, 11 different associations or groups of plant growth were found in the desert bordering the river. Each association possessed certain birds and small mammals dependent upon it for food or for shelter or for both. One of the most interesting associations studied was the Saguaro Association, where the Saguaro, or giant cactus, usually supposed to be confined to Arizona, was found upon the California side of the river. As the explorers floated down the Colorado river, just below the point where the Bill Williams river empties into it, they beheld the huge stems of the giant cactus studding the sky line on both sides of the river. A landing was made on the California side and several saguaros examined for nesting sites of birds. It was found that in the tall stems of the thorny cactuses many woodpeckers had excavated safe retreats in which to rear their young. Other kinds of birds, recognizing the safety of these locations, had taken advantage of deserted woodpecker holes and made their nests in them. One giant cactus was found to harbor the nest of a Gila woodpecker and that of an ash-throated flycatcher, while in another trunk nearby a screech owl had made her home three feet above that of a brood of gilded flickers.

In the Willow Association bird life was found to be most abundant and mammals fewer than elsewhere. This scarcity of terrestrial animals the observers believed to be due to the fact that here the ground is inundated at high water annually, and not only would ground dwelling mammals be drowned but their food supply would be cut off for many days at a time.

One main object of the expedition was to study the effect of the Colorado river as a highway for the dispersal of some species of animals and as an absolute barrier for others.

To bats and birds the river, of course, does not act as a barrier, and larger mammals, such as even the mountain lion and the wild cat, were found to swim from side to side as necessitated by search for food.

Of the 43 kinds of mammals found along the river and on the nearby desert, 11 were found to be completely restricted to one side or the other of the river. In no instance was a species which dwelt close to the water's edge found to be restricted to one side, and Dr. Grinnell suggests that these species are occasionally transported back and forth across the river on driftwood or by other means, thus maintaining the identity of the species on the two sides. One species, for instance, a mouse, repeatedly came aboard the scow when it was moored beside the bank for the night.

Among the species restricted by the river were the desert chipmunks, distinct species of which occupied opposite sides of the river. These animals live upon the rocky hillsides some distance from the river, and since the climate and plants upon the two sides are alike it is supposed that the two kinds of chipmunks now present developed from ancestors coming from remotely different regions.

Each of the 150 kinds of birds and 43 kinds of mammals secured by the expedition is listed in this volume and notes given upon habits, abundance and local distribution.

The remarkable collection (which has been built up in the California Museum of Vertebrate Zoology through Miss Alexander's maintenance of scientific expeditions such as these) now contains 20,000 mammals, 25,000 birds and 5,000 reptiles.

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THE DANISH FISHERIES.

The Danish Fish Inspector has recently made public figures relating to the catch and condition of the fisheries in the Kingdom of Denmark for 1912, in which it is shown that the value of the catch from salt waters of the Kingdom amounted to $4,466,783 in 1912, as against $4,081,667 in 1911. The varieties taken in largest quantities were cod, flounder, plaice, herring, mackerel, eel, shrimps and garfish. As compared with five years ago, the catch has shown an increase in value of $789,823. The value of the oyster takings is not included in the foregoing figures. The 1912-13 season yielded 3,992,000 oysters.

Persons engaged in the fisheries numbered 17,821, an increase of 324 as compared with the preceding year. The fishery fleet consisted of 14,380 smacks and boats. Of these, 342 were of 15 tons or over, 893 between 15 and 5 tons, while the remainder of the fleet were under 5 tons register. Of the boats, 2781 were supplied with motors. The estimated value of the fishing boats was $2,985,895, while the estimated value of the apparatus and necessary appliances used by the fishermen in their work was estimated at $2,182,217.

The State has assisted the fishermen by direct loans from the State treasury to the amount of $42,237, and has also advanced to their societies or loan associations $14,-204.

On the Faroe Islands the fishery fleet consisted at the close of 1912 of some 138 cutters, with a tonnage of 10,800. In addition to this fleet there were also engaged in the fisheries 144 motor boats and 1168 small boats. The value of the motor boats was estimated at $134,482, and of the smaller boats at $36,413. The value of the cutters is not indicated. The value of Faroe Island fisheries is given as $655,448, as compared with $548,033 in 1911. Of this amount the cutters earned $441,664.

Bone-yielding whales to the number of 667 were taken, a large decrease as compared with 1911 and 1910, as the catch for those years was 1650 and 1400 respectively. The sperm-whale catch was only 152, as against 276 in 1911.

During 1912 fishing boats of foreign nations to the number of 6 were caught inside the prohibited zone, or what is called Danish "sea territory."

The Government was called on for assistance 50 times and responded. Two coasting ships are used for this purpose and they report as having relieved 44 boats, having total crews of 171 men. In addition to the help mentioned, the relief steamers of the Government have attended and rendered minor help to fishermen whose motors have gone wrong or whose vessels have grounded or have been incased in ice floes.

The fresh-water fisheries are under the Department of Agriculture and their value for 1912 is estimated to have been $268,-000, but at present writing no further details have been made public.

The Government supports a biological station, and continuous study is made of the fish conditions and the habits of the fish suitable for human food or of use in trade.

Iceland and Greenland are not included in the foregoing report.

For fair products of all kinds consult the JOURNAL'S ad columns.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

continue to be true until the character of man shall be radically changed.

In Portland a big department store has recently organized a welfare scheme, and in New York recently a big department store failed and left its welfare work in a deplorable condition. These are instances of the beginning and the ending of a plan which was conceived for the purpose of throwing sand in the eyes of the toiler to prevent him from seeing his own best interest and acting with his fellows to do himself the most good.

Watch welfare work in Portland. It may need watching. People who will not allow their workers to organize—when they demand the rights of organization for capital—are not playing a just game, and they know it. Why not pay wages and allow men and women to do their own welfare work in a practical, sensible way?—Portland (Ore.) Press.

THE ORIGIN OF LONG ISLAND.

A report on the geology of Long Island, written by Myron L. Fuller, and just issued by the United States Geological Survey, will be of interest to a very large number of persons in that thickly populated region and elsewhere. Although the mineral resources of the island are not particularly notable, some of its clays and sands are of economic value. Long Island presents numerous peculiar and interesting geologic features, and many geologists have studied it, but the extensive investigations of Mr. Fuller throw a flood of new light on the geology of the region. He has found that Long Island affords particularly clear evidence as to the history of the great continental ice sheet which covered the Northern States many thousand years ago.

The southern margin of this great ice sheet extended to Long Island and remained there for a long time, depositing a thick body of intermixed boulders, sand, and clay as a terminal moraine, which is now the "backbone" of the island. The ice moved southward and brought these materials from the north, dropping them at its melting edge. This peculiar method of deposition developed a very peculiar topography, consisting of an irregular aggregation of hummocks and hollows, which have produced the many beautiful details of configuration that make the higher parts of Long Island so attractive to lovers of nature. The most notable of these hollows in the morainal ridge is the one holding the picturesque Lake Ronkonkoma, which lies in a depression 50 feet below the surrounding ridges. Several other similar pits are 80 to 85 feet deep, and some of the larger irregular hollows are seevral miles in length. The report contains extended descriptions of the features of the varied configuration of the island, with lucid and interesting explanaions of the origin of many details. Considerable attention is also given to the character and origin of the deep submarine channel of the Hudson, extending far out under the ocean.

The older rocks of Long Island consist of the granite floor, which comes to the surface near East River and Hell Gate, and clays and sands of Cretaceous age, which have been found not only to outcrop at places along the north shore but to rise into mounds of considerable height under the surficial deposits of a portion of the west-central part of the island.

The geologic history of Long Island is the story of a vast lapse of time, but many of its details are indicated by striking evidence in the relations of a great variety of deposits and diversity of configuration. The story as read in this area is also applicable to other portions of the Alantic coast region, and this phase of the investigation is also treated in Mr. Fuller's report. Glacial deposits, both those constituting moraines and those due to glacial waters, are so well exhibited on Long Island that teachers of geology and others interested in the science can find here exceptionally good illustrations in great variety. To provide for this demand a special table is included giving a list of principal points of geologic interest, with brief notes on instructive features.

The report includes a detailed geologic map and a topographic map of the entire island on a scale of about two miles to the inch, together with many special maps and other illustrations. To facilitate reference to the geologic map, it is divided into rectangles designated from west to east by numbers and from north to south by letters, and these references are used in the special table.

The report on the geological Long Island is published as Professional Paper 82 of the United States Geological Survey, and a copy may be obtained free on application to the Director of the Survey, at Washington, D. C.

MARINE MOTOR EXPOSITION.

An Exposition for Marine Motors for Vessels of All Tonnages is to be held in Boulogne-sur-Mer, France, in June, July, August and September of this year.

Boulogne-sur-Mer is the leading fishing port of France and is one of the most important centers for the fishing industry in the world. In 1912 there were fitted out at Boulogne-sur-Mer for fishing 528 vessels, aggregating over 65,000 tons, manned by 9885 seamen, and representing an investment of over $9,000,000; 36,000 tons of coal were used for bunkers, while 29,000 tons of ice and 10,000 tons of salt were utilized. The total catch of the fleet sold for nearly $6,000,000.

Boulogne is also one of the most frequented summer resorts in France. Many yachts call in the months during which the Marine Motor Exposition is to be held. The exposition was suggested by the late Secretary of the Navy, M. De Monzie. A committee was formed, composed of members of the Central Government, of the Boulogne-sur-Mer municipal council and of the Chamber of Commerce. The exposition will be held in the buildings of the Boulogne Chamber of Commerce and in sheds to be erected in the Casino Gardens. Various tests will be organized for marine motors and vessels therewith equipped. Prizes will be awarded.

The whaling season of 1913 eclipsed all records, the total yield of oil for the world being estimated at 800,000 casks.

Scotch pig-iron production in 1913 totaled 1,377,747 tons, an increase of 178,980 tons over the previous year.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to bodv or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

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FEDERATED SEAMEN'S UNION OF AUSTRALASIA

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Labor News.

During the period of one year ending with January 31, 1914, the Amalgamated Association of Street and Electric Railway Employes of America paid 309 death benefits in the sum of $141,888. During the six months ending with January 31 accident benefits amounted to $102,000.

When officers of the Brewery Workers' Union submitted their new wage scale to the Park Brewing Company at Hancock, Mich., nine months ago, the management's refusal to consider the demands caused a strike. Of late, however, the company has changed its viewpoint of the organized workers, and recently signed a contract in which the original demands were granted. These are: A nine-hour working day, time and one-half for overtime, and minimum scales of from $15 to $17, according to classes of work. The strike-breakers have disappeared and the unionists are back on the job.

Asking for eight hours' pay for an eight-hour day, time and one-half for overtime and a minimum wage of $2.25 per day, the International Union of Shingle Weavers, Saw Mill Workers and Woodsmen has addressed communications to the logging camp operators and lumber and shingle manufacturers in Washington. The action of the union follows a meeting held at Aberdeen, Wash., recently, when it was voted to ask for the eight-hour day, with a minimum wage of $2.25 and to demand that this be granted on May 1, if an effort to reach a satisfactory agreement with the employers fails.

"It's simply a strike, because we couldn't stand the fifteen hours' work day that had been crowded on us for the last six months. We have been working from 7 in the morning till 10 at night, with no stop for dinner. It's more than we can stand," said the spokesman for striking steel workers employed by the Atlanta (Ga.) Steel Company. Requests to the management to shorten the terrific hours were not complied with and the walk-out followed. Factory officials are not inclined to look upon a 15-hour day as unusual, and are quoted as making this comment on the strike: "The men can do as they please. If they want to quit, let them quit. As to the working hours, we have nothing to say about that."

The most stubbornly contested struggle ever waged by the allied printing trades came to an end when the Superior Printing Company (formerly known as Werner's) signed an agreement with the locals in Akron, Ohio. The eight-hour day will be recognized, and the company agrees to pay the union scale and time and one-half for overtime. Apprentice regulations are agreed to and the company pledges itself to observe other conditions. In many departments union men have already been placed in charge. The strike started over ten years ago, and during its progress bitter feeling was developed. The Werners, under whose management the strike began, are no longer connected with the institution, and the differences have practically wrecked the business of one of the finest printing plants in the country, because of opposition to the allied crafts, who stood together during all this time.

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Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Abolin, K.	Koloed, Geo.
Alonzo, J.	Kristiansen, Arnt
Andersen, Hjalmar	Kruger, J.
Anderson, Peder	Larsen, Sigurd
Alquist, E.	Lee, J. C.
Andersen, A. -1821	Lill, C.
Arbucle, Daniel	Luther, F.
Brodie, W. G.	Larsen, B.
Bjorkman, Chas.	Larsen, Ludvig A.
Boysen, J. J.	Litenberg, A.
Bishop, Patrick	Madsen, C. H.
Backman, A. A.	Make, Ivar
Cederholm, Carl	Machado, H.
Christensen, H. -1366	Martin, Christ
	Martinsohn, P. A.
Dall, Carl	Mikkelson, K. -1620
Davidsen, Jack	Morse, H. W.
Deuland, Chas.	Meitak, Mike
Dahlstrom, Arthur	Miller, James
Darker, Thos.	Moller, Walter
Erikson, Eero	Mortensen, John R.
Engstrom, F.	Naro, H.
Edvards, J.	Njosvik, J.
Fisher, Frank	Nilsen, Ludvig
Fjelman, Geo.	Nilsen, O. J. (Reg.)
Freitag, W.	Nelsen, Christ
Flynn, J.	Olsen, C. E.
Fredriksen, H.	Olsen, Martin
Gundersen, L. S.	Olsen, Jorgen
Gundersen, Peder	Ostman, Martin
Giortz, P. V.	Olsen, A. M. -944
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Graything, L. A.	Packwood, Wm.
Grendal, Chas.	Petersen, Chr.
Graae, P. C.	Petterson, A. K.
Hansen, C. F.	Pettersen, Harry
Henriksen, B. (Reg.)	Prigge, Albert
Herman, Axel	Pabris, L.
Hewett, P.	Samuelson, H.
Halm, Fred	Simms, G.
Hansen, Schroeder	Smith, E. C.
Hansen, John	Solness, T. J.
Iverson, Ole	Sorensen, Geo.
Jacobsen, Martin	Sorenson, C.
Jensen, Robert	Sevenson, C.
Jensen, H. -2062	Sevenson, J. -1331
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Johnson, G. -1452	Swenson, L. G.
Johnson, A. W.	Sheppard, Stewart
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Jorgensen, Karl	Sterndock, J.
Jacobsen, Holger	Ulmar, John
Johnson, F.	Wettland, Johan
Kallas, M.	Wickstrom.
Karlson, Rudolf	Williams, Chas.
King, Frederick	

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Tacoma Letter List.

Andersen, Anders	Kalberg, Wm.
Berglind, Ed.	Leander, George
Bjorklund, Eric S.	Linea, W.
Bruse, D.	Line, Wiktor
Christensen, Albert	Loren, A. L.
Englund, Gust, E.	Lundberg, Thorsten
Grove, Albert	Nielsen, W. -1054
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Haugan, Arthur	Olsen, Martin E.
Johansson, Charles	Paterson, John
Johnson, Oscar	Ridderstoff, Ernest
Johannsen, Christian	Reinhardt, Werner
	Swanson, August
Jorgensen, Peter A.	Thorsen, Axel L.
Kallas, Alex.	Wene, K. J.

INFORMATION WANTED.

Axel Peterson, F. Lundberg, J. Gustafson, M. Garcia, crew of the steamer Riverside, at the time she towed in the Oceana Vance, kindly call at the office of the Charles Nelson Co. for money due them.

Any one knowing the whereabouts of Wilhelm Brannemann, born at Dockenhuden, Germany, in 1882, please communicate with Hans Martens, No. 1892, Sailors' Union of the Pacific, San Francisco.

Jacob Rokus is inquired for by his brother, Henry John Rokus, and would like to communicate with him. The last I heard from him was in 1903 at New Orleans on British steamer "Michigan," where he was shipmate. He is 32 years old and was born near Rotterdam, Holland. Any information of his whereabouts will be very thankfully received by me at 55 Main street, Buffalo, N. Y.

Carl Julius Carlson, born in Sweden in 1877, is inquired for by his mother. There is about $2000 due him from his father's estate. Last heard of in September, 1902, on the Atlantic Coast. Previously sailed on the Clifford between St. Johns and New York. Address Fru Sophia Carlson, Klubbegard, Hallands Lan, Heberg, Sweden.

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Breien, Hans	
Eriksen, Anton	Robertson, A.
Hansen, Harald	Thorssen, Fredrick N.
Ismas, Richard	

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Anderson, A. -1645
Anderson, Gustav
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Andresen, Anton -1635
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Bergman, Karl W.
Berglund, Ed.
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Brun, Mathias
Boyard, C. E.
Bults, Ernest
Bulander, B. B.
Carlsen, J.
Christensen, H. P.
Carlson, C. Erland
Carty, Casar
Dahl, Henry
Deswert, William
Day, Aca
Edstrom, John
Erman, A.
Ekham, Frans
Fellix, Hans
Fredriksen, Berger
Freitag, Franz
Geiger, Josef
Gordia, Piet
Gynther, John
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Maass, R.
Meckerman, Ernest
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Aberdeen, Wash., Letter List.

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Bowen, J. J.
Burkland, John
Bodahl, Hans
Christensen, Albert
Eklund, Chas.
Ernandes, Frisco
Evanger, Dick
Fuller, J. H.
Granberg, Eric
Graf, Otto
Heinig, Johann
Holm, Arthur
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Hansen, Ove
Illig, Gust
Junge, Heinrich
Hansen, Torleif
Johansen, Hans
Kaala, G.
Laaksso, F.
Loining, Hermand
Lengtssen, Gottfried
Laine, Herman
Lorsin, G. L.
Larsen, Lars
Larsen, H. P.
Lindroos, A. W.
Larsen, Peter
McLean, H.
Martin, James
Nordgren, Chas.
Nikolin, E. Miko
Neddemeyer, John
Olesen, Chas.
Olsen, Nils
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Petersen, S. J.
Pettersen, Karl
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Rundblad, Oscar
Richardson, H.
Sandstrom, Hugo
Siven, Wictor
Sorensen, T. B. G.
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Wind, Jacob -1357
Walder, Olsen N.
Williams, J.
Zebe, G. V.

Packages.
Gorgensen, Olaf.
Hansen, John
MacGuire, O. F.

INFORMATION WANTED.

Archie Smith, who was cook on the steamer "Hyades" in August, 1913, is urgently requested to communicate with Ambrose Gherini, 460 Montgomery St., San Francisco.

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Albert Smith, a native of Cork, Ireland, who left the American ship John C. Meyer, on Feb. 20, 1911, is very anxiously inquired for by his wife. Please notify British Consul General at San Francisco.

W. A. Goodrich, who left the British ship Puritan at San Francisco, February 6, 1911, is inquired for by the British Consul-General at San Francisco.

A. J. Nielson, who was injured on the "Minnie E. Kelton" at the time of her loss, please communicate with H. W. Hutton, 527 Pacific Building, San Francisco, Cal.

Anybody knowing the whereabouts of Arne Johnsen please notify O. M. Johnsen, Mosby, Christiand S., Norway.

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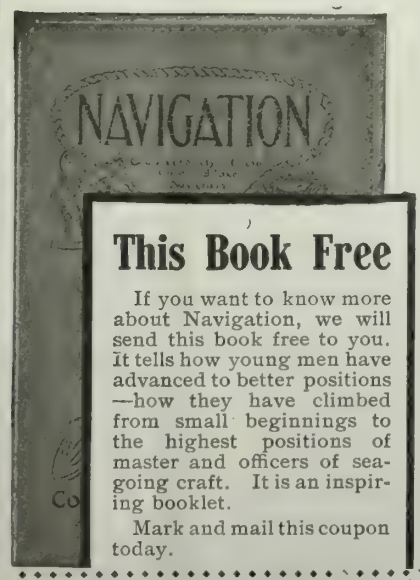
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INFORMATION WANTED.

W. Kahlberg, No. 688, and C. Monsen, No. 1964, are inquired for at the Standard Oil Company's office, at San Francisco.

Johannes Puun, born in Oesel, Arensburg, Russia, supposed to be sailing on the Pacific coast, is asked for by his mother. Anyone knowing his whereabouts please notify A. Lepp, Sailors' Union, San Francisco.

Richard Ryan, who left the British steamship Candida at San Francisco in July last, is inquired for by the British Consul-General.



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Home News.

Majority Leader Kern of the Senate said he did not think the Mexican situation would interfere with the legislative program. He said he believed the toll repeal bill would be passed with about a two weeks' debate.

President Wilson has appointed William C. Edes and Lieutenant Frederick Mears as members of the Alaskan Engineering Commission, which will have charge of the location of the railroads in Alaska, under the recently enacted Alaskan railroad act.

With an annual output of 98,000,000 barrels, California now leads all other States in the production of petroleum. Next in the order named come Oklahoma, Illinois, Texas, Louisiana, West Virginia, Ohio, Pennsylvania, Wyoming, Kansas and Indiana.

The United States is now a country of 109,000,000 people, according to the bulletin containing the estimates of population for the years subsequent to the thirteenth census, soon to be published by Director William J. Harris of the Bureau of the Census, Department of Commerce.

Conditions on the National Forest stock ranges in California are said to be better than they have been for twenty-five years, according to reports by Forest Service officials. The rains of the winter have been accompanied by exceptionally good growing weather.

The demand for space in human welfare exhibits to be placed in the Palace of Social Economy and Education at the Panama-Pacific Exposition has been so heavy that arrangements are already being made for the overflow. Nearly three-quarters of an acre more will be necessary to provide room for the exhibits that have been culled from those for which application for space was made.

The higher cost of living hereafter will be felt in a new way by patrons of dining cars and restaurants of the Pennsylvania and several other railroads. Bread and butter has been taken off the "free list," and now appears on the menus as an "extra" dish at 10 cents the order. There will be no corresponding reduction in the price of orders which formerly included bread and butter without extra charge.

The door is wide open for prosecutions of scientific men who experiment upon animals. In a notable opinion by Judge F. Amadee Bregy it is held that vivisection, if the animal suffers pain, is an indictable offense. Judge Bregy's interpretation of the Pennsylvania law came in his charge to the jury trying the case of one of the six faculty members of the Medical School of the University of Pennsylvania under indictment charged with wanton cruelty to animals.

The Boston Marconi station on top of the Filene building has accomplished the feat of sending and receiving wireless messages over a distance of 15,000 miles. A short message was picked up recently from the Pacific Mail steamer "Mongolian." Out of curiosity the receiving operator replied to the message and asked the "Mongolian" for the ship's position. The reply came promptly, "200 miles east of Nagasaki, Japan." Wireless men explain that this phenomenal feat was made possible only by extremely favorable atmospheric conditions.

Domestic and Naval.

It costs $329.99 to fire one round with the 14-inch guns of the "Texas" in target practice and $777.19 with armor piercing projectiles.

The American wooden ship "W. F. Babcock," which arrived at New York April 15 from Port Natal in ballast, will be cut down into a barge. She is of 1,993 tons net reg., and was built at Bath, Me., in 1882.

The Hamburg-American liner "Vaterland," the largest transatlantic steamship, will begin her maiden trip to New York May 15, instead of in June, as previously announced. She will accommodate upward of 1,000 first cabin passengers if necessary.

Twenty-five thousand persons were carried to Panama during the year ended December 31, 1913, on vessels of the United Fruit Company's Great White Fleet. The army of tourists came from every city in the United States and Canada and while many sailed from New Orleans and Boston, the majority embarked at New York.

The United States battleship "New York" was commissioned at the Brooklyn Navy Yard where she was built, April 15. She is a sister ship of the "Texas," now in commission and was laid down September 11, 1911, and launched October 30, 1912. The "New York" displaces 27,000 tons and carries a complement of 1,014 officers and men.

The President of the French Republic has bestowed a first-class silver medal on Mr. Robert Simpson, second officer of the White Star liner "Majestic," in connection with the rescue of the crew of a French schooner in the Atlantic in October. Second-class medals have been awarded to four seamen of the "Majestic," who assisted in the rescue.

It is expected that on May 15 bids will be opened for the Navy's fuel oil requirements for the coming year, which, according to the best information, will probably amount to something like 700,000 barrels. During 1913, the consumption of fuel oil on board naval vessels amounted to about 361,783 barrels, valued at $490,628, an average cost per gallon of $0.032.

On the ground that the yacht "Allita," formerly owned by J. P. Morgan and Henry M. Flagler, though built in Montreal, had been practically reconstructed in Brooklyn, the United States Circuit Court of Appeals has decided that the craft was not liable to the foreign-built yacht tax. In doing this, the Appellate Court reversed the findings of the Federal District Court in assessing against the "Allita" the tax of $7 per gross ton.

In spite of the unprecedented disaster on the Great Lakes in November last, when losses amounting to about $4,000,000 were sustained, competition for the insurance of Lake steamers this year is said to be keen. Underwriters have found it very difficult to come to any definite agreement among themselves, and there has been a considerable amount of uncertainty in the negotiations. It appears that the competition between London and American underwriters for a share of the business is fairly keen, and the result is that the rates paid this year are not likely to be higher than those of last year, on which the heavy losses in November had to be settled.

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San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify Jack Rosen, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Abolin, Chris.
Adamson, Hjalmar
Aga, John
Ahl, Theodor
Ahlstrom, Ellis
Aho, Jack
Alexandersen, Paul
Altonsen, John
Amundsen, Albert
Anders, Fred
Andersen, -992
Andersen, -1246
Andersen, -1620
Andersen, -1635
Andersen, -1708
Andersen, -1819
Andersen, Lars
Andersen, Martin J.
Anderson, Otto
Anderson, -1754
Anderson, -1783
Anderson, -1860
Anderson, Carl O.
Anderson, Chas.
Anderson, G. G.
Anderson, John E.
Anderson, H.
Anderson, J.
Anderson, John
Anderson, Samuel
Anderson, Victor
Antonsen, Herman
Apderbeck, Eugen
Apsit, J.
Austin, Andrew
Baare, Henry I.
Bawden, John P.
Bawder, M. A.
Behrend, Karl
Behrens, Herman
Bendesen, Nickolia
Benson, John E.
Bierstet, -1736
Bjorklund, Erick
Bjornsen, Conrad
Blanert, W. S.
Blasohke, Fred
Boers, M.
Bohm, Frans
Borden, Jas.
Bowman, K. H.
Boyard, C. E.
Boy, Geo.
Bradford, Martin
Brander, Oscar
Brander, Wm.
Brenjord,
Brennan, Leo
Brevick, John
Brown, Dave
Brown, Frank
Brown, John R.
Buedesen, John
Cain, P.
Callahan, D. A.
Campbell, D.
Campbell, Geo.
Carlson, C.
Carlson, Chas.
Carlson, Gust
Carlson, Oscar
Carter, Sidney
Ceelan, John
Cerg, A.
Christensen, Erling
Chistensen, Hans
Christiansen, L. P.
Christiansen, Peder
Clausen, J.
Claussen, I.
Coasta, Cacimiro
Conlon, Tom
Conoby ,Obirt
Coss, D. C.
Croasman, Geo
Dahlgren, Pete
Dahlberg, C.
Dahlstrom, A. F.
Dahlstrom, Arthur
Danielson, Dave
Darby, L.
Davidson, H.
Deissing, E.
Demrick, Otto
Derengowski, Julius
Deswert, William
Dettmers, Geo.
Dixon, John
Doering, E. W.
Donovan, J. J.
Dracar, E.
Dreyer, Carl
Egelhoff, Fred
Ehlers, Chas.
Ekholf, Otto
Eliasen, Sigurd
Elling, Jesse
Ellis, Jack
Ellis, J. H.
Entomsen, Herman
Ericksen, Gerhard
Erikson, Arthur
Erickson, Konrad
Eriksen, Fred
Esenbort, N.
Eskildsen, N. P.
Eugene, John
Evensen, Louis
Evertsen, Olaf
Finnelley, W.
Fisher, Peter
Fjellman, Jonas
Forsgren, Carl
Forshen, Otto
Forshu, Alex
Forsman, Geo.
Foss, Louis
Frances, George
Franke, Karl
Freberg, Oneck
Fredriksen, B.
Freiberg, P.
Fredriksen, B. D.
Fritch, Leonard
Furlong, P.
Galleberg, -881
Garbes, Gustav
Garvey, L.
Gifford, S.
Grambow, Gustav
Grantley, C. W.
Gravit, C.
Gravit, K. J.
Grinberg, T.
Gronros, Oswald
Groth, John
Gundersen, C.
Gundersen, C. A.
Gundersen, Jack
Gundersen, P.
Gustafson, Ejnar
Gustafson, G. B.
Gustafson, Gus
Gustansen, Olaf
Haave, N.
Haggar, Fred
Hakanson, A. W.
Hakanson, Emil
Hallberg, N. B.
Hallgren, John
Hallin, -1143
Halvorsen, Emanuel
Halvorsen, H.
Halvorsen, Hans J.
Hampell, W.
Hansen, -968
Hansen -2115
Hansen, -2219
Hansen, Axel
Hansen, C. F.
Hansen, Chas.
Hansen, Christ
Hansen, C. P.
Hansen, H. C.
Hansen, John
Hansen, Karl
Hansen, Martin
Hansen, N. M.
Hansen, Walter
Hanson, O.
Hanson, N. C.
Hannus, A.
Hartman, I.
Haugen, Hans C.
Haugen, Lars
Haugland, Harold
Haven, Robt.
Heiberger, M. B.
Heinig, John
Heirterman, Harry
Heldal, T.
Herman, Axel
Ilsemann, H.
Hewitt, Peter
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Holm, Chas.
Hubertz, Emil
Hubner, Carl
Hubke, John V.
Hughes, Walter
Huse, Edw.
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Jansen, John G.
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Jensen, F. C.
Jensen, George
Jensen, Just
Jensen, Oscar
Jensen, W.
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Jespersen, M.
Jessen, Henrich
Johansen, -1593
Johansen, Edw.
Johansen, Louis
Johanson, E.
Johanson, John
Johanson, N. A.
Johanson, Ray W.
Johansson, -280
Johansson, Alfred
Johansson, Harlof
Johnsen, -2183
Johnsen, A.
Johnsen, Andrew
Johnsen, Aug
Johnson, -1551
Johnson, Bernhard
Johnson, Frank
Johnson, Sami. O.
Johnsson, C. A.
Jorgensen, Fred
Jorgensen, Pete
Joseph Jack
Karlberg, Arvid
Karlsen, Hans
Karsten, Hugo B.
Kasett, F.
Kasin, Fritz
Kearns, M. N.
Kine, Conrad
Klassen, Jacob
Klaus, August
Klette, C. F.
Klingston, S. S.
Klocker, Theo.
Klutseh, H. C.
Knudsen, R.
Knutson, Frank
Kramer, Fred
Kristiansen, Hans
Kristiansen, Johan
Laas, J.
Lahke, J. J.
Lajrowski, August
Lambert, Edw.
Lammel, H. C.
Lane, G.
Lange, de I.
Lapouble, Jean P.
Larsen, H.
Larsen, Herman
Larson, F. W.
Larson, H.
Larson, John
Lartowa, I. A.
Laydon, D.
Lemberg, Fred
Lewis, Bob
Lewis, Roy B.
Liljendahl, L.
Lindberg, —
Linden, C. W. H.
Line, V.
Ljungstrom, Steen
Luhrs, L.
Lundberg, Chas.
Lundberg, Kahre
Lundberg, Thorsten
Lundberg, W.
Lundgren, Richard
Lundmark, H.
Mackay, Alexander
MacLaughlin, M.
Maki, Ivan
Mannonen, M.
Manss, Fred
Marchand, Louis
Marguardt, Henry
Markus, Gottfrid
Marmian, Stephen
Martens, -2262
Martin, Jack
Matheson, Alek
Mathiesen, Ludwig
Mathisen, Nils
Mathsen, Olaf
McGoldrich, J.
Melgand, R.
Mennicke, F.
Merleult, Gaston
Merris, Rueben
Metje, Gustav
Metzler, Louis
Meyer, R.
Miles, P.
Miller, Henry
Miller, Herman
Moberg, A. W.
Mohr, Ernest
Molander, G. L.
Monsen, Martin
Morris, O. R.
Mudda, A.
Muir, F. W. D.
Mynshmeyer, H.
Nagel, A.
Nanberg, Gus
Neil, John
Nemeyer, Oscar
Nesbitt, J.
Netras, Rudolf
Nicholsen, I. E.
Nielsen, Ed.
Nielson, J. S.
Nieolaisen, Carl
Nilsen, Anton
Nilsen, Hans
Nilsen, H. H.
Nilsen, Michael
Nilsen, R.
Noomiroff, M.
Nordberg, Hilding
Nordblom, Ben
Noyes, A. F.
Nurgi, Peter
Nylund, Karl
Nyman, Axel
Ochile, Mersman
Ohlund, Chas.
Oksa, Victor
Olango, Pedro
Olausen, Kristian
Olman, P.
Olsen, -511
Olsen, -872
Olsen, -906
Olsen, -1101
Olsen, -1229
Olsen, Alfred
Olsen, Alfred C.
Olsen, Alfred F.
Olsen, B. K.
Olsen, Chas.
Olsen, Chas. A.
Olsen, E. W.
Olsen, Ferdinand
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Olsen, Olaf D.
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Olsen, Wm.
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Osterholm, J. W.
Parly, Frans.
Paulsen, Aksel
Paulsen, James
Paulson, G.
Pearson, J. T.
Pedersen, -1560
Pedersen, Carl
Pedersen, Olaves
Pedersen, S. R.
Pensgaard, Emil
Peters, A.
Peterson, -1389
Peterson, 1595
Peterson, A.
Peterson, Frank
Peterson, Fred
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Peterson, Oscar
Peterson, Oscar E.
Pettersen, S. A.
Prads, J. B.
Preujse, Fred
Pommer, A.
Punis, A.
Ramlow, Emil
Rasmussen, Emil
Rasmussen, Robt.
Reinhold, Ernest
Reitan, Pete
Renstrom, Axel
Renvall, Anselmi
Richard, August
Richard, James
Rimmer, Chas.
Rind, L.
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Robertson, John N.
Rodel, Willy
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Romm, D.
Ronm, Henrick
Rothstrom, Elis
Routman, Robt.
Royen, Jack
Rundjuist, O.
Runte, O.
Rus, A.
Ruter, P.
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Sabel, F. L.
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Schultd, Albert
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Selbort, H. J.
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Senger, Geo.
Shager, Ernest
Sibert, Henry
Siebert, R.
Simmonds, J.
Simonsen, Thomas
Singleman, Ernest
Sjobborn, Karl A.
Skoglund, H.
Smith, F.
Snell, Adolf
Sorensen, Christian
Sorensen, Edw.
Stapf, Adreas
Stienen, J.
Stintman, J.
Strand, Conrad
Strasdin, H.
Sullivan, J.
Sundberg, —
Sundberg, John
Svending, Knud
Swanson, Ben
Swanson, Lixten
Tamman, Chr.
Tammisar, P.
Teras, Johanes
Theorin, J. E.
Thomsen, Emil
Thomsen, Emil N.
Thorn, A. W.
Thorsen, Jens
Tietjen, B. H.
Tollefsen, Andreas
Tonnesen, Abraham
Torkilsen, Jonas
Torstensson, Folke
Udd, John
Uesair, M.
Ursin, J.
Vahvr, Morris
Verlenz, Paul
Vesthve, L.
Vinter, G.
Vireck, H.
Vold, O. P.
Wahlberg, Rud
Wallenius, Chas.
Wallgren, I. M.
Wallner, Thomas
Walters, Chas.
Wevth, H.
Wena, Louis
Wenson, B. S.
Werner, Paul
Westman, A.
Wikinson, W. H.
Wikstrom, Anton
Williamson, W. A.
Williamson, William
Wills, Geo.
Wilson, R.
Wineberg, Chas.
Winter, H. W.
Winther, H. H.
Winther, J. M.
Wirta, John
Webber, John S.
Wold, Olaf.
Wortman, W.
Yren, Wm.
Zoe, Frank
Zunderer, Theodor

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Beling, Oscar
Blixham, S.
Carter, H.
Christoffersen, Olaf
Ellefsen, Otto
Finnelly, Wm.
Guldbrandsen, Jack
Hanmers, Alex
Hansen, Jeremias N.
Hansen, Karl
Hansen, Nils
Hansen, Marius
Haugen, Lars
Iversen, Reidar
Johansen, Axel
Johansen, Emil
Johansen, J. -2021
Johnsen, Ray W.
Jorgensen, Oluv
Klette, E. F.
Laas, J.
Laydon, D.
Lindroth, Erik
Markley, Paul
Mortensen, -2191
Nelson, Hasmund
Nilsen, Emil
Olsen, -1244
Olsen, Carl -1101
Petersen, Olav
Peterson, 1558
Raasch, O.
Rarly, Frans.
Rasmussen, Emil
Rathke, Reinhold
Rimmer, Chas.
Roslin, Robert
Schroder, Aug.
Summers, J. J.
Swanson, Martin
Thorsen, Jens
Van Pratwijk, Johannes
Wakely, R. E.
Walters, Albert B.
Willmann, Wilhelm
Wurthman, W. L.

INFORMATION WANTED.

William Fayette White, whose mother died recently, is inquired for by his brother. Anyone knowing his whereabouts please address S. A. White, 106 W. Salem Ave., Roanoke, Va.

Arthur Griffith, alias Simmons, a British subject age 28 years; 5 feet 6 inches in height, fair complexion, stout build, blue eyes, top false teeth, clean shaven, who is believed to sail on a coasting vessel between San Francisco and Portland, is inquired for by H. B. M. Consul-General. Anyone knowing his whereabouts please notify the British Consulate-General, San Francisco.

George Albert Vaughan, age 47, of Handsworth, Birmingham, England. Was in New York City in 1902; worked as steward on New York and South American boats. Important. Address, Rev. R. C. Cookson, 96 Monroe street, Brooklyn, N. Y.

Any one knowing the whereabouts of John Burke No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

Albert Christensen, native of Byrum Laso, last heard of in San Francisco in 1910, in inquired for by his brother. Address, H. C. Christensen, Scandinavian Sailors' Home, San Francisco.

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Alango, John	Nachtigall, H.
Hermansen, L.	Rosbeck, Gustaf
Johansen, John	Varner, C.
Johnson, Ole	Wilson, Gus
Moore, George	



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San Francisco, Cal.

INFORMATION WANTED.

Nils Johnson, who was wrecked in the American bark "Oasis," Sept. 2, 1887, is inquired for by W. F. Hohenschild, Berkeley, Cal.

Samuel Dickson, a seaman, aged about 40 years, son of Moffett Dickson, deceased, of Belfast, Ireland, or any person knowing his whereabouts, is requested to communicate at once with the undersigned in connection with a legacy. A. R. Smith, U. S. Shipping Commissioner, Philadelphia, Pa.

Heinrich Schel, born in Zingst, near Barth, Germany, is requested to communicate with Mr. A. Praast, 93 Diepe Straat, Antwerp, Belgium.

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	Snorsvold, Lars

Seattle, Wash.

Abolin, Adam	Osterlund, Albert
Borgen, K. Sigurdsen	Olsson, Sigfrid
	Peterson, Andrew K
Dahl, Ben.	Phister, Albert
Fister, Johannes	Polhome, Mr.
Finnigan, I. H.	Ridderstaff, Ernest
Hagen, Gunder	Rye, F. M. J.
Jensen, Gustav	Selback, Chris.
Johansen, Ingvald	Slinning, Rasmus O
Johnson, Axel	Spellman, Tom.
Nelson, Nels Wilhelm	Starks, John
	Stein, George G.
Larsen, Fred	Stixrud, Jack
Magnuson, P. A.	Stromsness Oscar

INFORMATION WANTED.

Alfred Kupfer, born February 9, 1890, at Coburg, Germany, is inquired for by the German Consulate, 201 Sansome street, San Francisco, Cal.

When making purchases from our advertisers, always mention the Coast Seamen's Journal.

News from Abroad.

The White Star line, in view of the approaching advent of the 50,000-ton "Britannic" into the service, has sold the "Majestic," to be broken up. The price paid for the old liner was $125,000.

"White Wolf," the notorious Chinese brigand, lost 2000 of his followers in killed and wounded in a battle at Lichuanhsien, according to the official report. The crushing defeat of the brigands occurred after they had captured and looted the town of Sanyuanhsien.

The Russian tank steamer Kometa blew up on April 27 off Sidi-Feruch, on the coast of Algeria. Passing steamers picked up fifteen of the crew of thirty which the Kometa carried. The others perished. Of the survivors nine were injured.

Matters are at a deadlock between political parties in Peru in connection with the presidential election to choose a successor to the exiled President Billinghurst. The general public is pessimistic as to the outcome and commerce is suffering considerably owing to the uncertain condition of affairs.

Fire started by a suffragette arson squad destroyed a mansion at Londonderry, Ireland. The loss is estimated at $25,000. Among the placards left behind by the women was one reading "Apply for damages to Sir Edward Carson." Carson, leader of the Ulsterite opposition to Home Rule, has repeatedly refused to support woman suffrage.

According to the official report of the Cuban Customs House, the exports of cigars from Havana to foreign countries from January 1 to March 15, 1914, amounted to 30,576,134. For the corresponding period in 1913 the shipments were 33,682,142, showing a decrease of 3,106,000 cigars, as compared with the same period of the former year.

Last year South Africa purchased only 65,202 tons of coal from Great Britain, as its own output is now supplying the domestic market. In 1913 the South African colliers are said to have produced upward of 4,500,000 tons. South Africa furnishes about 2,000,000 tons yearly for the bunkering trade. Its colliery plants are modern and furnish a valuable market for such equipment.

China, after having so often occupied the stool of repentance, now has the satisfaction of receiving an apology and from her most exacting neighbor, Japan. The Japanese Government has expressed formal regrets for the Changti incident, which occurred in September, 1913, when several Chinese soldiers were killed by Japanese troops who were occupying a section of the Mukden railway. Japan also agreed to pay $26,000 (Mexican) in compensation to the families of the soldiers killed.

It is reported from Christiania that Captain Roald Amundsen, the Norwegian explorer, must have $200,000 before he can equip his proposed polar expedition. Explorers and scientists expressed the belief that it would be practically impossible to raise the required sum. The reports from Christiania said that Amundsen's ship, the "Fram," after completing repairs at Montevideo, Uruguay, would sail for Norway, the plan being for her to leave there and pass through the Panama Canal to the Pacific coast early in 1915, provided that $200,000 can be raised before that time.

With the Wits.

"His wife made him."

"Good gracious! Where did she ever get the pattern?"

He—You refuse me and give no reason! You are cruel!

She—No, professor, only kind.

Her admirer swallowed hard, pulled at his collar and finally made up his mind.

"Lilian," he said desperately, "let's get married!"

Lilian's bored expression vanished. "All right," she agreed. "But who can you marry?"

The big man with the I-know-it-all expression sneeringly watched the little man who was eating from a sack of peanuts.

"Down where I come from we use peanuts to fatten hogs," remarked the big man.

"That so?" asked the little man. "Here, have some."

"Have you heard about the woman who got a divorce because her husband always aroused the neighbors when he got home at night?"

"No, but I don't blame her. A man who won't steal in quietly and take his shoes off in the hall when he gets home late deserves no sympathy from his fellow men."

"The Hugginses," said Sherlock Holmes, "are very popular with the wealthy classes."

"How do you know?" I queried, confident of a brilliant answer.

"Because there are so many grease spots on the pavement in front of their house."

"I don't see the point," asid I.

"You auto," said Sherlock.

A pompous physician who was inclined to criticize others was watching a stone mason build a fence for his neighbor and thought the mason was using too much mortar. He said:

"Jim, mortar covers up a good many mistakes, does it not?"

"Yes, doctor," replied the mason, "and so does the spade."

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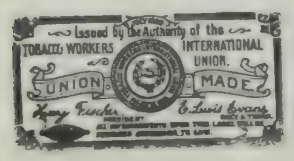
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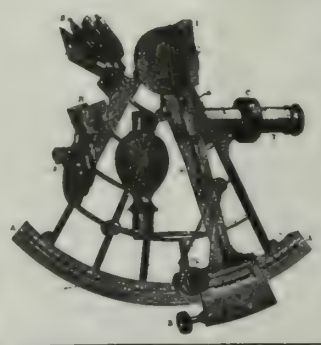
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Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

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STRIKES AND THE PUBLIC.

As a result of the Colorado miners' strike there has been a revival of talk about the desirability of "Compulsory Arbitration." The JOURNAL'S attitude upon that issue has been expounded so often that it would seem needless at this time to repeat the many weighty reasons why labor should again oppose the efforts of its friends (?) to establish compulsory servitude, or slavery.

Fortunately, Compulsory Arbitration has had its trial. It is therefore particularly appropriate to "let those do the talking who know whereof they talk." The "Queensland Worker," of Brisbane, Australia, has not only been an ardent advocate of Compulsory Arbitration for a great many years but has actually watched its practical application for a number of years. And here are the "Worker's" views upon the subject—earnestly and respectfully submitted to those who believe that "Compulsory Arbitration" would bring industrial peace:

Australia is a land of industrial arbitration, and strikes are rife.

Yet there are people who argue that the downing of tools is an obsolete method of protest against unjust conditions of labor.

We have reached a stage of progress, they say, which assumes that those who carry on the processes of production are under contractual obligations to the community, and to suddenly suspend those processes is consequently a breach of faith with the community.

More especially is this so, it is argued, in the case of Australia, where other means of redress have been provided for the discontented worker.

"If you are not satisfied," they say, "there is the Arbitration Court, and if that does not remove your grievance you have the vote, by the wise use of which you can bring about a fundamental change in the whole industrial system."

It is a plausible argument, but on examination it is found to suffer from a fatal disability.

Spun, ingeniously enough, from the brain of the academic thinker, it is like the cobweb that is woven overnight in the home of a bustling housewife—unable to withstand the shock of reality.

One touch of the besom sweeps it out of existence! As soon as it is up against a rude fact—typified in this case by the housewife's cleanly instincts—its beautifully logical construction counts for naught.

The theory that a strike—in Australia, anyhow—is an act of disloyalty towards the public is of the same cobwebby stuff. It is all right until it bumps against the cleanly instinct for justice, and then—the besom breaks it beyond the possibility of repair.

When the public itself undertakes the processes of production the argument will take on a more substantial form, and will be treated with more respect.

But so long as the public is content to permit its means of life to remain in the hands of a class and be utilized by that class for the base purposes of exploitation, just so long must the public be prepared to bear the pains and penalties inherent in such a suicidal system.

It may even be that those pains and penalties are a part of the evolutionary discipline by which the public will be educated to a more rational concept of its own duty to itself and to the individual worker.

The industrial system is based upon an evil principle. It is based upon the principle that production should be carried on by a class, for profit, whereas in truth it should be carried on by the community, for use.

This foundational evil is the cause of innumerable other evils, which arise from it inevitably; and though much may be done to mitigate their mischievous results, they will never be capable of developing perniciousness in new directions, until the basic trouble is dealt with.

That is the lesson which the community has got to learn, and, with the remedy in its own hands, it has no right to complain of disagreeable effects occasioned by its failure to apply the remedy.

We don't want strikes. We deplore strikes. They hurt the workers. They hurt the wives and children of the workers. They hurt the innocent, and not infrequently they give great joy to the guilty.

But it seems to us that, while things remain as they are, to hope for a strikeless land is to turn deluded eyes towards a fools' paradise.

We believe in arbitration. For a quarter of a century we have preached it in the columns of this paper. Long before it fought its way to the statute books we advocated it, in season and out of season.

But never for a moment did we lay the flattering unction to our soul that it would bring industrial peace. We knew all the time that it was merely a palliative.

Only that and nothing more.

The workers are robbed. They are robbed to such an extent that they cannot satisfy the material needs of intelligent beings, and the cravings of their mental faculties have to be ruthlessly suppressed.

THAT IS THE ROOT OF THE BUSINESS. That is the state of things which vitiates the reasoning of armchair logicians.

It is useless to say to a man who is struggling under the bitter injustice of a starvation wage: "It is a court's award, so look pleasant."

It is impertinent to say to him: "You and your family do not get enough to eat, but go on hungering cheerfully and voting for Labor, and the next generation will be better off than you are."

When such a man downs tools human nature has merely expressed itself.

The result of his action may be to make matters worse for himself, and to greatly inconvenience the public.

It is easy to sit down in a study and reason the thing out so. But human nature has a way of ignoring the closest calculations, and of rushing in where philosophers declare it is highly improper to tread.

For our part, we do not feel inclined to say to the striker who has been driven to cease work by the pinch of want: "Consider the public, friend!"

Well might he turn round upon us and retort: "Let the public consider me!"

Were he to do so, we should have no answer ready. Obviously the public has no right to expect any more consideration than it gives.

If it allows its industries to be owned and controlled by a class that makes use of the opportunity to sweat and oppress the workers, it must look for trouble. Such a system is charged with trouble to the muzzle, and it will out.

The public may establish Arbitration Courts. It may give the workers the vote. By these devices some relief will doubtless be afforded. But so long as the fundamental folly is persisted in, of permitting a class to carry on, for its own selfish gain, the industrial operations of society, there is certain to be strife.

One true remedy there is, and one only. LET THE PUBLIC TAKE THE MEANS OF LIFE INTO ITS OWN HANDS.

Let it conduct for itself those productive functions which are essential to its existence and its happiness.

Let it get sense enough to put an end to a situation which enables an "owning" class to exercise tyrannous powers over it, and exploit it mercilessly, and close down on its food supplies, as a combine of bosses in the south has done.

THERE IS NO OTHER WAY TO SECURE INDUSTRIAL PEACE.

To blame the workers for striking is a futile expenditure of wrath.

When men who are men are hit, they will hit back. When they are plundered to the verge of poverty, they will resent it. When the conditions under which they labor are intolerable, they will cease to labor.

When industry is conducted on the terms of warfare, by two antagonistic bodies, each interested in getting the better of the other, there will be outbreaks of hostilities.

That is the position which the public has got to face.

It has got to realize that while it is willing that such a state of affairs should continue, the strike can only become obsolete when the instinct for liberty is obsolete.

HEARST IN MEXICO!

[Special from Vera Cruz, via the longest leased wire—with apologies to the New York Call.]

VERA CRUZ, May 13.—Dramatic scenes were enacted here to-day when the good ship "Bombast" arrived with William Randolph Hearst and his company of valiant patriots who had come south to teach Dictator Huerta a lesson in behavior.

Immediately after the "Bombast" docked Hearst's company, which had been secretly recruited from his various newspaper plants throughout the United States, lined up on deck in full regalia, ready and anxious to pounce upon the enemy. With typewriters slung across their shoulders, the valiant reporters in the front rank made a brilliant picture. Immediately behind them were the society editors armed with bouquets and canes and behind these were the headline designers, high-browed gentlemen who always had such big thoughts that fourteen-inch type was necessary to express them.

As the patriots marched toward the gangplank, a voice of command which could not be disobeyed rang out from below. "Halt," it said, and the heroes halted. Up the companionway rushed Hearst. "Halt," he shouted once more. The halting heroes halted some more.

"My noble boys," began Hearst, and every one of his employers knew that they were in for a nerve-racking speech. "My noble boys, why this haste? Know you not that no man but myself is to battle with Huerta? Think you I have brought you here to fight and possibly fall in the skirmishing—you, who have nothing to gain in the bloody battle? This fight is my fight. I have land here which I cannot control while it is under the Mexican administration, while, if the border line is shifted south a bit, all my acres will be under the protection of the Stars and Stripes.

"Therefore, back!" and everybody backed.

When the uniformed youths had fully recovered from Hearst's exhibition of true patriotism and self-sacrifice to himself, they broke forth in cheers while the band blared out, "Give Us Just Another Lincoln."

The change in plans, it was discovered later, had been made at a secret meeting of Hearst's cabinet which had sat with blanched faces and beating hearts while the eminent journalist and purified-of-all-that-is-pure pointed out that every one should do his own fighting for his own money bag. Several times Allan Dale, the famous dramatic critic, applauded and lit a cheap tobacco cigarette, declaring that the monologue was excellent but that Hearst was a most unconvincing actor. It was pointed out to Dale that he would soon need a new green hat, and the critic was suppressed.

When the cheering on deck had ceased, the "Greatest Eastern American Which the West Has Ever Brought Forth," brushed the hair back from his sticky brow and tripped down the gangway.

In a moment he was out of sight, rushing, to the tune of whirring motion pitcure machines, to the nearest railroad station to entrain for Mexico City.

Those on board the "Bombast" fell on their knees praying that Hearst's powerful arm would be strengthened and that he would cleave Huerta from crown to chin, so that when the news is flashed to all the Hearst sheets the pictures of the noble American with his right foot on the fallen Mexican's chest would be available.

SETTLERS AND SPECULATORS.

At the recent conference of Western Governors in Denver, objection was made to the holding of lands by the Federal Government in the Western States. It was declared that the future prosperity of those States depends in large measure upon the laws governing the disposal of those lands, and that in the new States, as well as in the old, the State should control all lands, and have the power to tax all territory within its boundaries.

Those declarations would have more weight if even one of the Western States had taken some step toward regulating or abolishing land speculation, which is an unmitigated curse in every Rocky Mountain and Pacific Coast State. The land and tax laws of those States seem to have been made for the prosperity of land speculators, rather than for the opportunity and benefit of land settlers.

Millions of acres of land are owned in the Pacific Coast and Rocky Mountain States by a few big speculators, to say nothing of smaller speculators who own, and hold out of use, other millions of acres in parcels of from 250 to 5000 or 10,000 acres each. Timber Baron Weyerhaeuser, who died recently at Los Angeles, owned 500,000 acres in Oregon, about the same amount in Washington, and about 2,000,000 acres in Idaho.

Land speculation obstructs settlement. If speculation is good for a State, why worry about settlement? Every new settler adds something to the value of land held by speculators, and the new settlers must pay to the speculators the increased value. That means prosperity for the speculators, but how does it add to the prosperity of the settlers or of the State?

THE UNIFICATION OF TIME.

The International Conference on the Unification of Time, to secure its regular daily transmission to ships at sea and to a number of meteorological stations on land, held an important meeting at the Paris Observatory recently. It was decided to create an international association, the statutes of which were drawn up. The association will be formed of delegates from all the participating governments, which at the present moment are fifteen in number. The headquarters of the international time bureau are to be in Paris, and the expenses are to be borne by the various governments. Those of countries of less than five million inhabitants will subscribe an annual sum of $160, those between five and ten million are to subscribe a sum of $240, and those whose population is above twenty millions are to subscribe an annual sum of $400. The signals are to be sent out at stated hours by wireless telegraphy; and all other useful information regarding the wind, the weather, movements of earthquakes, are also to be communicated from the bureau.

The volume of the ten-mile rocky crust of the earth, including the mean elevation of the land above the sea, is 1,633,000 cubic miles.

"MISSING" BRITISH SHIPS.

The appended table, published recently in "Shipping Illustrated" of New York, gives the name, net tonnage, and last voyage of each British sailing ship of over 1,000 net tons which has been posted at Lloyd's as missing since January 1, 1905.

1905.

"Eulomene" (2539), Bremerhaven to the Tyne.

"Moy" (1544), Demerara to Liverpool.

"Glenburn" (1476), San Francisco to Liverpool.

"Alcinous" (1489), Lobos d'Afuera to Antwerp.

"Clipperkyle" (1592), Newcastle (N.S. W.) to Valparaiso.

"Bay of Bengal" (1480), Cardiff to Taltal.

"Loch Vennachar" (1486), Clyde to Adelaide.

"Principality" (1595), Junin to Rotterdam.

1906.

"Drumcraig" (1851), Astoria to Manila.

1907.

"Netherby" (1400) Maryport to Talcahuano.

"Ormsary" (2099), Caleta Colosa to Antwerp.

"Dundonald" (2115), Sydney (N.S.W.) to U. K.—Cont.

"Silberhorn" (1774), Newcastle (N.S.W.) to Iquique.

Some time after the "Dundonald" had been posted as missing it was discovered that the vessel had been wrecked on an island in the Far South.

1908.

"Hartfield" (1815), Valparaiso to Tacoma.

"Alacrita" (1823), Delagoa Bay to Hong Kong.

"Castle Rock" (1787), Sydney (N.S.W.) to Seattle.

"Falklandbank" (1781), Port Talbot to Valparaiso.

"Carnedd Llewelyn" (1608), Caleta Buena to Falmouth.

"Toxteth" (2387), Port Talbot to Tocopilla.

1909.

"Balmore" (1338), Callao to Antwerp.

"Australian" (1955), Mazatlan to Sydney (N.S.W.).

"Brodick Castle" (1770), Portland (Or.) to U. K.—Cont.

"Clan Macpherson" (1586), Newcastle (N. S. W.) to Valparaiso.

1910.

No British sailing ship of large tonnage was posted as missing during 1910.

1911.

"Ellisland" (2355), Newcastle (N.S.W.) to Caldero.

"Solway" (1599), Newcastle (N.S.W.) to Junin.

1912.

"Gulf Stream" (1378), Glasgow to Vancouver.

"Queen Victoria" (1587), Tocopilla to U. K.—Cont.

1913.

"Denbigh Castle" (1814), Lobos d'Afuera to Antwerp.

1914 (Jan. 1 to March 11).

"Dunreggan" (1477), Callao to Iquique.

"Inveravon" (1758), Callao to Portland (Ore.).

Demand the union label upon all purchases!

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Inhuman Wealth Owners.

They were men in the Revolutionary days who defied a despot across the seas, who risked their lives and their all that Americans might be free, and who won freedom and independence for the fatherland. Many who stained the battlefield with their own life blood, who marched ragged, barefooted, starving over icy hills and rock dells, who tore from the hands of the mighty foe the victory that made our country free, were the sons of other nations, but they inspired, they gave reality to the American ideal—justice and freedom.

They are men in these days who defend that ideal against those who would destroy it—who resist every invasion of the rights of free men, who feel it a duty to fight for right. Many of them are the sons of other countries who came here to find opportunity—many are native born. Whatever they may have gained they have paid for, paid for to the last pound of flesh.

They found opportunity in the coal mines of our country. Coal is a necessity for our present organization of industy and commerce. Those who dig our coal constantly risk life and limb, for those who have died in our mines are more numerous than those who have died on our battlefields. Without the miners, civilization would come to a standstill. The thought of a general strike in the coal fields of the United States causes a shiver of horror. Yet there are men in America who have appropriated the virile strength, the bravery of these coal miners and yet have denied them a square deal. There are men who have transmuted the flesh of coal miners into power and their life blood into gold, and yet have withheld from them that which makes life worth living.

There are men in America who, under the flag of freedom, are building absolute despotism with power over the lives of men that robs them of all independence. In West Virginia, in Michigan and Colorado, during the last year, we have seen the consequence from permitting autocratic power to accompany ownership of land.

The coal miners work in the gloomy, grimy, fearsome places of the earth, they grope in the day-night of the mines that society may have power, light and warmth —but they refuse to live their lives in the day-night of slavery.

In Colorado, men who daily fight with the elemental forces of nature, asserted their right to justice even from the hands of the world's greatest money power—a money power that operates on a world scale, whose plotting rend nations asunder with internal strife, set nation against nation, and seek to control the very fountain-head of thought and truth.

This money power absolutely controlled life in the mine district of the Colorado Fuel and Iron Company. Not a person could set foot upon public highways or their lands without their permission. The schools, churches, business life, homes, were controlled by the right of ownership. The miners were nominally free, but without one square inch of soil upon which to exercise freedom. The State executive, legislature and judiciary were the servants of this money power. The miners were denied the right of voluntary association, lest they use their economic power to assert their rights.

When the miners rose in revolt, asserted their rights as free men to protection by the Government and the laws of the land, to the right of voluntary association to promote their own welfare, the money power used its private army to force submission, invoked the use of State troops to "quell" the disturbance.

Men, women and children have endured incredible hardships for the cause of economic justice. They have been fired on, shot, killed, burned. How long will the State of Colorado suffer these atrocities? Cannot the State of Colorado insure its citizens a republican form of government? Will it not have regard for human rights and justice? Will it not renounce its allegiance to the services of corporate greed and its connivance in the conspiracy to establish industrial despotism? Will it permit the industrial despot to spend his last cent to foist upon free men an ideal of freedom that is abhorrent to their natures?

Intervention by force may establish "peace," but it will not necessarily establish justice. Until justice prevails there can be no lasting peace in Colorado. Those who are true to liberty—the ideal for which America stands—those who have consciences, hearts, compassion and love for fellow men, will demand that justice shall prevail for the coal miners of Colorado, and will guard that justice against all infringement.

Thesis on Efficiency.

In the April number of the Automobile Dealer and Repairer there appears an editorial under the caption, "A Call to Reason." It is a thesis on efficiency, and is of such an enlightening character and written in such a comprehensive vein as to command interest. The present-day gradgrind employer, in his desire to increase products, with a corresponding increase of profit, has gone "efficiency" mad. Literature of the character of the editorial reproduced, if given even reasonable circulation, would probably act as an effective deterrent to reduce the commercial temperature of efficiency crazed employers. The editorial in full follows:

Business and social reformers and pseudo economists just now seem to be obsessed with the idea of "efficiency." It is on the tip of thousands of tongues in the industrial world, and well-meaning people of philanthropic natures are establishing "vocational schools," to provide efficiency for the young and thus fit them for life's industrial battle.

But they have an entire misconception of the general effect of efficiency and its responsibility for present conditions. Efficiency lies at the root of every great business and industrial problem of the day.

Efficiency is responsible for price cutting so ruinous that already legal methods are being taken in some of the States as

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeland Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts Maritimes de France, 33 rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S, Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

At the Sydney (N. S. W.) Water Police Court eight master mariners were recently fined in all £1100 for allowing prohibited immigrants to enter Australia.

The total number of fatal accidents to seamen employed on British vessels reported during March, 1914, was 92, as compared with 169 a month ago and 130 a year ago.

Laborers on the South African railways receive from 3s. to 5s. a day, and, in some cases, "free" quarters. When it is remembered that the cost of living is about as high as in America, the recent strike is not to be wondered at.

The total number of claims to unemployment benefit made at British Labor Exchanges and other local offices of the unemployment fund during the four weeks ended March 27, 1914, was 75,183—a weekly average of 18,796. During the four weeks ended February 27 the total was 86,465, and the weekly average 21,616.

Of all occupations, the most unlikely in which to find strike methods, are the professions. But medical men have found these to be their only, and most effective, methods to secure what they consider a fair remuneration for their knowledge and advice, says "Queensland Educational Journal." Italian lawyers and Australian nurses have done likewise. And now we find, in Herefordshire, the primary teachers have followed suit. Salaries were too low, increases either non-existent, or too long delayed. So they struck work, to the delight of their pupils. They had the moral support of the parents. And now comes the news that they have been victorious, and that there are to be regular increments.

Ninety-two labor disputes were reported to the French Labor Department as having begun in February, as compared with 63 in the previous month and 72 in February, 1913. In 90 of the new disputes 60,226 workpeople took part, as compared with 10,798 who took part in 57 disputes begun in the previous month and 9,220 who took part in 69 disputes begun in February, 1913. The groups of trades in which disputes were most frequent were: Building (24 disputes), metal (16), textile (14), transport (10), clothing (7), and agriculture (6). Of 93 new and old disputes reported to have terminated, 19 ended wholly in favor of the workpeople, 50 wholly in favor of the employers, and 24 were compromised.

Returns received by the British Board of Trade from certain ports (at which over 70 per cent. of the total tonnage in the foreign trade arrived and departed) show that during March 44,081 seamen, of whom 4,409 (or 10.0 per cent.) were foreigners were shipped on foreign-going vessels. Compared with March, 1913, there was a net increase of 2,034, or 4.8 per cent. The largest increases were at Liverpool (1,358) and at London (1,039), and the largest decrease at Glasgow (661). During the three months ended March, 1914, the total number of seamen shipped was 126,240, an increase of 1,001, or 0.8 per cent. on the total for the corresponding period of 1913. There was a large decrease at Glasgow and an increase at Southampton. Lascars are not included in the figures.

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MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

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INFORMATION WANTED.

Andrew Wilne, native of Dundee, Scotland; about 28 years of age, dark complexion, last heard of about nine years ago, sailing as steward, also as fireman, is inquired for by his relatives. Address A. S. Milne, 1122 Rose street, Grandview, Vancouver, B. C.

Nils Edmund Johansen, a native of Tansberg, Norway, aged about 50, last heard of at Melbourne, Australia, is inquired for by his brother. Address, Martin Johansen, 839 Centennial avenue, Alameda, Cal.

Charles Harold Allen, who has served as an apprentice in a British ship, age about 21 years, medium height, brown hair, last heard of in San Francisco November 9, 1911, is anxiously inquired for by his father. Please notify British Consul-General at San Francisco.

INFORMATION WANTED.

Adolf Theining, a native of Vannersborg, Sweden, is inquired for by his mother. Address, Coast Seamen's Journal.

Walter Jorgesen Clang, born in Aaland Yetta, Ostro Yetta, is inquired for by his uncle, John Clang. Address Coast Seamen's Journal.

George Alfred Hall, last heard of on the Sch. "Sehome" in June, 1913, will please communicate with his brother, Walter Hall. Address 790 18th street, Oakland, Cal.

Rudolph Kurella, born January 5th, 1868, at Grabowo, Germany, is inquired for by the German Consul-General at San Francisco, Cal.

Oscar Osolin, John Lind, M. Elone, John Anderson, Thomas Pukki, Alex. Tuominen, Chas. Grouberg, who were on board the steamer "Fifild" April 7, 1913, please communicate with the Coast Seamen's Journal.

Johannes Larsen, age 22, born in Fitje, Norway, is inquired for by his brother, Ingolf Vestrick. Anybody knowing his whereabouts please notify his brother at 9 Mission street, San Francisco.

Fred (Albin) Swanson, a native of Malmo, Sweden, aged about 25, is inquired for. Address, Coast Seamen's Journal.

San Pedro Letter List.

Andersen, Martin -1894
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Rasmundsen, T.
Silverly, E.
Sundsen, O. F.
Slattery, W.
Schnider, Heinrek

INFORMATION WANTED.

John Dickson, who left Greenock, Scotland, about 10 years ago, his last address was Melrose House, Lower Boxhill, Brooklyn, New Zealand, is inquired for by his mother. Anybody knowing if he is alive or dead please notify the Secretary of the National Sailors' and Firemen's Union, Greenock, Scotland.

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, 84 Embarcadero, San Francisco, Cal.

John Erik Nordberg, a native of Sweden, age about 26, supposed to be sailing on the Pacific Coast, is inquired for by his brother Harold, care of Sailors' Union of the Pacific, San Francisco.

Francis Robert Bassett, a native of England, last heard of in San Francisco, Cal., in 1901, was well known around the water front as "Liverpool Frank." Any information regarding this man will be gladly received at the office of the British Consulate, San Francisco, Cal.

Frank Melson, who went as fireman on the S. S. "Maye" from Philadelphia to New Orleans, in May, 1913, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. G. W. Paruin, 4309 Westminster avenue, W. Philadelphia, Pa.

Pacific Coast Marine.

The United States Senate has passed a bill to repeal the law requiring vessels bound to and from Portland, Ore., to file papers at Astoria, at the mouth of the Columbia River.

The new schedule of three sailings a week from each end of the Puget Sound-San Francisco service of the Pacific Coast Steamship Company has been inaugurated. Formerly only two weekly sailings constituted the service, but the great increase of coast traffic has made it necessary to increase these.

The longshoremen's strike at Portland, Ore., growing out of the demand for recognition and higher pay by the freight checkers' union, came to an end on May 6. The strikers withdrew their pickets and went back to work immediately upon the announcement of a settlement. It is understood that their demands will be mediated at a conference to be called soon.

The lighthouse steamer "Manzanita" arrived at Port Townsend, Wash., on May 8, to remain two weeks, improving navigation on Puget Sound. It will install a combination gas and bell buoy at Point Partridge on the northern end of Whidby Island; acetylene gaslight on Kellett Bluff on San Juan Island; buoys off Double Bluff, Possession Point and West Point.

From June 6 next the vessels of the Oceanic Steamship Company will perform the journey between Sydney and San Francisco in 16½ days, enabling a saving in time of from five to six days in the through journey from Australia to London. It is understood that the subsidy which the Oceanic Company already receives for the service between Sydney and San Francisco will now be supplemented by the Commonwealth Government.

The Harrison Direct Line freighter "Benefactor," sixty-seven days from Antwerp via the United Kingdom and the Straits of Magellan, which is scheduled to arrive at San Francisco shortly, will bring the first shipment of tin plate which has come to the United States for many years. Formerly the importation of this commodity was carried on to a large extent, but the establishment of tinplate manufactories in this country some years ago caused it to cease entirely.

The steamer "Oliver J. Olson" left San Francisco during the week, bound for Salina Cruz, where she will pick up the dredger San Diego, owned by the Standard American Dredging Company, and tow her to San Diego. The Standard American Dredging Company has been employed under a contract with the Mexican Government in deepening the harbor of Salina Cruz, but with the opening of hostilities between this country and Mexico this automatically ceased, and the concern is transferring all its equipment to this country.

Announcement was made recently at the San Francisco Chamber of Commerce that in the past month there were fifteen charters of sailing vessels for the shipment of barley from San Francisco. The charter rate of thirty shillings a ton is higher than has been charged in many years and shows the scarcity of sailing vessels. There have been no wheat shipments from this port for a number of years, barley having entirely taken its place. Practically all of the fifteen vessels will go to the United Kingdom with their cargoes.

Colonel George W. Goethals, Governor of the Panama Canal Zone, announced that he would put torpedo boats through the canal at any time Secretary of the Navy Daniels desired him to do so. He also said that he would ask Secretary of War Garrison's approval to send ships through the canal on or about May 15, as he anticipates having a thirty-foot channel cut through the slide at Cucaracha by then. The barge line, which is to aid the railway in transporting freight across the Isthmus, will be in operation shortly.

The steam schooner "Cleone," Captain Halvorsen, which was formerly the "Gualala," has been practically rebuilt. As the "Gualala," the vessel capsized off the Mendocino coast during the fall of 1912 after a collision with the steamer "Argyle." The men of the "Gualala" were saved and the vessel was later towed to San Francisco and has since been undergoing extensive repairs. She has been entirely remodeled and little of the old vessel remains, with the exception of the engines, stem, keel and part of her superstructure.

Oriental wheat and flour rates from Puget Sound dropped 50 cents a ton last week. The Nippon Yusen Kaisha started the reduction and it is reported other lines will follow this action, as was the case recently when a decrease of 50 cents was authorized by the Pacific conference lines on the heels of the first move by the Japanese line. The tariff was $2.50 to Japan until April 21. With a $2 rate applying to all Japanese ports, some millers say there might be a comparatively small amount of business done, but that the cut will not draw a big movement. The Japanese line also announced a rate of $3 to Hongkong and $3.50 to Shanghai.

The submerged wreck of the schooner "J. H. Lunsmann," which for months has menaced shipping off Meiggs wharf in San Francisco harbor, has been entirely removed and the channel is clear again. The work of breaking up the sunken schooner was taken up by Martin Lund on a Government contract, after the Whitelaw Wrecking Company, which took a contract to raise her after she had been sunk by the steamer "Francis H. Leggett" on July 12 of last year, failed in the attempt. The task of removing the wreck was completed during the week and the buoys which had marked the schooner's final resting place have been removed.

It has been decided that the C. P. R. liners "Empress of Asia" and "Empress of Russia" shall, subject to change of course, in future make Manila a port of call during their regular trips to the Orient. This will not apply to the smaller liners. The first liner to call at Manila will be the "Empress of Russia," which will leave Vancouver June 11. The object of this departure is to make a bid for the first-class American passenger trade out of Manila. In the past, the fastest schedule from any American port to Manila has been twenty-eight days, but the C. P. R. leviathans may cut this time down to seventeen days.

All vessels entering the Panama Canal will have a pilot who will take the ship to an anchorage from which she may not move without permission from the proper authorities. As soon as the quarantine officer releases a ship each of the other canal officials will go on board and as soon as the vessel moves toward the canal all her wireless and other signaling arrangements will be under the immediate control of the canal authorities. The engines of a ship will also be turned over to the canal authorities the moment she ties up to the approach wall of the canal locks. The engines will be locked by the canal officials and a constant watch will be kept on them by a canal guard and an engineer of the ship until after leaving the locks. Pilots are already being trained for this purpose.

The French Journal Officiel publishes the report made to the Chamber of Deputies by the committee appointed to examine a bill for the approval of a contract relative to the concession for the construction and improvement of a harbor and coaling station at Papeete, Sociey Islands. The Chamber of Deputies has passed the bill which approved the contract made August 6, 1913, between the Ministers of Colonies and Finance and the Societe d'Etudes pour l'Etablissement de Ports dans les Colonies Francaises, as well as the supplementary agreement of January 25, 1914. By the provisions of this bill the colony of Oceanie is to pay 900,000 francs toward defraying the cost of constructing the harbor, the said sum to be deducted from the reserve fund of the colony (caisse de reserve), and one-half of the cost of the upkeep of the port shall be borne by the colony, not to exceed 50,000 francs, and one-half of the returns which the port may bring will be paid to the colony.

Under the new policy which has been adopted by the Navy Department with a view to popularizing the naval reserve service, orders have come to the Navy Yard at Bremerton to fit out the cruiser "Milwaukee" for the use of the militiamen during the summer cruise. The cruiser will carry the members of the naval reserve from California, Oregon and Washington, in addition to a crew of trained men from the regular service. The cruise will begin at Bremerton, from whence the fighting ship will proceed to Portland, where she will remain during the Rose Festival, later coming down the coast and picking up the California militiamen. She will then steam for Honolulu, remaining in Hawaiian waters two weeks for target practice. At the end of the two weeks, arrangements have been made to send the citizen sailors home on one of the army transports, it being the intention of the Navy Department to dispatch the "Milwaukee" to the Asiatic station.

According to an announcement which has just been received from Washington by the Collector of the Port of San Francisco, medical officers of the Public Health Service will hereafter be required to issue "port sanitary statements" to vessels leaving this harbor. The notice, which has been sent out to all port collectors of the United States, reads as follows: "Port sanitary statements, a copy of which is inclosed, will hereafter replace the form 'bill of health' heretofore used by collectors of customs for issuance to vessels departing from the United States ports. The duty of issuing the said 'port sanitary statement' will in future be performed by medical officers of the United States Public Health Service and should not be performed by collectors of customs as heretofore, except as noted below. At ports where Public Health Service officers are not available the collectors of customs should issue the 'port sanitary statement' as heretofore."

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

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CLEVELAND, O., 1401 W. 9th St.
MILWAUKEE, Wis., 133 Clinton St.
N. TONAWANDA, N. Y., 152 Main St.
CONNEAUT HARBOR, O., 992 Day St.
ERIE, Pa., 107 E. Third St.
DETROIT, Mich., 7 Woodbridge St., East.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
OGDENSBURG, N. Y., 70 Isabella St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.
PORT HURON, Mich., 517 Water St.

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DETROIT, Mich., 27 Jefferson Ave.
MILWAUKEE, Wis., 151 Reed St.
SUPERIOR, Wis., 1814 Fourth St.
OGDENSBURG, N. Y., 70 Isabella St.
BAY CITY, Mich., 108 Fifth Ave.

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BRANCHES:
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CHICAGO, Ill., 406 N. Clark St.
ASHTABULA, O., 74 Bridge St.
TOLEDO, O., 54 Main St.
DETROIT, Mich., 7 East Woodbridge St.
PT. HURON, Mich., 517 Water St.
CONNEAUT, O., 922 Day St.
OGDENSBURG, N. Y., 70 Isabella St.
N. TONAWANDA, N. Y., 152 Main St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
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(Continued on Page 11.)

Coast Seamen's Journal

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NOTICE TO CORRESPONDENTS.
Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, MAY 13, 1914.

PROFESSORS ON THE RAMPAGE.

Many college professors have a well pronounced habit of breaking into print occasionally and allowing, that after all is said and done, "unions are detrimental to labor."

Dr. Charles W. Eliot, ex-president of Harvard University, is the ringleader of the learned men who have acquired that habit. But few years have rolled by without recording at least one real good oral or verbal slam at the unions by the venerable Harvard professor. Of course, there are many lesser lights in the academic fraternity who find time occasionally to point out how the working people should conduct themselves and their unions.

For example, Professor Albert S. Bolles of Haverford College does not approve of the "paradoxical manner in which the various groups of employes regard each other." He blames the employes of railway companies in the United States for the present industrial depression because their attempt to secure an "undue" increase of wages forced the companies to curtail all expenses for improvements, as a consequence of which several hundred thousand workers have lost their jobs.

To quote the professor:

> Certainly all save the blindest saw this result when labor's unreasonable demand was granted, for it was inevitable.
>
> The second result has swiftly followed. The tonnage of the railway companies is rapidly decreasing, nearly 200,000 idle cars were reported at the close of last week, which a few months ago were all in use. With the disuse of so many cars, fewer engineers, firemen and trainmen are employed, or, if employed, they are running fewer trains and earning less wages. The greater wages they expected to receive from the granting of their unreasonable demands have vanished, their disregard for fair considerations and for the public good having speedily brought disappointment and failure to themselves. . . .
>
> Another consequence ought not to be overlooked, the paradoxical manner in which the various groups of employes regard each other. A strike is ordered, and forthwith other unions in sympathy empty their treasuries, besides resorting to other means at the risk and cost of life, to aid the strikers. Whatever we may think of the assistance thus rendered, whether it be misdirected or not, from one point of view the spirit of sympathy and unselfishness they exhibit is proof, if proof were required, that these qualities were never more widely displayed over a wider field than at the present time.
>
> On the opposite side of this picture of fraternal regard must be set another picture of disregard for each other hardly less than infernal—a picture in which one class of workingmen appears utterly indifferent to the consequences of their action to another class. Miners do not care a straw when demanding an advance for cutting coal how much deprivation and unhappiness they bring to the millions of working people who must pay for that advance, if granted. They are like the myriads of greater and swifter fish in the sea which are ever devouring the myriads of slower and weaker ones, an unending carnage.
>
> It is the fashion of the working classes to denounce their employers, to accuse them of coldness and selfishness, but their conduct is mildness itself compared with the cold and pitiless conduct of the working classes toward each other. . . .

Professor Bolles, like many of his colleagues, still lives and thinks in the period generally referred to as the "good old times," i. e., the times when workers were serfs and when all good things were voluntarily handed down to the slaves by their more or less "humane" masters. In those days so-called "unreasonable" demands were promptly dealt with by the State. If a man refused to work at statute rates (presumably established by employers after consulting college professors) he was branded with the letter "V" (vagabond) and reduced to slavery for two years. If he attempted to escape from that condition he was branded with the letter "S," and became a slave for life; and if he agitated too strenuously after becoming a slave, he was hanged. According to Professor Bolles' reasoning, that state of affairs, if not ideal, must surely have brought general prosperity. But it did nothing of the kind.

From the earliest time to the present, the fixing of wages, when left to the employer or the State, has brought disastrous results to the workers. The starvation wages paid to miners in the Middle Ages resulted in the horrors of underground female and child labor. And there is no record of any protest against that condition by college professors.

Professor Bolles' description of the workers' attitude toward each other is brutally frank—but that is all. He forgets that trade-unions are not the cause but the result of hostility between labor and capital.

If the predecessors of present day capitalists had not forced the workers to organize in order to protect themselves from merciless exploitation, there would be no basis for his lecture upon the heartlessness of America's organized workers.

What our college professors ought to bear in mind is the fact that trade-unions are not subsidized by tainted wealth. Unlike colleges, trade-unions live upon their own resources contributed by their own members. Unlike colleges, trade-unions are not formed primarily for the purpose of assisting men to lift themselves out of their own class. Trade-unions aim to raise the entire working class in physical well-being and self-estimation, and the very history of the labor movement belies the shallow sophistry of Professor Bolles that one class of workers are indifferent to the consequences of their action upon another class.

Even those persons who oppose the strike on general principles show a disposition to modify their views whenever they realize that a given strike has succeeded, if only in part. If these persons could be brought to realize that almost all strikes succeed in part they would also realize that the general principle upon which their opposition to the strike is based is merely a lack of discernment of the strike's real significance.

DOOLING WELCOMES COOLIES.

Federal Judge Dooling, in sustaining the demurrer of the Dollar Steamship Company against a complaint filed in his court for violation of the Alien Contract Labor law, has practically served notice on all Chinese-loving shipowners that they are at liberty to import any number of Orientals and transfer them to any American ship in any American port.

The complaint which had been filed against the Dollar Company was right to the point. It charged a violation of the Federal statute which makes it unlawful for any person to enter into a contract with an alien in a foreign country to perform labor or service of any kind in the United States. The same statute construed the "United States" to mean "the United States and any waters, territory or other place subject to the jurisdiction thereof."

The facts, alleged in the complaint, which are not denied by the Dollar Steamship Company, set forth that the before mentioned concern and James Abernethy, master of the British steamer "Bessie Dollar," knowingly facilitated, assisted and encouraged the importation of nineteen Chinese seamen. The nineteen men in question entered into a contract in writing with said James Abernethy, acting for and at the request of the Dollar Company, at Shanghai, China, whereby it was agreed that they should ship and serve as seamen on the steamer "Bessie Dollar" until her arrival at San Francisco. In the latter port they were to and did join the American steamer "Mackinaw."

The action of Judge Dooling came unexpectedly and is all the more surprising because Judge De Haven overruled a similar demurrer in an almost identical but not quite as clear and strong a case, namely, the action of Andrew Furuseth vs. Pacific Mail Steamship Company.

One thing seems certain. If the ruling of Judge Dooling is permitted to stand unchallenged, the cheap labor advocates among shipowners will not be content until they have imported enough Orientals to man the entire American Merchant Marine. Surely, no American is desirous to bring about such a condition. But that will be the logical result if it is definitely determined that neither the Chinese Exclusion Act nor the Alien Contract Labor law apply to American seamen.

Charles W. Post, millionaire cereal food manufacturer and dispenser of Open-Shop literature, has left this vale of tears via the suicide route. The late Brother Post spent large sums of money in the pursuit of his great hobby—the lambasting of organized labor. Whole pages of the daily press were frequently bought by him at advertising rates in order to enable him to tell the world at large what he thought of union labor. Poor Post is dead and will soon be forgotten, but the movement he so persistently traduced grows and prospers and will live forever. Organized labor can well afford to say: "Peace to his ashes," for his opposition was really helpful to the cause.

The best regulated labor organization is that which most clearly distinguishes between the time for talk and the time for fight—which fights with all its power and when it quits, stays quit.

SENTENCES SET ASIDE.

The jail sentences imposed by the Supreme Court of the District of Columbia on Samuel Gompers, John Mitchell and Frank Morrison for "contempt of court," have for the second time been set aside by the Supreme Court of the United States.

Justice Holmes, who rendered the opinion, said that the contempts were not to be treated as conspiracies, a point which had been urged on the court in behalf of the three men. He went on to say that the case turned on the point that the contempt proceedings should have been started within three years from the date of the committing of the offenses. He said proceedings for contempt should be speedy and thus come within the purpose of the statute of limitations, which require prosecutions within three years.

It should be noted that Justices Pitney and Vandevanter, both appointees of ex-President Taft, dissented.

The "contempt of court" upon which the charges against Gompers, Morrison and Mitchell were based, occurred in 1907 and early in 1908, about the time the District of Columbia Supreme Court issued an injunction prohibiting the federation officials from boycotting the Buck's Stove and Range Company of St. Louis, then in a controversy with organized labor.

The three men were sentenced to jail, but the Supreme Court of the United States in 1911 set the conviction aside because the defendants had been proceeded against as if the proceedings were a part of the boycott suit. The District Court the day after the reversal then began separate proceedings for the same offense. This resulted in the second jail sentences, which have now been set aside.

The principal reason for setting aside the sentences is given in the closing part of the opinion, as follows:

> Even if the statute does not cover the case by its express words, as we think it does, still in dealing with the punishment of crime, a rule should be laid down, if not by Congress, by this court. The power to punish for contempt must have some limit in time, and in defining that limit we should have regard to what has been the policy of the law from the foundation of the government. By analogy, if not by enactment, the limit is three years. In a country where not even treason can be prosecuted after a lapse of three years, it could scarcely be supposed an individual would remain forever liable to a pecuniary forfeiture.
>
> The result is that the judgments, based, as they are, mainly on offenses that could not be taken into consideration, must be reversed.

The decision settled the disputed point that contempt of court is a crime. This point has been raised in contempt cases throughout the country. Justice Holmes said that contempts are infractions of the law, visited with punishment as such, and if they were not crimes, the court was in error as to the most fundamental characteristics of crimes as that word has been understood in English speech.

While the jail sentences have been removed from the heads of Gompers, Morrison and Mitchell, the opinion of the United States Supreme Court did not give a decision to the fundamental issues upon which organized labor has for a long while past asked for a judicial ruling. Labor desired to know what position the highest court of the land would take upon this issue: "When a court transcends the power delegated to it by law and issues an order forbidding persons to do that which they have a lawful right to do, rights which are specifically guaranteed by the Constitution of the United States, is that order null and void?"

That point has not been settled—it still remains to be seen whether any little pig-headed judge can prohibit the right of free speech and of free press—and get away with it!

HEROES OF PEACE AND WAR.

President Wilson's tribute to the dead of Vera Cruz was impressive. It showed the deep sincerity of the man and made plain that he keenly realized the great responsibility resting upon his shoulders.

Nineteen lads, averaging but a little over 23 years, were sacrificed in the first skirmish on Mexican soil. Their names are justly recorded on the national roll of honor as heroes who died in the performance of their duty.

But there are heroes of peace as well as of war. It is only a few days ago since one hundred and seventy-eight West Virginia miners sacrificed their lives deep in the bowels of the earth. Not a week has passed since nineteen seamen from the British steamer "Columbian" found a watery grave in the North Atlantic.

Those miners and sailors gave their lives, not as soldiers of war, but as soldiers of industry. And though their names are not recorded on the national roll of honor, they died as bravely as the heroes of Santa Cruz. The men on the battlefield of war died quickly—the flash of a gun and their fate was sealed. Who knows how long those miners lived and suffered underground before merciful death overtook them? Who knows through what awful privation those sailors passed before the last man ceased to suffer?

Yes, there are heroes of peace as well as of war. Let us honor the heroes of Santa Cruz and not forget the unknown and unsung heroes of the mine and the sea!

July 1 estimates of population made by the Federal Census Bureau place San Francisco and Los Angeles very close together, the former being credited with 448,502, the latter with 438,914 inhabitants. The race between St. Louis and Boston—the former with 734,667, the latter with 733,802 inhabitants—is even closer. Another interesting fact is that Chicago, with its 2,393,325, still falls behind Manhattan borough, with its 2,538,716. So that even if New York had not become "Greater" it would still be the most populous city of the United States.

The strike, so far from proving a backward state of civilization, is indeed the final test of a people's progress toward true liberty. The extent of a nation's advancement may be judged exactly by the extent to which its people are guaranteed the right to strike and to which that right is exercised.

Whether the immediate object be gained or not, a justifiable strike always succeeds in proportion as it attracts public attention. In this view it sometimes happens that the very failure of the immediate object is an element of success, since thereby the evils complained of are the more clearly demonstrated.

The manhood of the striker must take precedence of the comfort of the public.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., May 11, 1914.

Regular weekly meeting came to order at 7 p. m., D. W. Paul presiding. Secretary reported shipping still dull. It was decided not to change the present system of shipping. Balloting for delegates to the Boston convention of the International Seamen's Union of America was proceeded with.

JOHN H. TENNISON, Secretary pro tem.
84 Embarcadero. Phone Kearny 2228.

Victoria, B. C., May 4, 1914.

No meeting. Shipping dull.

CHAS. J. DOLAN, Agent pro tem.
518 Yates St.

Vancouver, B. C., May 4, 1914.

No meeting. Shipping dull.

W. S. BURNS, Agent.
231 Hastings St., E. corner of Hastings and Main, P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, May 4, 1914.

No meeting. Shipping dull; prospects uncertain.

H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, May 4, 1914.

Shipping and prospects poor.

P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, May 4, 1914.

Shipping dull; prospects uncertain.

J. PEARSON, Agent.
P. O. Box 6. Tel. Main 557.

Portland Agency, May 4, 1914.

Shipping dull; prospects uncertain.

G. A. SVENSON, Agent.
P. O. Box 2100. 51 Union Ave. Tel. East 4912.

Eureka Agency, May 4, 1914.

No meeting. Shipping dull.

JOHN ANDERSON, Agent.
227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, May 4, 1914.

Shipping fair; prospects uncertain.

HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, April 28, 1914.

Shipping dull; prospects poor.

JACK EDWARDSON, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., May 7, 1914

The regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping slow.

EUGENE STEIDLE, Secretary.
Phone Kearny 5955.

Seattle Agency, April 30, 1914.

No meeting. Shipping slow. Plenty of men ashore.

LEONARD NORKGAUER, Agent.
Phone Main 2233. P. O. Box 214. Grand Trunk Dock, Rooms 203-205.

San Pedro Agency, April 30, 1914.

No meeting. Shipping slack. Few men ashore.

HARRY POTHOFF, Agent.
P. O. B. No. 54.

Portland Agency, May 4, 1914.

No meeting. Shipping fair. Prospects uncertain.

THOMAS BAKER, Agent.
27½ 2nd St., Bickle Bldg., Room No. 10. Phone Main 9731.

Two dueling pistols, a double-barreled pistol, and appurtenances belonging to Jefferson Davis in Civil War times, seized by Union troops near the close of that contest, and which have been in the custody of the War Department nearly fifty years, will be turned over to Joseph A. Hayes of Colorado, whose wife is the eldest daughter of the former president of the Confederacy.

Demand the union label upon all purchases!

LABOR SAVING DEVICES.

America has for many years led all other nations in the variety and scope of machines designed for office efficiency, and the year 1913 has brought forth some novelties in this line, says the St. Louis Post-Dispatch.

A new adding machine has an adding capacity of 10,000,000 and a weight of 16½ pounds. It is a non-listing machine, retailed at $35; it adds, substracts and multiplies; is portable and can be placed close to books and papers. It has seven keys, an error-correcting device and can be locked.

Another adding machine has a "mezzanine" attachment, a keyboard on runways above the regular keyboard, which is said to make easy the solution of intricate arithmetical operations.

An electric calculating machine, automatic after the necessary key has been depressed, multiplies, divides, and subtracts with astonishing speed. Errors are said to be preventable by means of a result meter and a proof meter.

Another calculating machine computes pay rolls, total time and total pay, based on wages per week, per day or per year. Still another, when set for a given wage scale, will at once show the wages for any desired time.

An addressing machine about the size and weight of a typewriter prepares an address on a metal plate almost as quickly as it could be written on paper with a typewriter.

A special paper for the stencil addressing machines can be placed in any typewriter and written on in the usual way. The striking of the type makes the necessary perforations in the paper, which can then be placed in an ordinary stencil addressing machine and invoices, wrappers, cards and other matter can be addressed by the thousand in exact facsimile of typewriting.

Presses for baling waste paper effect great savings in offices and large buildings, as every scrap of waste paper is utilized and sold.

A new carbon paper has an uncarbonized strip five-eighths of an inch long, running lengthwise on the surface edge. This obviates soiling the hands and the paper.

A check machine writes a word at a stroke, impressing the same in indelible characters in the body of the check. It is impossible to remove the letters to raise the amount.

A coin counter will count hundreds of coins in a few minutes and deposit them in tubular containers.

A coin-handling machine will deliver a given amount of change in any variety desired, from one cent to $200.

In duplicating machines the process of reproducing has been much simplified by the introduction of a new kind of stencil sheet, which after it has been written on in a typewriter, may be crumpled up and trodden upon without injury. It is only necessary to wash it, smooth it out and re-ink it and it is ready for use again. It is claimed for this sheet that it permits the making of many thousands of copies of any typewritten matter from one original.

There are several new envelope-sealing machines with capacities for sealing from 1000 to 10,000 per hour. They range in price from $10 upward.

One per cent. of the contents of the oceans would cover all the land areas of the globe to a depth of 290 feet.

THE MALDIVE ISLANDS.

Information concerning this almost unknown group of islands in the Indian Ocean, near Ceylon, was published in the Times of Ceylon, in the nature of an interview with a Wesleyan minister, the Rev. P. Middleton Brunwell, of Colombo, who was a privileged guest on a ship specially chartered to go to Male, the capital of the islands, for the purpose of bringing the heir apparent to the Maldivian throne to Ceylon to join the Government training school for the purposes of his education. In his interview Mr. Brunwell states:

"There should be remarkable scope for development in the Maldives, as the soil appears to be almost uniformly excellent for the growth of coconuts. I was informed that on one of the islands the annual crop was 200,000 nuts. With a regular monthly steamship service the trade in coconuts might be extensively developed. The ministers and advisers of the Sultan are fully alive to the possibilities of the islands and appear to be most anxious to accomplish their development. In fact the Government is distinctly liberal and very go-ahead, and there is a strong desire to open up trade with the outer world.

"At present the principal transactions are done by barter and exchange. The products of the islands are exchanged with the Bombay merchants for rice, curry, foodstuffs, and bazaar produce generally. Money is used to a very small extent only.

"I was a little surprised to notice a telephone on Male Island. It connects the customhouse with the Sultan's palace, the postoffice, and Government buildings. It seemed remarkable that there was an ample supply of fresh water available on Male Island. Apparently a well can be sunk anywhere and fresh water obtained.

"The Sultan was extremely courteous and appeared very much interested in news of the outside world. He showed a deep anxiety for the interests of his people and in the progress of the islands. The inhabitants have recently built their ruler a new palace, which, however, looks like an ordinary Ceylon bungalow.

"There is practically no crime in the islands—no murder and little theft. There are no prisons, no police. No intoxicating liquor is allowed in the islands and no opium. The only punishment meted out to offenders appears to be deportation to another island. In the Sultan's palace some formidable-looking canes were pointed out to us as being formerly used for corporal punishment, but these are now merely historical curios. There are no taxes, the revenues being obtained from an import duty on the different goods brought into Male by the Bombay traders, and also from a small duty on the produce brought to Male from the other atolls.

"The inhabitants of Male appear to be all more or less Government dependents. They have land given them; they live free of rent; they have to build their own houses, but the house material is provided. I noticed when passing through the streets of the pretty town that everything looked extremely clean. On making inquiries, I learned that every householder has to keep that part of the road in front of his house clean, and that where there are no houses the Government employs scavengers to do the work. White sand is strewn in the streets and the result is a remarkably clean appearance.

"Though the religion of the islands is Mohammedan, yet women have full liberty and go with their faces uncovered. Moreover, the Mohammedan priests during the daytime are engaged in ordinary work."

THE COST OF SEAL SKINS.

The wrecked sealer "Newfoundland" was a wooden steamer of 919 tons, built in 1872 and valued at £6,000, while the missing "Southern Cross" is of 537 tons register, built of wood in 1886. She is valued at £5,000, although in 1907 her insured value was £10,000. The disaster to the crew of the "Newfoundland" and the loss of the "Southern Cross" with all hands is the most serious calamity for loss of life since 1898, when the sealer "Greenland" suffered a heavy loss of life in a similar way.

The sealing season may be considered to extend from about March 10 to April 20, and from fifteen to twenty steamers are employed, carrying some 4,000 men. The steamers are insured for the trip, and the insurance is effected from March 1 to April 20. For many years the business was a regular source of profit to underwriters, the steamers being covered on f. p. a. absolutely terms at 2½ per cent., while the "catch" was covered at 1½ per cent. under the wording of "success as may appear." Since 1907, however, the losses have been heavy, and the rate paid for the present season was 5½ per cent., with success at 2 per cent. The hulls are covered against total loss, general average and salvage charges, so that damage from ice is not claimable under the policies.

Losses of vessels engaged in this trade since 1907 are as follows: 1907—S. S. "Leopard," wrecked on Cape Race, March; 1907—S. S. "Greenland," abandoned in ice, March; 1908—S. S. "Grand Lake," abandoned in ice, April; 1908—S. S. "Panther," abandoned in ice, April; 1908—S. S. "Walrus," abandoned in ice, April; 1909—S. S. "Vanguard," abandoned in ice, April; 1909—S. S. "Virginia Lake," abandoned in ice, April; 1911—S. S. "Harlow," abandoned in ice, April.

Mount Whitney, the highest point in the United States, is not an isolated mountain peak like Mount Shasta or Mount Rainer, but is the loftiest point in the great California crest or enormous saw-tooth ridge of the Sierra Nevada, including many eminences almost as high. Mount Whitney is 14,501 feet above sea level. Among those of slightly lesser height are Mount Russell, less than a mile distant, 14,190 feet; Mount Williamson, 14,384 feet; Mount Muir, 14,025 feet; Mount Langley, 14,042 feet; Mount Barnard, 14,003 feet, and Mount Tyndall, 14,025 feet. The most distant of these is less than six miles away. By a strange freak of nature the lowest point of dry land in the United States is less than 80 miles from the highest. The lowest point is in Death Valley and is 276 feet below sea level. It is said that from this point Mount Whitney can be easily seen on a clear day.

Last year, notwithstanding various strikes, the total quantity of coal produced in British Columbia was 2,576,886 long tons, against 3,025,709 tons in 1912, 2,297,718 tons in 1911 and 3,139,235 tons in 1910.

ONE MAN'S VIEWS.

The men who were killed on the Durst hop ranch on that memorable "Red Sunday" did not die in vain. Ford and Suhr stand vindicated. The construction camps and ranches of California will be cleaned up and made sanitary. As far as the government of the State can bring it about the migratory workers whose labor creates the wealth of the Dursts will be afforded at least a partial demonstration of the fact that this is the Twentieth Century. For all of which, hats off to the Durst "Red Sunday" victims! They builded better than they knew.

The regrettable feature of the case is that someone had to be killed before the authorities could be stirred into action. But even at that the legislators of California have scored heavily over the sweet little cherub who sits aloft and watches over Poor Jack—or whoever it is that is charged with looking after the welfare of seamen. It is now more than two years since the "unsinkable" Titanic took a header in mid-ocean and deposited the bones of 1600 souls in Davy Jones' locker. Yet to-day the lot of the seamen of the world is not one whit better than it was before the eyes of mankind were focused on things maritime by that epochal disaster. In many ways the working—i. e., the living—conditions of seamen are infinitely further removed from what might reasonably be expected to prevail in the Twentieth Century than are those under which migratory workers toil and moil miserably. And still there is no relief in sight. Rather the reverse, if the recommendations of the London Conference on Safety of Life at Sea are adopted by the lawmakers, as now seems likely. Must the seamen stage a "Red Sunday" or two of their own ere the world will grant them their just demands? Must they?

Whatever may be said for or against Syndicalism—and there is much—no sane man with a due regard for the equities of life can endorse sabotage. Sabotage is not a war measure. Warfare, civilized warfare, is hedged about by certain restrictive traditions. One is that the enemy must be given fair notice of impending hostilities; another, that it is not meet to shoot him in the back. The ethics of sabotage preclude these things. They are not the ethics of fair play. They discountenance the giving of warning to the enemy—the employer; they countenance shooting him in the back. In short, sabotage is savagery. It has absolutely no place in civilized strife, industrial or other.

The unanimity with which the workers of this country have protested against war is one of the most heartening signs of the times. When the workers of the world refuse once for all to fight each others then the days of special and hereditary privilege will be about numbered. Then disturbers of the peace like Hearst and his hired men in and out of Congress will be put in the cooler along with other drunk and disorderly persons. There's where they belong. Incidentally a moving picture reel of Hearst doing thirty days on the rockpile would be worth its weight in radium—what!

All is not money that makes a noise like ready cash. Political platforms, for instance. As an artless dodger Pickwick had nothing on the builders of those imposing-looking structures. P. T. Barnum was never in their class. The average advertising expert has much to learn from them. All of which would be very bad, but for one thing. There is really no particular need for anyone to climb onto a political platform. There are still enough dry spots on earth to light on for every fly that knows molasses when it sees it.

Bond issues are warrants of bondage, literally so; bondage for you and me and unborn generations. If banking and the issuance of currency were absolute government monopolies the people could go ahead with any desired undertaking without issuing a cent of bonds. But then, mayhap, the poor bankers and captains of finance would have to go to work! Which is a dreadful prospect. Wherefore 'tis better to bear with the ills we know—bond issues—than fly to those we wot not of. No?

"For the cause that lacks assistance," for the fight 'gainst vested wrong, "for the future in the distance," Willie Hearst was never strong. But, in featuring "Old Glory" floating o'er some neighb'ring land, midst the scenes of battles gory, he is there to beat the band.

As a simile denoting a minimum of results from a maximum of effort, a Congressional investigation of labor troubles will now take precedence over the old, familiar one of the mountain that labored and brought forth a mouse.

Who said farmers would never take to the Single Tax? Eight hundred thousand American farmers have emigrated to Canada in the last ten years. They have the Single Tax up there.

Breathes there a Knight of Sabotage who never to himself hath said: "If any guy destroys what's mine, by God I'll break his bloomin' head"?

Capitalism is capitalism and Socialism is Socialism, and never the two shall blend; for always ere one can begin, 'tis decreed that the other must end.

Government and co-operation are in all things the laws of life; anarchy and competition the laws of death.—John Ruskin.

Every man is dishonest who lives upon the unpaid labor of others, no matter if he occupies a throne.—Robert G. Ingersoll.

"For ways that are dark"—and lies that are worse—the papers of Hearst are peculiar.

The only guaranteed cure for "government by gunmen" is government by workingmen. Try it, brothers.

As the first installment of the whole, half a loaf is most decidedly better than none.

Good insists on a weekly restday, but evil is always on the job.

The all-or-nothing program is an always-nothing program.

EL TUERTO.

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships. Fraternally yours,

LAKE SEAMEN'S UNION,

V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

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Marquette, Mich.
Milwaukee, Wis.
Saginaw, Mich.
Sandusky, O.
Sault St. Marie, Mich.
Sheboygan, Wis.
Superior, Wis.
Toledo, O.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

well as by the Federal government to prevent it.

Efficiency is responsible for the recent invasion of the churches in New York City by the unemployed and for the tramp army all over the country.

Efficiency is responsible for most of the bankrupt sales that are so blighting to prosperity and to the public welfare.

Efficiency is responsible for the great trusts and business combinations and for the ruinous competition that preceded them, an evil, by the way, that neither the Sherman law nor no other law yet enacted or suggested is likely to dispel.

Efficiency is responsible for the long lists of "salesmen wanted" and "situations wanted" in the big city newspapers.

Efficiency is responsible for the recent astounding legislation fixing a "minimum wage" by law, thus substituting charity for justice, and nullifying that great business safeguard, the law of supply and demand.

Efficiency is responsible for labor unions, and for their often underlying principle of doing as little as possible rather than as much as possible.

Efficiency is responsible, in fact, for the lamentable indifference to efficiency on the part of union workmen themselves. They have got the idea that efficiency does not pay—and they are right.

Efficiency is responsible for the prevailing era of strikes and for the lawlessness and hatred often attending them.

Efficiency is responsible for the strike-breakers—for that army of idleness which stands ready to help the employer to bring the strikers to terms whether such terms are just or unjust.

Efficiency is responsible for the eager seeking of foreign markets by manufacturers who are unable to dispose of their product at home, a condition that not only exists in this country, but in every civilized country on earth.

These are a few of the things that efficiency is responsible for, and yet with an efficiency three times greater than twenty-five years ago and from five to ten times greater than fifty to seventy-five years ago, there is a sudden yearning to make man still more efficient. Recognizing an industrial condition that is fast becoming intolerable and that is menacing in the extreme, good people are doing all in their power to intensify it.

"But don't you believe in efficiency?" we now hear some one ask. Of course, we believe in efficiency, and any one who propounds such a question must fail utterly to get our viewpoint. How can any sane man not believe in efficiency and not favor it?

Yet let us understand its relation to business and to the public welfare. Let us make it our servant and not our master; let it be of public advantage, not of public injury.

In olden times, when production could keep pace with limited consumption only, the common people of England were penalized by the King for consuming more than the bare necessities of life; and so strong is tradition and the inheritance of the past, that some seem to feel the need of the same law to-day. But if liberal consumption should then be penalized, it should to-day be rewarded. If the non-producers were then a public injury, they are to-day a public benefit. Talk about the "idle rich!" Would there were more of them. It is not producers the world needs, but consumers.

Ask any manufacturer, whether it be of automobiles or things of less value, if he has any difficulty in producing all he can sell, and if he replies frankly and honestly, he will say his chief problem is not to produce what he can sell, but to sell what he can produce. Nor is there an exception to this condition save in the single instance of farm products. And even there the condition is temporary only. With the constantly increasing efficiency in agriculture so plainly in evidence, it will be but a few years only when even there the production will far exceed the power to consume. People eat and they must eat, and they eat about as much when there is little as when there is plenty. It requires a surprisingly little supply of foods over the demand to have prices come tumbling down to an unprofitable figure.

Efficiency? Its marvels are simply beyond comprehension! Think of a single automobile factory making 1,636 cars in one day, and of assembling, painting, and varnishing a car in thirty-eight minutes, or "while you wait." Think of six automobile tire factories being able to make 12,600,000 tires a year. Or take a single instance of agricultural efficiency; of a steam plow in the west that will do the work of forty-two pairs of horses, and, of course, of as many men. Instances of efficiency need not be multiplied; they are on every hand.

But if this stupendous industrial efficiency is to be of public advantage, what should be its effect? Should it produce enforced idleness and a tramp army? Should it produce ruinous competition on the part of business men and employers of labor? Should it produce enforced sales of that which the public is unable to consume? Should it produce strikes and riots? Should it produce a situation as was the case in this city recently when the Street Commissioner was able to snap his fingers, as it were, and in a couple of days secure 16,000 idle men to shovel snow, and after two days more again snap his fingers to disperse them? Should it produce a situation whereby it is impossible to find out in the case of a man seeking work whether the fault is due to himself or to an abnormal and distressing condition? Should it produce a condition whereby in the case of labor the law of supply and demand has been thrown to the winds, and feelings of sentiment or benevolence, or of generosity or parsimony have taken its place?

When business men find it necessary to ignore the law of supply and demand they cast off from the moorings of reason and safety and with a rudderless ship sail out into an unknown and uncharted sea. When price and value part company, justice is at once superseded by impulse. And impulse is equally demoralizing in business whether it takes the form of charity or of parsimony.

Efficiency should produce leisure, the blessing of civilization, and not enforced idleness, its curse. It should produce that competition among business men which is the life of trade and not its death. Any efficiency that is not followed by a corresponding lessening of the hours of work is a public injury and not a benefit.

We fancy some one is asking how the increased leisure will be employed by the workers, and we reply that it will probably be employed much as is their present leisure—in good, bad, and indifferent ways. But no matter how it be employed, it will be far better than the present condition of enforced idleness, and infinitely better than the present tendency toward Socialism and revolution, I. W. W. anarchy and sabotage villainy.

Any increase in efficiency beyond the normal power of public consumption that is not followed by a corresponding decrease in the hours of work leads to enforced idleness, the curse of civilization, rather than to leisure, the blessing of civilization.

The great law of balance is just as important in the industrial and the business world, as it is in the world of nature. Balance is life and health, out of balance is disease and death. When the human body is out of equilibrium it is out of health; when the business or industrial body is out of equilibrium it is diseased.

There is but one way to restore the business body to health. Let demand and supply be kept in a comparative equality of relations. Confused issues and wrong-headed methods have never been wanting in connection with reform movements. But no reform can ever be reached until effects are distinguished from causes, and remedies are applied that will aim at causes rather than at effects.

God never gave man the inventive genius or the power to produce beyond his needs for his injury or for his enslavement. Reduce the hours of work until there is no enforced idleness and the present industrial menace shall be quickly dispelled. Then and then only will the industrious get their reward and the lazy their punishment. Then and then only will business be again done upon a safe and sane footing.

In the Cochetopa and Dike national forests in Colorado and the Tusayan and Coconimo forests in Arizona, 400,000 prairie dogs have been killed by the Department of Agriculture since its campaign of destruction was declared on the rodents. In a statement issued, the department says that this work was done at a cost of about $12,000, and it is estimated that the forage which the rodents devoured would have been sufficient for about 15,500 sheep or about 1800 head of cattle, valued at $150,000. The hides of the prairie dogs are practically worthless in this country. American and English furriers secure better skins from Siberia for five cents apiece, and glove-makers say that the skins are too small to be worked up economically.

Milk sterilized by electricity, the microbes being killed by electric shocks, is being supplied from the Liverpool corporation milk depots to about 1,000 babies daily. The advantage said to be gained over sterilization by steam is that the milk tastes the same as when it leaves the cow. It is said that all contamination is removed.

For fair products of all kinds consult the JOURNAL's ad columns.

ARMIES OF HISTORY.

In lecturing the other day on "Numbers in History," at the University College, London, says the London Morning Post, Prof. Hans Delbruck, of the University of Berlin, said that the numbers of armies were of the greatest historical importance. On the day of Vionville, although under Moltke, there were ten army corps ready at hand, not much more than two were really engaged in action. If it was so difficult to move 400,000 men, with the aid which was available, and led by such a man, then all the reports which we had received of similar armies in olden times—of the Assyrians, Persians, Gauls, Huns or Germans—were struck out of history.

How could Attila have led 700,000 men from Germany over the Rhine into France to the plain of Chalons if Moltke moved 500,000 with such difficulty over the same road? One number acted as a check on the other. The view of the movements of the army of 1870 gave a common standard of measure for the movements of armies in far remoter times. Having referred to the difficulty of provisioning the army of 200,000 men who besieged Metz, he proceeded to point out that Herodotus stated quite exactly, that 5,100,000 men was the strength of the army of Xerxes, including all the servants.

Having reviewed the circumstances, he said his conclusion was that, in fact, the Greeks were stronger in number than the Persians. The objection might be made, how, then, was this Persian invasion so great a danger for Greek freedom, and why did not the "King of Kings" bring a greater army with him from his empire? The answer was the same as with the Swiss, who conquered Duke Charles the Bold. The glory of the Swiss was not that they smote the enemy at great odds, but that their enemy had an army of knights and professional warriors, while the Swiss were a levy of citizens and peasants.

Here they saw how the legend worked. To say that the common people won the victory over a gallant chivalry did not suit the popular imagination. To satisfy that popular taste there must be a victory of a minority over a majority. The people were not logical. A contradiction did not trouble them, and so they found in the tale of Herodotus that the Persians were the most gallant warriors of the world, and yet that their cowardly masses could only be driven into the field by flogging.

Turning to the conquest of the world by Rome, he said the pre-eminence of the Roman armies lay in the Roman discipline. The Roman army of citizens and peasants, well disciplined as it was, could not withstand the military genius of Hannibal; but Hannibal, in spite of his victories in the open field, was not strong enough with his barbarian soldiers to besiege and take all the towns that belonged to the Roman federation, much less Rome itself.

So the Romans protracted the war. But with their army of citizens they never could have got rid of such an adversary, still less overcome him. The war itself, however, changed the character of their army and made it one of professional soldiers with professional officers and a commander-in-chief at its head. It was the authority of the magistrates derived from the gods that gave to the Romans that discipline by which they overcame Hannibal, and the same authority was employed in giving to the Roman armies superiority in numbers over their enemies.

WAGES.

Wages are a perpetual reminder of man's inferiority to man. When all men are equal there will then be no necessity for them.

Wages are in reality a blind, introduced by the party in control to fool the party not in control into the belief that they are free.

Formerly the vassals of an Overlord gave their allegiance to him and supplied him in kind with everything that they could make for him. Now they are just as much bound to him, only they don't know it, because he pays them wages. But these wages that he pays them he gets directly from them. What it amounts to is that, as they work for him, they take only a small part of the product for themselves—or, rather, he allows them only a small part. He takes the rest, puts it in the bank or buys securities with it, or anything else by which he can double his money in a given time. Thus he is enabled to control more, because he can pay more wages.

The only difference between the old system and the new is that in former times men were frankly slaves. They were called slaves and known as such. Now they are also slaves, but it is more expedient to give them the delusion that they are free. Thus they are apparently paid for their services in wages, which in the form of toll they themselves supply to the Captains of Industry.

When they strike they are condemned for interfering with the "rights of property."

Thus the whole system is complete, even to the voting power. For men vote only for those who are "sanctioned" by the party in control.

When anybody kicks and tells the truth he is put down as a fanatic or dreamer. If the kick is strong enough and attracts the attention of the "plain people," Mr. Harriman, Mr. Hill, Mr. Rockefeller, Mr. Gould and other lofty patriots come out with interviews in the papers, in which they say that an era of prosperity is bearing down so hard on us as to bring the tears of joy to all eyes.—Life.

Wyoming has nine mountains exceeding 13,000 feet in height, and of these three closely approach the 14,000 foot mark, according to the United States Geological Survey. They are Gannett Peak, 13,785 feet; Grand Teton, 13,747 feet, and Fremont Peak, 13,730 feet. Cloud Peak, one of the most beautiful mountains in the State, is 13,165 feet above sea level. Besides these mountains, Wyoming has 31 other named peaks upwards of 12,000 feet in height and some 40 unnamed mountains which exceed that altitude. An interesting story might be written of the thousands of lofty unnamed mountain peaks of the West which are nearly double the height of the very highest mountains in the entire Appalachian mountain system in the eastern portion of the country. Colorado alone has dozens of mountains without name which are more than double the height of our most lofty Eastern mountain.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to bodv or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

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The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA

29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

The strike of the teamsters at Seattle for higher wages and recognition of the union, begun last July, and which caused the employment of forty-five extra policemen and the shooting of several men, has been ended by arbitration. The union is not formally recognized, but the men get better wages and the right to wear their union buttons.

Judge John M. Kennedy of Kansas City, Mo., does not agree with the views of his predecessor in regard to peaceful picketing. Five union men were arrested on the charge of picketing a non-union shop and the court held that picketing in the State is lawful if within bounds, and he will allow men to walk up and down while picketing as long as they do not stop, congregate or disturb the peace.

The Janitors' Union of San Francisco has asked the Labor Council to assist in getting the building laws so amended that in the future buildings will be so constructed that windows may be cleaned without danger to life or limb of janitors so employed. So great are the fatalities among men engaged in this work that insurance rates are prohibitive, and in some cases companies refuse to insure the men engaged in this particular line of work.

The Bakers' Union of Butte, Mont., has won a complete victory in a strike for better conditions and their three months' struggle is at an end. Higher wages, overtime regulation, a standard wage rate and other concessions have been agreed to by their employers. No discrimination will be made against men who went on strike. The wage question has been settled as follows: Regular journeymen: Foremen, $33 a week; benchhands, $27.50 a week; overtime to be paid for at the rate of time and a half.

As the result of agitation covering a period of several years, the Louisville Typographical Union has succeeded in placing the union label on The American Red Man, official "speaking leaf" of the Great Council of the United States of the Improved Order of Red Men. This question was bitterly contested at the convention of the order, held in Washington, D. C., last September, and a renewed fight on the paper was being planned for the next convention the coming fall. The American Red Man has been purchased by parties friendly to the cause of organized labor, and hereafter the paper will be issued from a strictly union office.

The international executive board of the United Mine Workers of America adjourned on May 8 subject to the call of President John P. White, after having been in session since Monday, discussing the conditions of miners in Colorado, Ohio, and West Virginia. The board issued a statement advising against a general strike "at this particular time," but affirming in strong terms its support for the striking miners of Colorado. The report also condemned John D. Rockefeller, Jr., who, it was asserted, could have averted the loss of life and damage to property in Colorado by saying "one word, favoring a settlement through a meeting between the representatives of the coal companies and the representatives of the striking employes."

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Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Abolin, K.	Koloed, Geo.
Alonzo, J.	Kristiansen, Arnt
Andersen, Hjalmar	Kruger, J.
Anderson, Peder	Larsen, Sigurd
Alquist, E.	Lee, J. C.
Andersen, A. -1821	Lill, C.
Arbucle, Daniel	Luther, F.
Brodie, W. G.	Larsen, B.
Bjorkman, Chas.	Larsen, Ludvig A.
Boysen, J. J.	Litenberg, A.
Bishop, Patrick	Madsen, C. H.
Backman, A. A.	Make, Ivar
Cederholm, Carl	Machado, H.
Christensen, H. -1366	Martin, Christ
	Martinsohn, P. A.
Dall, Carl	Mikkelson, K. -1620
Davidsen, Jack	Morse, H. W.
Deuland, Chas.	Meitak, Mike
Dahlstrom, Arthur	Miller, James
Darker, Thos.	Moller, Walter
Erikson, Eero	Mortensen, John R.
Engstrom, F.	Naro, H.
Edvards, J.	Njosvik, J.
Fisher, Frank	Nilsen, Ludvig
Fjelman, Geo.	Nilsen, O. J. (Reg.)
Freitag, W.	Nelsen, Christ
Flynn, J.	Olsen, C. E.
Fredriksen, H.	Olsen, Martin
Gundersen, L. S.	Olsen, Jorgen
Gundersen, Peder	Ostman, Martin
Giortz, P. V.	Olsen, A. M. -944
Graae, P. C.)Reg.)	Palmer, A.
Graything, L. A.	Packwood, Wm.
Grendal, Chas.	Petersen, Chr.
Graae, P. C.	Petterson, A. K.
Hansen, C. F.	Pettersen, Harry
Henriksen, B. (Reg.)	Prigge, Albert
Herman, Axel	Pabris, L.
Hewett, P.	Samuelson, H.
Halm, Fred	Simms, G.
Hansen, Schroeder	Smith, E. C.
Hansen, John	Solness, T. J.
Iverson, Ole	Sorensen, Geo.
Jacobsen, Martin	Sorenson, C.
Jensen, Robert	Sevenson, C.
Jensen, H. -2062	Sevenson, J. -1331
Jensen, J. -1684	Stegeru, P.
Johnson, G. -1452	Swenson, L. G.
Johnson, A. W.	Sheppard, Stewart
Johnson, Ed.	St. Clair, H.
Jorgensen, Karl	Sterndock, J.
Jacobsen, Holger	Ulmar, John
Johnson, F.	Wettland, Johan
Kallas, M.	Wickstrom,
Karlson, Rudolf	Williams, Chas.
King, Frederick	

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Tacoma Letter List.

Andersen, Anders	Kalberg, Wm.
Berglind, Ed.	Leander, George
Bjorklund, Eric S.	Linea, W.
Bruse, D.	Line, Wiktor
Christensen, Albert	Loren, A. L.
Englund, Gust, E.	Lundberg, Thorsten
Grove, Albert	Nielsen, W. -1054
Hansen, Johannes	Ogilvie, Wm. A.
Haugan, Arthur	Olsen, Martin E.
Johansson, Charles	Paterson, John
Johnson, Oscar	Ridderstoff, Ernest
Johannsen, Christian	Reinhardt, Werner
	Swanson, August
Jorgensen, Peter A.	Thorsen, Axel L.
Kallas, Alex.	Wene, K. J.

INFORMATION WANTED.

Axel Peterson, F. Lundberg, J. Gustafson, M. Garcia, crew of the steamer Riverside, at the time she towed in the Oceana Vance, kindly call at the office of the Charles Nelson Co. for money due them.

Any one knowing the whereabouts of Wilhelm Brannemann, born at Dockenhuden, Germany, in 1882, please communicate with Hans Martens, No. 1892, Sailors' Union of the Pacific, San Francisco.

Jacob Rokus is inquired for by his brother, Henry John Rokus, and would like to communicate with him. The last I heard from him was in 1903 at New Orleans on British steamer "Michigan," where he was shipmate. He is 32 years old and was born near Rotterdam, Holland. Any information of his whereabouts will be very thankfully received by me at 55 Main street, Buffalo, N. Y.

Carl Julius Carlson, born in Sweden in 1877, is inquired for by his mother. There is about $2000 due him from his father's estate. Last heard of in September, 1902, on the Atlantic Coast. Previously sailed on the Clifford between St. Johns and New York. Address Fru Sophia Carlson, Klubbegard, Hallands Lan, Heberg, Sweden.

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Ahlstrom, Harry	Hansen, Harry -1827
Breien, Hans	(Photo)
Eriksen, Anton	Robertson, A.
Hansen, Harald	Thorssen, Fredrick
Ismas, Richard	N.

Portland, Ore.

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Brun, Mathias	Maass, R.
Boyard, C. E.	Meckerman, Ernest
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Fellix, Hans	Peterson, Hans
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Lorsin, G. L.	**Packages.**
Larsen, Lars	Gorgensen, Olaf.
Larsen, H. P.	Hansen, John
Lindroos, A. W.	MacGuire, O. F.

INFORMATION WANTED.

Anybody knowing the whereabouts of Arne Johnsen please notify O. M. Johnsen, Mosby, Christiand S., Norway.

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INFORMATION WANTED.

Albert Smith, a native of Cork, Ireland, who left the American ship John C. Meyer, on Feb. 20, 1911, is very anxiously inquired for by his wife. Please notify British Consul General at San Francisco.

W. A. Goodrich, who left the British ship Puritan at San Francisco, February 6, 1911, is inquired for by the British Consul-General at San Francisco.

A. J. Nielson, who was injured on the "Minnie E. Kelton" at the time of her loss, please communicate with H. W. Hutton, 527 Pacific Building, San Francisco, Cal.

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INFORMATION WANTED.

Edgar Duncan Stewart, age 22 years, white, born in Massachusetts, who, on October 9, 1912, was shipped as seaman on the American steamship "Toledo," at Marcus Hook, Pa., for a voyage to Sabine, Texas, but who did not join the vessel the next day, and has not since been heard from. The undersigned will highly appreciate your kind co-operation: Augustin R. Smith, United States Shipping Commissioner, or Shipping Commissioner, Appraisers Building, San Francisco.—5-13-14.

Carl Kristianson, who shipped on the bark "Nuana" in September, 1912, from Honolulu to San Pedro, was on the bark "Allen" and schooner "Kepeat" previously. Anybody knowing his whereabouts please notify his mother, Mrs. Anna Kristianson, Majornas, Route 6, M. 27, Littra B. Nystrama St., Goteborg, Sweden.—5-13-14.

John S. Bickel, a sailor supposing to be sailing on the Pacific Coast, is inquired for by his sister, who has important news for him. Address Laura Bickel, 8817 Birchdale Ave., Cleveland, Ohio.—5-13-14.

Alex McDonald, formerly of Dundee, Scotland, who has not been heard of for 22 years, but is thought to be sailing on the Pacific Coast, is inquired for by Jas. Perry, 30 Bridge End, Buckpool, Buckie, Eng. —5-13-14.

Johan Hilmar Hansen, a seaman who was last heard from in Seattle, Wash., in 1911, is inquired for by his father, Anton Hansen, Nygaten 34, Moss, Norway.—5-13-14.

Home News.

Michael P. Mahoney, the would-be assassin of Mayor Mitchel, of New York, was adjudged insane.

Instructions to militia organizations throughout the country concerning a possible mobilization of the National Guard were mailed to all the militia officers by the War Department.

All hope for the rescue alive of the 178 miners entombed by an explosion on April 28 in mines 5 and 6 of the New River Collieries Company at Eccles, West Virginia, has been abandoned. Rescuers were unable to force their way into the burning shafts.

Since President Wilson on April 28 extended the protecting arm of the Federal Government to the State of Colorado the tension has been greatly relieved. It is said that the entire Colorado delegation in Congress, the mine owners and the miners themselves joined in the request for Federal troops.

The city of Los Angeles has voted to issue $6,500,000 bonds to build a plant to develop power from the Los Angeles aqueduct and to acquire a distributing system which will furnish most of the light and power used in the city. The vote was 56,199 to 23,179 in favor of the bonds, nearly 10,000 more than the required two-thirds majority.

Following an eloquent plea by Secretary of War Garrison, who told of the need of buildings and improvements at the Presidio of San Francisco, and urged that the proposed $500,000 building desired for the Presidio grounds, to be used during the Exposition to house the Government exhibits, be speedily provided by Congress, the House Committee on Industrial Arts and Expositions unanimously agreed to favorably report a bill for the required amount necessary, the building to be erected under the supervision of the War Department.

When the Supreme Court of Oregon in an opinion written by Chief Justice McBride, affirmed the Circuit Court of Multnomah County in the case of Elmira Simpson vs. Edwin O'Hara, Bertha Moores and Amadee Smith, constituting the industrial welfare committee, it marked the second time that this tribunal has held the minimum wage law constitutional and not in violation of that provision of the Fourteenth Amendment of the Federal Constitution which provides that no State shall pass laws abridging the privilege or immunities of citizens of the United States.

Sakharen Ganesh Pandit, Hindoo philosopher and lecturer, and a resident of Los Angeles for three years, was the first member of his race admitted to citizenship in California. Pandit, in the Superior Court at Los Angeles renounced allegiance to George, Emperor of India, and swore to support the Constitution and laws of the United States, and to help in defending this country against all foreign nations. Efforts of Hindoos to become citizens of the United States have been persistent for years in the courts of California. They were unsuccessful until the present instance. Pandit's case has been considered by the Immigration Department at Washington and the final decision was that Pandit is a member of the Caucasian race because he belongs to the Brahmin caste.

Domestic and Naval.

The Russian Dreadnought "Imperator Alexander III." was launched at St. Petersburg April 15.

Returns compiled by Lloyds' Register of Shipping, which takes into account only vessels the construction of which has actually begun, show that, excluding warships, there were 535 vessels of 1,890,856 tons gross under construction in the United Kingdom at the close of the quarter ended March 31.

Captain R. F. Anderson of Eastport, Maine, has arrived at Galveston in a twelve-foot boat in which he intends to sail through the Panama Canal, with Seattle as his ultimate destination. Anderson, who is 50 years of age, left Eastport alone in May, 1913, his object being to travel around the coast of the United States. His voyage so far has covered over 3000 miles.

The Bethlehem Steel Corporation has placed with the United States Steel Products Co. a contract for the erection of a large ore dock at Cruz Grande, Chile. The dock will be built along the lines of the ore pier owned by the United States Steel Corporation at Duluth. The Bethlehem Corporation has purchased a big tract of ore land in Chile and intends to import ore in large cargoes after the Panama Canal is opened to traffic.

Thirteen survivors of the British steamer Columbian, bound from Antwerp for New York, which caught fire at sea, were picked up on May 5 by the Cunard liner Franconia, bound from Liverpool for Boston. In the boat with the survivors was the body of the chief steward, Matthews. Another boat, containing the chief and second officer and seventeen men, is still adrift. The Franconia and other steamers cruised in search but found no trace of the boat.

"Little Navy" men in the House of Representatives lost their fight against the two battleship construction program in the annual Navy appropriation bill. An amendment by Representative Buchanan of Illinois to provide for one ship was defeated, 148 to 91, while a motion by Representative Witherspoon of Mississippi to eliminate all provision for battleships was swamped, 152 to 41. Democratic Leader Underwood and Republican Leader Mann, with several other prominent figures in the House, voted with the one-ship advocates.

That the steamer "Benjamin Noble," her crew of twenty or more men and officers and a cargo of railroad iron, were swallowed up in the waters of Lake Superior was made certain when the wreckage from the steamer was picked up off Minnesota Point, Duluth. All efforts to locate the hull of the steamer have proved fruitless. Details of where and when the vessel foundered probably will never be known. There is a possibility that she grounded on either the north or south shore and was broken up by the waves, but the general belief is that she missed the Duluth entrance and struck and foundered in deep water. The last report of the vessel received shows that she passed up the Soo on April 25th at 7 a. m., laden with iron, for Duluth. Under good weather conditions she should have arrived two days ago. The freighter was built four years ago and was 239 feet in length, with forty-two-foot beam.

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Members whose mail is advertised in these columns should at once notify Jack Rosen, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Abolin, Chris.
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Ahlstrom, Ellis
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Bradford, Martin
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Conlon, Tom
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Derengowski, Julius
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Klette, C. F.
Klingston, S. S.
Klocker, Theo.
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Kristiansen, Hans
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Lewis, Bob
Lewis, Roy B.
Lewis, Robt. W.
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Liljedal, Lewis
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Lindstrom, C.
Line, V.
Lunrs, L.
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Metzler, Louis
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INFORMATION WANTED.

William Fayette White, whose mother died recently, is inquired for by his brother. Anyone knowing his whereabouts please address S. A. White, 106 W. Salem Ave., Roanoke, Va.

George Albert Vaughan, age 47, of Handsworth, Birmingham, England. Was in New York City in 1902; worked as steward on New York and South American boats. Important. Address, Rev. R. C. Cookson, 96 Monroe street, Brooklyn, N. Y.

Any one knowing the whereabouts of John Burke No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

William McGrail, of Baltimore, Md., who sailed on the Atlantic and Gulf Coasts as cook for a number of years, is inquired for by his brother, George McGrail, 603 Decatur street, New Orleans, La.

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INFORMATION WANTED.

Nils Johnson, who was wrecked in the American bark "Oasis," Sept. 2, 1887, is inquired for by W. F. Hohenschild, Berkeley, Cal.

Samuel Dickson, a seaman, aged about 40 years, son of Moffett Dickson, deceased, of Belfast, Ireland, or any person knowing his whereabouts, is requested to communicate at once with the undersigned in connection with a legacy. A. R. Smith, U. S. Shipping Commissioner, Philadelphia, Pa.

Heinrich Schel, born in Zingst, near Barth, Germany, is requested to communicate with Mr. A. Praast, 93 Diepe Straat, Antwerp, Belgium.

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INFORMATION WANTED.

Alfred Kupfer, born February 9, 1890, at Coburg, Germany, is inquired for by the German Consulate, 201 Sansome street, San Francisco, Cal.

When making purchases from our advertisers, always mention the Coast Seamen's Journal.

News from Abroad.

The International Convention on Safety at Sea signed at the International Conference in London last January has been ratified by the German Reichstag.

Secretary Bryan and Dr. Constantin T. Dumba, Austria-Hungarian Ambassador, have signed a convention extending for another period of five years the limited arbitration treaty between the United States and Austria-Hungary.

Formal acceptance by the Huerta Government of the offer of Argentina, Brazil and Chile to use their good offices to bring about an amicable settlement of the difficulty between the United States and Mexico, was received by the Spanish Ambassador at Washington, D. C.

The thanks of the American Government to Germany for its friendly action in recalling the steamer "Ypiranga," with war munitions in its cargo, from Vera Cruz, and for the energetic assistance given by the commander and crew of the cruiser "Dresden" in rescuing American refugees at Tampico, have been informally conveyed to Germany through Secretary Bryan.

According to official returns, 417,113 emigrants left Italy during 1913, of whom 283,324 went to the United States, 1,585 to Canada, 653 to Central America, 23,835 to Brazil, 107,048 to Argentina, 121 to the Azores, 197 to west coast of South America, 446 to Australia and 4 to Dakar. The ports of embarkation were as follows: Genoa 138,166, Naples 209,835, Palermo 62,745, Messina 6,367. During the same year 27,667 emigrants left Italy for the United States via Havre.

According to advices received at Vera Cruz sentiment in Mexico City is turning against Huerta, who is said to be considering flight. The same source of information also alleged that Huerta was seizing the contents of saloons so as to obtain a supply of rum for his soldiers, and by keeping them theoretically happy retain their adherence. Huerta's friends fear that his end will come with the approach of the rebels to the capital and that he will meet a fate similar to that of Madero.

The Labor party in England has decided to place at least 100 candidates in the field at the next general election. Already ninety-three candidatures have been decided upon by conferences convened under the constitution of the party. Of these thirty-eight seats are now held by Laborites, thirty-eight by Liberals and seventeen by Unionists. Forty-nine of these involve three-cornered contests, which, as Mr. Asquith said in his speech at Ladybank, generally go against the Coalition, the split vote enabling the Unionist to get in.

Arbitration may be all right for Huerta, but Villa, the rebel leader, will have none of it. He announced recently that he would not consider an armistice under any circumsances, and that he was pushing his Saltillo campaign forward with all the energy and elements he could command. The "A B C" Powers have indicated that they intended to include Villa and the Constitutionalist forces in the scope of the armistice which has been proposed by them and accepted by the United States. But Villa will have none of this armistice business.

With the Wits.

Good Reason.—Gabe—Why is it that Slick always wins at poker and yet can't win a bet on the ponies?

Steve—He can't shuffle the ponies. —Cincinnati Inquirer.

Complimentary.—Jack—I was just admiring Mabel's hair. How pretty it is.

Mabel's Rival—Oh, she has some prettier than that.—Boston Transcript.

Rebuke.—The big man with the I-know-it-all expression sneeringly watched the little man who was eating from a sack of peanuts.

"Down where I come from we use peanuts to fatten hogs," remarked the big man.

"That so?" asked the little man. "Here, have some."—Cincinnati Inquirer.

The story is told of a former member of the Jersey City Board of Education, who, upon a visit to one of the schools, took a reader from the teacher's hand, and addressed the nearest little girl:

"My dear, can you spell 'eggpit'?" he said.

The little girl didn't recognize the word, but was willing to take a chance, so she said:

"E-g-g-p-i-t."

"Erroneous—can anybody else spell it?" the inquisitor asked, looking over the room.

Other children tried. Some spelled it with one g; others with two t's. Still wrong. The member of the board had his big finger on the word, and knew. He turned to the teacher:

"Of course, ma'am, you know how to spell it?" The teacher blushed and confessed that, while she was not familiar with the word, she would expect it to be spelled as it sounded—"e-g-g-p-i-t."

"Not familiar with it" roared the guardian of the public instruction. "Not familiar with it—it's right here in the book!"

The teacher looked, and saw the word—Egypt.—New York Evening Post.

An Invitation

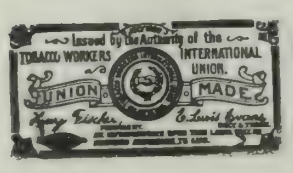
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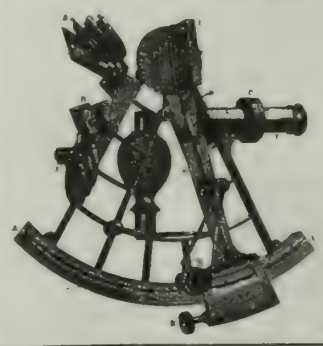
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VOL. XXVII, No. 36. SAN FRANCISCO, WEDNESDAY, MAY 20, 1914. Whole No. 2278.

UNDERMANNING AND ITS RESULTS.

Some Significant Facts About the Sinking of the Passenger Steamer "Monroe."

Following the collision between the passenger steamers "Monroe" and "Nantucket," which resulted in the sinking of the "Monroe" and a loss of forty-one lives, off the Atlantic coast, the United States Steamboat Inspection Service announced that a rigid investigation of the disaster would be made. As usual in cases of this kind, the general public was led into a belief that the Government officials intended to conduct an inquiry for the purpose of determining what could be done to prevent such disasters in the future. What really took place was a trial of the captain of the "Nantucket" to determine whether or not he should be blamed for the collision and whether he should be permitted to retain his license as master of steam vessels.

During the progress of the trial, however, though treated as merely incidental to the main proceedings, some facts were brought out relative to the manning and equipment of the two vessels and the regulation under which the crews worked. In this manner the real cause of the very sudden sinking of the "Monroe" after the collision was made apparent to sailors, although it remained as much of a mystery as ever to the general public. The trial took place before the Board of Local Inspectors of the port of Philadelphia, Pa., under instructions from the Supervising Inspector General of the United States Steamboat-Inspection Service.

The collision occurred, according to the "Findings of the United States Local Inspector of Hulls," at about 1:30 a. m., January 30, 1914, twenty-four miles southwest from Winter Quarter Shoal Lightvessel. The "Monroe" sank very quickly, forty-one persons being drowned. She was a steel vessel of 4,704 gross tons, built in the year 1903, had five decks, and five bulkheads forming six compartments. She was struck forward, "96 feet abaft the stem," but sank "stern first" in a little over ten minutes after the collision, according to the testimony.

"Six" Rafts Save "Seven" Lives.

The report states that the vessel carried eight lifeboats; that only two of these boats were successfully launched, one leaving the ship with six and the other with eight persons, and afterwards taking forty-nine persons out of the water, a total of sixty-three in the two boats; that one other boat "went overboard by the run"; that the steamer also carried six rafts, all of which were cut adrift and were "the means of saving seven persons." Other survivors were picked up by the lifeboats from the "Nantucket." It is not at all clear who was saved by the rafts —but that is another story.

Why was it that the "Monroe" foundered so quickly after the collision that there was little time to launch the lifeboats? The steamer had six watertight compartments, only one of which was injured in the collision. The damaged compartment was in the forward end of the ship which, nevertheless, sank stern first. Why? The answer will be found in the fact that the "Monroe" was improperly manned, and that owing to this the necessary deck work had not been attended to, hatches on the main or lower decks were not battened down and the uninjured compartments, therefore, filled through the hatches from the top.

Our "Discreet" Inspection Service.

The "Monroe" case is plainly another instance of the sacrifice of human life to the prevailing system of undermanning. But the report of the inspector, of course, does not contain any such blunt assertion. It involves direct criticism of the steamship company and that is something that the Inspection Service seldom attempts. But the facts in this case may be gathered from the report, nevertheless. Under the caption "cause of sinking" the local Inspector of Hulls says:

"Just after the collision, we have a vessel with six compartments, five of which are intact and one open to the sea. * * * * The after bulkheads may have let go, but in the absence of evidence that they did let go, and as none of the hatches in the main or lower deck were fastened down, the water doubtless found its way into the vessel through said hatches, engine room doors, and other openings."

That the water entered the cargo compartments through the hatches some time before it got down into the engine compartment through the engine room doors, is shown by the testimony of the engineer who was on watch at the time of the collision, referred to by the inspector as follows:

"The engineer on watch says he didn't leave the engine room until four or five minutes after the collision; that there was no water in the engine room then, but that the vessel had a heavy list. * * * *"

Although five out of the six compartments remained intact, and no water had entered the engine compartment, the vessel had listed so heavily that the engineer was forced to leave his post. That proves beyond any doubt that the water, coming in through the damaged part of the ship, was pouring along the main or lower deck and down into the undamaged compartments through the hatches which were not fastened down. Some of the hatches of this vessel were twelve feet square, and others measured sixteen feet by nine feet.

If the hatches had been properly fastened down, as they ought to have been before the vessel left port, the water could not have entered the undamaged compartments, the listing of the ship would not have been so great or so sudden, and its sinking would have been materially delayed and, perhaps, even prevented entirely. At any rate there would have been ample time and opportunity to have launched all of the lifeboats.

No Men to Fasten Hatches.

Why were not these hatches fastened down? Why is it that main or lower deck hatches on all coastwise and Great Lakes passenger steamers are seldom, if ever, battened down and made watertight?

The answer will be found in the inadequate number of men employed in the deck crew, and the manner in which watches are arranged. Hatches, side ports, and all other deck arrangements are supposed to be taken care of by the deck crew. On the "Monroe" at the time of the collision and during the entire time after the vessel had left Norfolk there was only one seaman on duty for general deck service. It is an utter impossibility for one man to attend to the necessary duties, and much of the work is therefore neglected. That is what was the matter with the "Monroe." In his findings the inspector states:

"The mates, lookoutmen, quartermasters, and deck watchmen, stood watch and watch; the seamen worked all day and turned in all night."

It was 7:40 p. m. when the vessel left Norfolk, according to the report of the inspector, and that, of course, was after the sailors had finished their day's work. Hatches were therefore left uncared for. The inspector's reference to "other openings" is significant, because it developed during the trial that even the gangways or side ports were not always secured before leaving port. Such conditions are a standing invitation to disaster.

There should have been on the "Monroe," as there should be in every vessel, enough sailors in the deck crew to be divided into two regular watches, remaining on duty alternately, so that the ship's work can be attended to at night as well as during the day.

Even though there may be some skilled sailors on board, the effectiveness of these men is destroyed by the inadequate watch arrangements. In event of disaster at night none are available, under present methods of manning, until aroused from their bunks, and then, when the men come stumbling on deck with eyes and wits heavy from sleep, much precious time is lost before they can become accustomed to the darkness of the deck or get any knowledge of the nature of the accident.

Not a Man Available.

In emergencies the officer in charge must remain on the bridge in order to retain command and be in a position to handle the ship and give the necessary signals; the quartermaster cannot leave the wheel; the man on lookout must remain at his post; and the deck watchman, the only other man on deck, must go below to call out the sailors. Thus there is not a man immediately available for general deck service in such cases. Is it any wonder that ships collide, founder and burn, and that many lives are sacrificed?

This condition is plainly shown by the testimony of Captain Johnson of the "Monroe," replying to questions put by the Inspector of Hulls, as follows:

"Q.—How many sailors are there in the deck department of this vessel?

"A.—Eight seamen and two boys rated as ordinary seamen.

"Q.—How many quartermasters?

"A.—Two.

"Q.—How many mates?

"A.—Two mates.

"Q.—That makes a total of fourteen in the deck department besides yourself?

"A.—No, sir; you haven't got the two lookoutmen and the two watchmen.

"Q.—That makes a total of eighteen outside of yourself in the deck department, does it?

"A.—Nineteen, sir, outside of myself.

"Q.—Now, when the vessel is being navigated

how many of the crew of eighteen men are on watch at any one time?

"A.—The officer in the pilothouse; quartermaster; one lookoutman; one deck watchman and one saloon watchman.

"Q.—Then the deck watchman and saloon watchman are from the sailors?

"A.—No, sir; they are regular petty officers and receive more money.

"Q.—How many of the men are turned in at that time?

"A.—There is the eight seamen, two boys, one quartermaster, and one lookoutman, and boatswain, and the licensed officers off watch.

"Q.—Then, in the event of an accident, in order to protect the lives of the people on the ship, the greater part of the crew would have to be called, would they?

"A.—Yes, sir."

The "saloon watchman" of the "Monroe," while called a "petty officer" by Captain Johnson, was not a sailor and did not perform deck duties. The testimony of the man himself showed that quite plainly. There were, therefore, only three men on deck, besides the licensed officr.

No Remedy Suggested.

The Board of Local Inspectors who conducted the so-called investigation, however, suggested no remedy for this condition of affairs. The condition was stated, or perhaps it is more fitting to say that it was acknowledged, by the Inspector of Hulls, but its dangers were not pointed out, and no change was recommended. Why not? Was it because the steamship corporations object to being criticized? That is a question for which the Secretary of Commerce, under whose jurisdiction the Inspection Service is operated, should seek an answer.

What is Congress going to do about it? The "Monroe" case gives additional proof to that already furnished by numerous other disasters at sea. If the Seamen's bill had been law the deck crew would have been serving in alternate watches. There would have been skilled men in each watch. Ports would have been properly closed, hatches would have been battened down, and other necessary deck duties performed. The "Monroe" then would not have filled through her hatches, she would not have listed so quickly nor foundered so suddenly. The sinking might have been entirely prevented. At any rate there would have been plenty of time to lower the lifeboats, and with the smooth sea prevailing at the time it is certain there would have been no loss of life.

But the Seamen's bill was not law. The crew was not sufficient in number and skill. The work of the ship had not been properly attended to. As a result forty-one lives were sacrificed. How many more disasters must happen before Congress will act?

V. A. OLANDER.

THE REAL MEXICO.

It is commonly supposed that the Mexican race is made up of degraded half-castes, the joint product of the most backward nation in Europe (the Spanish) and the primitive savages of the southern portion of North America. None of the popular superstitions in regard to Mexico could be more falsely cruel. The Aztecs, Toltecs, Zapotecs, Mistecs, Mayas and allied races which made up the entire population of Mexico at the time of the Conquest still constitute 60 per cent. of the population, and in spite of the fact that they have been compelled to adopt Spanish names and the Spanish language, this 60 per cent. of the nation—the working class of Mexico—still retain their ancient blood in all its purity.

Again, these people are not Indians.* Modern archeological and philological research bear emphatic witness to the fact that they are ethnologically as remote from the wild nomads of North America as are the so-called white races themselves. At the time of the Conquest they were in full enjoyment of a civilization greatly superior in many respects to that of Teutonic Europe, and certainly superior in every respect to that of the Spanish nation which subjugated and enslaved them. Much has been written, particularly by Spanish historians, of the barbarous religious practices of these native races. It is true that the degraded native priesthood, who founded their wisdom religion in Mexico more than 3000 years ago, practiced human sacrifice as did the British druids. Even so, this deliberate blood sacrifice of the Aztecs was intrinsically no more inhuman than the martyr holocaust of Smithfield, the massacre of St. Bartholomew, or the complicated cruelties of the Spanish Inquisition.

The magnificent architecture, splendid engineering works, exquisite craftsmanship and sane social arrangements of the native races of Mexico (or Anahuac, as it was called in pre-Conquest days) mark them out as a people of ancient lineage and advanced culture. Compared with the Conquistadores they were enlightened, peaceable and humane, and if the practices of their priesthood (a small and degenerate section of the master class) bring a shudder to the modern mind, it must be remembered that the barbarity they betray is not an Aztec peculiarity, but the common barbarity of priestcraft in all ages and climes; it is an essential component of class rule wherever it be found, and as such it is a class characteristic—not a race characteristic. The Spanish Conquest was, in fact, the triumph of a nation brutal and ignorant, but warlike, over a highly intelligent, artistic people so long accustomed to peace as to know but little of arms. And thus the history of Mexico from the Spanish Conquest of the sixteenth century to the Revolution of Independence in 1810 is the history of the domination of a small foreign element, backed, however, by a large foreign army, over a subjugated but intrinsically superior nation.

At the time of the Revolution of Indepence in 1810, when the history of Mexico as an independent political entity begins, there were thus two main classes in Mexican society divided by the deepest racial and economic distinctions: The pure Spanish aristocracy—the official and large landowing class, constituting not more than 10 per cent. of the population, and the dispossessed and enslaved native class—the peons,† constituting about 80 per cent. of the population. Between these two lay a third class, of mixed Spanish and native blood—the trading and professional class constituting the remaining 10 per cent. of the population.

This distinction of blood between the three economic divisions of Mexican society has remained, with some modifications, to the present day. Consequently, with the exception of the glorious period of the native supremacy beginning with the Ayutla Revolution in 1856, and ending with the accession of Diaz to power in 1876, the government of the country has been entirely in the hands of the Spanish and mixed Spanish element; and the chain of disasters which constitute this 100 years of Mexican history is the direct outcome of the atrocities committed by this element—the master class of the country—upon the native element—the working class of the country.

To-day, of course, the Mexican people may be fairly regarded as a homogeneous race, but they cannot be regarded as a half-caste race in the general acceptance of the term, for 60 per cent. of the population still retain the ancient blood in all its purity. As for the mixed class the term half-caste is only applicable to them in the sense that they are the result of an alliance between a European blood and a superior Western blood—itself partially European in origin. The superiority of this mixed class—essentially the Mexican intellectual class—over the pure Spanish class, shows that the native blood is dominant, and that eventually it will overcome the evil legacy of Spanish blood in the Mexican nation. The Revolution of Independence in 1810, therefore, was the revolt of the native races against the power of Spain for national independence and possession of the land. Its issues, consequently, were both racial and economic.

Finally and summarily the history of Mexico is the history of a class struggle in which the opposing classes, master class and working class, are of distinct bloods, traditions, and psychologies, with the balance of racial development entirely in favor of the latter. Thus all that we know of the evil that is Mexican is the product of a small, parasitic and originally alien section of the nation, and all that we know of the good that is Mexican (and the world in general knows little enough)—the arts, the crafts, the poetry, the gentleness and good faith, the heroic struggle for democracy—is the product of the working class native races.

Bearing these simple basic facts in mind the maze of Mexican history may be threaded with ease. It is a record of profound significance and dramatic interest, the record of a struggle for racial expression and economic freedom on the part of an oppressed people, unusually gifted, of abandoned valor, of wonderful human kindness and gentleness—a struggle carried on against the most bloodthirsty and depraved master class the world has ever witnessed. —From "The Mexican People: Their Struggle for Freedom."

*The real Indians (akin to the North American Indians) form a small proportion of the population of Mexico. They reside for the most part in the hills and mountains and are entirely outside of the main currents of Mexican politics.

†While the strict meaning of the word "peon" in Mexico is "farmhand," to-day its actual meaning is serf—the man held in bondage by indebtedness or other legal trickery.

DANGER OF WOOD ALCOHOL.

Much has been written in recent years regarding the almost criminal ignorance of the general public in the use of wood alcohol, and its injurious effect not only on eyesight, but on life itself. The importance of adequate protection of the public in this regard is emphasized by a recent tragedy in New York City. Three women died and two were made dangerously ill from drinking home-made wine at a wedding feast. The wine was made by the bridegroom and was drunk by the two hundred guests present. The recipe for the beverage, the police say, was sugar, water, alcohol and a red and green coloring matter. It was first thought that the women were suffering from ptomain poison, but the coroner's physician pronounced death to be due to alcohol poisoning, and the police declared that the wine was made with wood alcohol. This dangerous poison often kills and even when the life of the victim is spared, he is generally blinded for the rest of his life.

The Turkish Government has purchased four trawlers at North Shields. They are the "Ivernia" and "Ben Voirlich," built in 1902, and the "New Century" and "New Enterprise," built in the following year. The boats are to be employed by the customs authority for patrolling the Dardanelles.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Defends Mother Jones.

Under the caption, "Mother Jones Causes a Military Nightmare," President Gompers makes the following comment in the current issue of the American Federationist:

"What fear fastened itself upon the minds of the mine operators? Why did they assemble many strong men, armed, to keep guard upon one defenseless old woman, eighty-two years of age? Why did they lock her in an underground prison cell and set a military guard about her day and night and deny her all intercourse except with her lawyer? Why did the authorities so long deny her appeal to a constitutional right—habeas corpus?

"How strange it seems that one woman should cause such consternation. Soon after the strike began in the Colorado coal fields, as is her custom, Mother Jones went to the field to minister to the women and children and to give courage and cheer to the strikers. She went to do what she could for humanity. The mine owners were doing what they could for property. They found that Mother Jones interfered with their plans. They found her blunt presentation of truths disconcerting. So they deported her—yes, deported her—in free America. The liberty-loving world was shocked when the Botha government deported nine men. But it was left to the minions of the Colorado Fuel and Iron Company to deport a woman eighty-two years of age.

"There is a most serious and vital issue involved in the establishment of military government in Colorado at the behest of the coal operators. It is the same issue that resulted from similar conditions in West Virginia. In both States resort to arms and the disestablishment of civil government have attended industrial conflicts. Militarism has overridden civil authority and civil rights.

"The struggles of history warn us that only through constitutional rights maintained under responsible civil government is freedom safe from insidious encroachments that steal away its substance and virtue. One encroachment establishes a precedent. Precedents establish customs.

"Each and every precedent should be thoroughly scrutinized lest we lose the liberty we think we have. Everywhere are examples of the wrong, the injustice, the misery that result from military rule. We in America have boasted of our freedom from that incubus. Have we been deceiving ourselves with a vain belief?

"A writ of habeas corpus was finally granted Mother Jones on April 8 by the Colorado Supreme Court. The issue should be forced to a decision and the workers of Colorado should know whether or not constitutional rights and liberty in Colorado are fictitious or real. The workers are in a position to demand justice and will secure it."

Labor's Memorial Sunday.

May 24 is the day set apart for Labor's Memorial Sunday. As is fitting, this labor memorial day comes at the season when the nation does honor to those who gave their lives in the service of the country. More lives have been sacrificed many times over in the service of the nation's commerce and industry during times of peace than have been lost to protect the nation in times of war. That many of these lives were wasted carelessly and wantonly is the disgrace of our nation and our civilization. Our society has had regard for profits, material progress, wealth, rather than for the human beings that should use these things. Despite the marvelous opportunities awaiting those who came to this continent, the minerals hidden in its depths, the fertility of the soil, the vast acreage, suffering, poverty, unhappiness obtains—all this because man has not seen the value of fellow-man, because he has not looked beyond present limitations to see all that each man could and would be, because he has considered the lives of workers cheap.

There has been a force in society persistently and surely battling against this subordination of men to wealth. This force has been the combined efforts of the workers struggling to present the needs, the wants, the ideals of human beings in order that the world may know the value of every individual, however humble his position. These efforts to uplift humanity have taken various forms, but all have added to the joy of life.

Some of them aim at material ends, but they have a deeper significance than the immediate purpose. Just as the dedication of a great structure devoted to a great ideal has a deeper significance than the mere ceremony, so the organized labor movement has a deeper significance than is contained in a mere superficial conception of an effort to increase wages and shorten the workday. Its significance is as wide and as deep as the misery and hopeless drudgery from which it saves men, and as great and as bright as the paths it opens to better living and greater happiness.

The early pioneers in this great humanizing movement of Labor were men who suffered and sacrificed and died, whose graves have been unnoticed and whose work has been unsung, the rank and file of the men of Labor in the early days who dared to think and to do in this great uplift work for common humanity.

The men who have been foremost in this labor movement are men who realized present conditions but who saw beyond the present into a hope-filled future. They have been men of courage and conviction who led the way upward and onward. But the people followed—neither can succeed without the other. So it is fitting that America's workers and all America's citizens shall do honor to the memory of the workers of other years, whose labor and whose ideals have given substance and spirit to our civilization.

So honor to the noble dead who gave the best of their lives that others might thereby be benefited. Our reverential heart-yearning goes out for the spirit of the departed, the spirit which lives and spurs on

(Continued on Page 11.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeland Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts Maritimes de France, 33 rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22. Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S, Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

Exclusive of seamen, the number of workpeople reported to the British Board of Trade as killed in the course of their employment during March, 1914, was 261, an increase of 8 on a month ago and of 32 on a years ago. The mean number for March during the five years 1909-13 was 210, the maximum being 252, and the minimum 152.

The average weekly number of vacancies notified to all British Labor Exchanges for the four weeks ended March 13, 1914, was 24,774, as compared with 23,874 in the previous four weeks, and with 23,964 in the four weeks ended March 14, 1913. The average weekly number of vacancies filled for the same periods were 18,642, 18,269, and 17,196 respectively.

The Panama Canal was opened to the traffic of the world on May 11 without ceremony of any kind, when the "Pennsylvania," 5000 tons, of the Pacific Mail Steamship line, passed to Cristobal empty to take aboard a cargo for New York. Lighters are now loading sugar at the Balboa docks, and a tug will tow the "Pennsylvania" to the Atlantic side of the canal.

A movement is on foot among members of the Sydney (N. S. W.) Tailors and Tailoresses' Union to seek a further limitation of the number of women who may be employed in proportion to men. Under the award of 1909 it was provided that one man should be employed to every three women, and it is now claimed that the tendency is to displace the male workers with female, with a view to economy.

The total number of trade unions in the United Kingdom at the end of 1912 was 1,134, of which 539 were registered under the Trade Union Acts, and 595 were not so registered. The unions with a large membership, however, were for the most part registered, the average membership of the unregistered unions being only about 1,100, as compared with nearly 5,000 for the registered unions.

The collier "Turrethill" sank off South Wold, in the North Sea on May 13. The chief engineer, who was picked up by a passing steamer, said the steamer turned turtle, owing to the shifting of her cargo, heeling over so rapidly there was no chance to launch boats. The captain of the "Turrethill" was picked up by another steamer after he had clung several hours to a lifebuoy. The remainder of the crew, numbering twelve, are believed to have been drowned.

The recognition of the National Union of Railwaymen by the railway companies is being acclaimed as one of the biggest victories won by trades unions in England for many years. The agreement between the men and the companies, by which disputes are referred to arbitration, expires at the end of this year, and the men had decided not to renew it unless the union was recognized. Since the fusion of the railway servants, the general railway workers and the signal men last years, the membership of the combined organization has almost doubled. At the end of December it stood at 263,432, actual railwaymen, and the names of another 22,000 have been added since.

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MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

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INFORMATION WANTED.

Andrew Wilne, native of Dundee, Scotland; about 28 years of age, dark complexion, last heard of about nine years ago, sailing as steward, also as fireman, is inquired for by his relatives. Address A. S. Milne, 1122 Rose street, Grandview, Vancouver, B. C.

Nils Edmund Johansen, a native of Tansberg, Norway, aged about 50, last heard of at Melbourne, Australia, is inquired for by his brother. Address, Martin Johansen, 839 Centennial avenue, Alameda, Cal.

Charles Harold Allen, who has served as an apprentice in a British ship, age about 21 years, medium height, brown hair, last heard of in San Francisco November 9, 1911, is anxiously inquired for by his father. Please notify British Consul-General at San Francisco.

INFORMATION WANTED.

Adolf Theining, a native of Vannersborg, Sweden, is inquired for by his mother. Address, Coast Seamen's Journal.

Walter Jorgesen Clang, born in Aaland Yetta, Ostro Yetta, is inquired for by his uncle, John Clang. Address Coast Seamen's Journal.

George Alfred Hall, last heard of on the Sch. "Sehome" in June, 1913, will please communicate with his brother, Walter Hall. Address 790 18th street, Oakland, Cal.

Rudolph Kurella, born January 5th, 1868, at Grabowo, Germany, is inquired for by the German Consul-General at San Francisco, Cal.

Oscar Osolin, John Lind, M. Elone, John Anderson, Thomas Pukki, Alex. Tuominen, Chas. Grouberg, who were on board the steamer "Fifild" April 7, 1913, please communicate with the Coast Seamen's Journal.

Johannes Larsen, age 22, born in Fitje, Norway, is inquired for by his brother, Ingolf Vestrick. Anybody knowing his whereabouts please notify his brother at 9 Mission street, San Francisco.

Fred (Albin) Swanson, a native of Malmo, Sweden, aged about 25, is inquired for. Address, Coast Seamen's Journal.

San Pedro Letter List.

Andersen, Martin -1894	Lindholm, Erik A.
Andersson, E. -1762	Larsson, Axel
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Anderson, O.	Lieka, Ernest
Clancy, James	Lauges, Robert
Carlson, Axe	Peron, Edmond
Edgerton, J. C.	Paty, Gerorg
Hustede, Harry	Markman, H.
Hansen, Christ	Nordling, C.
Hansen, Jorg	Nilsen, Nils
Hansen, Max	Nilsen, C. O.
Hokansen, Charley	Rasmundsen, T.
Ivars, Carl	Silverly, E.
Irwin, Robert	Sundsen, O. F.
Johansen, Ole	Slattery, W.
Jensen, Hans -2014	Schnider, Heinrek
Kjarsgaard, Hans	

INFORMATION WANTED.

John Dickson, who left Greenock, Scotland, about 10 years ago, his last address was Melrose House, Lower Boxhill, Brooklyn, New Zealand, is inquired for by his mother. Anybody knowing if he is alive or dead please notify the Secretary of the National Sailors' and Firemen's Union, Greenock, Scotland.

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, 84 Embarcadero, San Francisco, Cal.

John Erik Nordberg, a native of Sweden, age about 26, supposed to be sailing on the Pacific Coast, is inquired for by his brother Harold, care of Sailors' Union of the Pacific, San Francisco.

Francis Robert Bassett, a native of England, last heard of in San Francisco, Cal., in 1901, was well known around the water front as "Liverpool Frank." Any information regarding this man will be gladly received at the office of the British Consulate, San Francisco, Cal.

Frank Melson, who went as fireman on the S. S. "Maye" from Philadelphia to New Orleans, in May, 1913, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. G. W. Paruin, 4309 Westminster avenue, W. Philadelphia, Pa.

Pacific Coast Marine.

Incorporation papers of the Dodge Steamship Company have been filed at Portland, Ore. Headquarters of the company will be in Portland. It will handle the freight business of the E. J. Dodge Company of California, but the latter concern will continue to operate the boats.

The Charles R. McCormick Steamship Company has announced that the name "Latourella" has been chosen for their new steamship, the construction of which has just been started at St. Helens. The vessel will be used in the service between Portland and San Francisco and will be elaborately equipped for the passenger traffic.

In spite of General Huerta's revocation of his order closing the ports of Mexico to American shipping, the port officials of Mazatlan refused to clear the Pacific Mail liner "Newport" for San Francisco. Rear-Admiral Doyle promptly issued papers to the "Newport" which would serve as clearance papers and explain to the Customs Collector at San Francisco the absence of an official clearance sheet.

The following codfishers were reported at the San Francisco Chamber of Commerce as having passed in at Unimak, Alaska, prior to May 14: Schooner "Galilee," hence March 24; schooners "Charles R. Wilson," "Fanny Bustard," "Alice" and "Wawona" from Seattle. These vessels represent the greater portion of the codfishing fleet and each has made an unusually quick passage to northern waters.

Lieutenant-Commander George C. Sweet, radio officer at the Mare Island Navy Yard, has left with a party of six expert radio men for Point Loma, where he will install a new high-power 35-kilowatt radio station. The present radio apparatus at Point Loma has been found to be insufficient for the handling of the extra work occasioned by the presence of the numerous vessels of the Pacific fleet in Mexican waters.

The United States Army survey cruiser "Suisun," which has been in course of construction at an Astoria (Ore.) shipyard for some months, is now nearing completion, and will steam from the Columbia River port for San Francisco within the next two weeks. The vessel is of wooden construction, and will be equipped with wireless and every modern convenience. She is to be used upon San Francisco Bay and its tributaries in geodetic survey work.

Sudden & Christensen declare it is their intention, immediately after the formal opening of the Panama Canal to merchant vessels, to establish a line of steel lumber-carrying vessels which will operate between Aberdeen, Willapa Harbor, San Francisco and New York. The vessels are to be of the most modern construction with every convenience for the handling of large cargoes of lumber and will be capable of speed far in excess of the usual type of lumber carrier.

The ship "Berlin" from the Columbia River, in port at Bristol Bay, has reported by wireless to the steamer "Nushagak," which left San Francisco on April 30, that the following named vessels had arrived safely at the northern port prior to May 11: Bark "Star of India," ship "Star of Iceland" and ship "Tacoma" from San Francisco; ship "Indiana" from Nanaimo; ship "St. Francis" from Seattle; ship "St. Nicholas," ship "Berlin" and bark "Levi G. Burgess" from the Columbia River.

The United States Grand Jury at Seattle began hearing evidence on May 12 against the Booth Fisheries, a Chicago corporation, and the San Juan Fish Company, which are accused of conspiracy in violation of the anti-trust law. According to United States District Attorney Clay Allen, an arrangement has been in existence for years whereby the Klopeck Fish Company of Seattle, owned by the Booth Fisheries, and the San Juan Fish Company refrain from bidding against each other for cargoes of fish.

The United States Department of Commerce has accepted the bid of Captain Fred Warner for the purchase of the wreck of the United States lighthouse tender "Armenia," which has been lying off Cape Hinchinbrook, Alaska, since May 20, 1912. The "Armenia" is a steel vessel and was practically new when she was driven ashore on Cape Hinchinbrook during a heavy storm. It is stated that the vessel is in good condition and that she can be raised and repaired, netting a substantial profit for her purchaser. The work of raising the vessel will be commenced within a few weeks.

Nogouchi Kamaskuki, an officer on the Japanese steamship "Awa Maru," was arrested and placed in the County Jail at Seattle in default of $3000 bond on an indictment returned by the Federal Grand Jury charging him with smuggling three of his countrymen into the United States. It is alleged that the smuggled aliens were taken aboard at Yokohama, brought as stowaways and on the night of April 8th were thrown overboard and left to swim ashore. For this service the Government alleges, the men were to pay Kamaskuki 120 yen each. One paid the full amount, but the other two paid only 20 yen.

The steamer "Corwin," formerly a revenue cutter, sailed from Seattle for Nome on May 12, being the first of the Bering Sea merchant fleet to get away. For many years the "Corwin" has been the first boat to reach Nome, and she expects to repeat her performance. An early spring in Bering Sea is reported, there being no ice on Nome beach. The revenue cutter "Bear," with mail for Nome and the Arctic, was second to leave for Nome, and the large steamers will follow, they being more fearful of the ice than the small ships that can enter leads in the pack. The "Bear" will go to Point Barrow, and will be followed closely by Captain John Backland in the schooner "Holmes."

The North Pacific Steamship Company, which was compelled to pay $700 for damage done to training ship "Boston" in Portland harbor in a collision with the steamer "Yucatan" in March and $1200 for repairs on the "Yucatan," has asked the Multnomah County Commissioners to be reimbursed for both amounts. The company contends that the county is liable because the Broadway bridge failed to open on signal from the "Yucatan" and did not open for nineteen minutes. The company holds that owing to the small opening between the steel Broadway bridges it was impossible to control the "Yucatan," hence the collision. The commissioners referred the matter to the district attorney.

Dispatches from Bristol Bay received at San Francisco state that the following vessels of the salmon fleet had arrived at that port prior to May 13: Ship "Star of Lapland" and schooner "Premier" from Bellingham, ship "Star of Zealand," hence April 10; ship "Star of France," hence April 11; ship "Star of Italy," hence April 15; ship "Star of England," hence April 14; ship "Lewellyn J. Morse," hence April 11; bark "Star of Chile," hence April 14; bark "Star of Peru," hence April 11; barkentine "Centennial," hence April 9; steamer "Kadiak," hence April 11; steamer "Kvichak," hence April 30 and steamer "Nushagak," hence April 30. This is practically the whole of the Alaska salmon fishing fleet and the radio advices state that the entire number of vessels arrived at Bristol Bay without mishap and having made extremely good time up the Coast.

Pilotage rates into the Columbia River have been reduced 25 per cent. at a meeting of the Port of Portland Commission. The present rate is $1.50 a foot draft and 1 cent a ton net register. In making the reduction the commission did away with all rebates formerly offered to lines operating a regular advertised service of twelve ships a year into the port. This matter has been a bone of contention between shipping men and the port of Portland since its institution and brought about the present reduction. The port of Portland Commission also went on record as being in favor of the straight channel between Harrington Point and Tongue Point, near Astoria, which has been advocated for some time by pilots and masters of vessels. A resolution was drawn up to be sent to the United States Engineer asking his consent to the cutting of this channel, and offering the services of the dredger "Columbia" should she be desired.

The "Contra Costa," the largest ferryboat in the world, was launched by the Southern Pacific Company at its shipyard in West Oakland, Cal., on May 16. The vessel was christened by Miss Kate Potwin, agent for the company in the ticket office at Oakland pier. Miss Potwin was born in Ignacio Valley, Contra Costa County. The big ferry steamer will ply between Port Costa and Benicia to supplement the service of the steamer Solano. It was built in Oakland and the machinery and boilers were constructed at Sacramento. The following figures give some idea of the vessel's great size: Length over guards, 433 feet 4 inches; length over transom, 420 feet. Its beam molded is 66 feet 6 inches; depth molded, 19 feet 5 inches; depth amidships, 19 feet 9 inches. It will carry four train tracks, with a capacity of thirty-six freight cars and two engines or twenty-four passenger cars and two engines. For safety there are fourteen bulkheads, any one of which might be punctured without sinking the vessel. Two million board feet of lumber, thirty tons spikes, seventy-six tons round iron and 16,000 trenails entered into its building. There are single timbers measuring 26 inches by 66 feet and others 18 inches by 116 feet. The engines are below the level of the main deck, thus giving ample room for track space above. Two sets of engines propel a paddle wheel on each side so that the boat can be swung around on its own length in case of need by reversing one wheel while the other is whirling forward. Four sets of boilers of the Scotch dryback type supply steam. The steamer burns oil and is lighted by electricity.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

International Seamen's Union of America.

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.
THOS. A. HANSON, Secretary.
570 West Lake St., Chicago, Ill.
AFFILIATED UNIONS.

ATLANTIC DISTRICT.

EASTERN AND GULF SAILORS' ASSOCIATION.

Headquarters:
1½A Lewis St., Boston, Mass.

Branches:
BALTIMORE, Md., 806 South Broadway St.
NEW YORK CITY, 51 South St.
PHILADELPHIA, Pa., 129 Walnut St.
NORFOLK, Va., 41 Loyalls Lane.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC COAST.

Headquarters:
NEW YORK CITY, 12 South St. Telephone 2107 Broad. Night Call 2108 Spring.
New York Branch, 400 West St. Telephone 5153 Chelsea.

Branches:
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NEW ORLEANS, La., 117 Decatur St.
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MOBILE, Ala., 104 S. Commerce St.
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NORFOLK, Va., 41 Loyalls Lane.
NEW ORLEANS, La., 206 Julia St.
MOBILE, Ala., 104 S. Commerce St.

HARBOR BOATMEN'S UNION.

Headquarters:
NEW YORK CITY, 214 West St.

LAKES DISTRICT.

LAKE SEAMEN'S UNION.

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N. TONAWANDA, N. Y., 152 Main St.
CONNEAUT HARBOR, O., 992 Day St.
ERIE, Pa., 107 E. Third St.
DETROIT, Mich., 7 Woodbridge St., East.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
OGDENSBURG, N. Y., 70 Isabella St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.
PORT HURON, Mich., 517 Water St.

MARINE FIREMEN, OILERS AND WATERTENDERS' BENEVOLENT ASSOCIATION OF THE GREAT LAKES.

Headquarters:
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CHICAGO, Ill., 445 La Salle Ave.
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MILWAUKEE, Wis., 151 Reed St.
SUPERIOR, Wis., 1814 Fourth St.
OGDENSBURG, N. Y., 70 Isabella St.
BAY CITY, Mich., 108 Fifth Ave.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 55 Main St., Tel. Seneca 2295.

BRANCHES:
CLEVELAND, O., 1401 West Ninth St.
MILWAUKEE, Wis., 151 Reed St.
CHICAGO, Ill., 406 N. Clark St.
ASHTABULA, O., 74 Bridge St.
TOLEDO, O., 54 Main St.
DETROIT, Mich., 7 East Woodbridge St.
PT. HURON, Mich., 517 Water St.
CONNEAUT, O., 922 Day St.
OGDENSBURG, N. Y., 70 Isabella St.
N. TONAWANDA, N. Y., 152 Main St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
ERIE, Pa., 107 E. Third St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.

PACIFIC DISTRICT.

SAILORS' UNION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, CAL., 84 Embarcadero.

Branches:
VICTORIA, B. C., 518 Yates St.
VANCOUVER, B. C., 231 Hasting St., E. corner of Hasting and Main, P. O. Box 1365. Tel. Seymour 8703.
TACOMA, Wash., 2218 North 30th St.
SEATTLE, Wash., 84 Seneca St., P. O. Box 65.
ABERDEEN, Wash., P. O. Box 6.
PORTLAND, Ore., 51 Union Ave., Box 2100.
EUREKA, Cal., 227 First St., P. O. Box 64.
SAN PEDRO, Cal., P. O. Box 67.
HONOLULU, H. T., Cor. Queen and Nuuanu Sts., P. O. Box 314.

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PORTLAND, Ore., 101 N. Front St.
SAN PEDRO, Cal., 123 Fifth St., P. O. Box 574.

(Continued on Page 11.)

Coast Seamen's Journal

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BY THE
SAILORS' UNION OF THE PACIFIC
Established in 1887

PAUL SCHARRENBERG.....Editor
JACK ROSEN.....Manager

TERMS IN ADVANCE.
One year, by mail - $2.00 | Six months - - - $1.00
Advertising Rates on Application.

Changes in advertisements must be in by Saturday noon of each week.

To insure a prompt reply, correspondents should address all communications of a business nature to the Business Manager.

Entered at the San Francisco Postoffice as second-class matter.

Headquarters of the Sailors' Union of the Pacific, 84 Embarcadero, San Francisco.

NOTICE TO CORRESPONDENTS.
Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, MAY 20, 1914.

ACCIDENT INSURANCE.

The Travelers Insurance Company of Hartford, Conn., has issued a unique and suggestive advertising folder. According to the folder the company paid out the sum of $324,000 in accident claims on account of the "Titanic" disaster, and the story is told by a reproduction of the canceled checks.

It would be interesting to know the grand total of insurance claims paid to the heirs of the unfortunates who placed their trust in "the unsinkable ship." When a single company paid nearly a third of a million dollars, it may be surmised that the combined amounts paid by all companies have reached a stupendous figure. In view of the foregoing, one would think that insurance companies would interest themselves in bringing about greater safety of life at sea, if for no other than purely selfish reasons.

If there had been a sufficient number of lifeboats and efficient men to man them, every man, woman and child on the "Titanic" could have been saved. That much is freely admitted by all. So the shortage of lifeboats and trained men in one disaster cost one insurance company $324,000.

Why do we never hear from the managers and stockholders of the big insurance companies regarding pending legislation for safety of life at sea?

Are they satisfied with the "safety of dividend" pact as drafted by the late London conference, or would they prefer boats for all and men to man them, as provided in the La Follette Seamen's bill?

Surely the interests of those insurance companies can not be identical with that of the shipowners. As things are now arranged, the former invariably pay the damage for the latter's criminal negligence. The enactment of the Seamen's bill will compel the shipowners to do that which they ought to do voluntarily—give the greatest possible protection to the traveling public, and, incidentally but nevertheless quite certainly, save enormous sums now pretty regularly paid in accident claims by the leading insurance companies.

JAPANESE GUNMEN!

"The Pueblo Chieftain," generally recognized as the "official" daily apologist for the Rockefeller interests in Colorado, is authority for the statement that among the "heroes" who lost their lives as gunmen in the service of plutocracy were four Japanese. The names of the little brown men are not given, but that is immaterial—the important and suggestive thing in this affair is the fact that white men are evidently waking up.

This is further borne out by the refusal of many militia men to shoulder arms for Rockefeller. According to Denver dispatches Company C of Colorado's national guard, was the first to mutiny against going into the coal fields in response to their General's call. The mutiny was nearly unanimous for eighty out of the eighty-two declined to go to Trinidad. A bare two dozen of another troop responded to the order, and the combined companies, with less than thirty men, mostly officers, finally departed to wage war upon their fellow men.

All of which is encouraging, to say the least. When the workers refuse to fight and kill each other for the sake of the few who exploit the many; when the Rockefellers begin to import their gunmen from Japan and when the State militia becomes useless for the purpose of serving capital in its wars against labor—then there is hope for those who toil.

All strikes and all battles are waged by workers against workers. The striker and the strike-breaker—like soldiers on a real battlefield—have seldom ever met before.

They need but join hands and "their" battle will be won. But ignorance and an unhappy environment have so far prevented them from grasping that truth. Truly, "The most precious possession of the exploiter is the pitiable ignorance of the exploited."

NO MORE WAGE DEDUCTIONS.

The shipowners' custom of charging to the personnel of the stewards' department all losses of silver, breakage of crockery, etc., was given a rude jar by a decision of the United States District Court of Appeal at San Francisco on May 18.

It all came about through the attempt of the Pacific Mail Steamship Company to withhold practically every cent of wages from a steward on the steamer "City of Sydney." Edward Schmidt, the man in question, was employed as port steward on the "City of Sydney" when she arrived at San Francisco last October, with wages of $100 a month and the usual pay of $1 a day for victuals. When pay day came, Schmidt's wages due amounted to $30. The company refused to pay him, on the ground that certain silverware from his department was missing. The value of the silverware was said to be $32.90, so the company claimed there was no wages due him.

Instead of accepting this dictum, Schmidt appealed for redress to the Federal Court, basing his case on that section of the Revised Statutes of the United States which provides that seamen whose wages are withheld after a specified period are entitled to full pay for every day that their wages are delayed.

Attorney James W. Ryan was retained by Schmidt to fight the case, while the Pacific Mail Steamship Company was represented by Charles R. Heggerty. Judge Dooling decided in Ryan's favor, giving Schmidt a judgment for $190, which covered the amount of his wages from the time his pay was withheld until the decision was rendered. The defendants immediately appealed and the case has been pending since the latter part of last October. Schmidt will now receive $1300 for seven days of actual work.

The decision on the appeal was written by Judge Erskine M. Ross and concurred in by Judge W. B. Gilbert. Judge Frank S. Dietrich, of Idaho, dissented, being willing to allow Schmidt wages only up to the time of Judge Dooling's decision.

As a result of this decision many stewards on American ships will hereafter have the novel experience of drawing the full amount of wages due them—and the parsimonious shipowner will occasionally have to buy some new silver and crockery ware out of the sum now set aside for surplus and undivided dividends!

"PROPER" NAMES.

Anent the recent "dry" order of Secretary of the Navy Daniels, the "New York Telegraph" suggests some names for new battleships, as follows:

THE GINGER ALE
or
THE LEMON SQUASH.
And
THE RASPBERRY VINEGAR;
Et Alia,
THE WHIPPED CREAM;
Likewise,
THE CAFE PARFAIT;
And, lastly,
THE DREAD RUM.

If the units of our fighting forces at sea are to be named in accordance with new policies or decisions why not give modern, up-to-date names to the units of our fighting forces ashore?

Here are some new names for those companies of Colorado's state militia which participated in the Rockefeller war upon women and children:

THE ARSON SQUAD;
or
THE UNIFORMED BRUTES;
And
THE FAMILY ANNIHILATORS;
Et Alia,
THE ROCKEFELLER GUARDS
Likewise,
THE MOUNTED COSSACKS.
And, lastly,
THE "S. O." IMPS.

To float about in an open boat in the North Atlantic for thirteen days and nights, and to live and be able to tell how eleven of their weaker comrades died from hunger, thirst and exposure—such is the harrowing experience of four seamen from the British steamer "Columbian," which burned in mid-ocean on May 3. Truth is ever stranger than fiction. No one could ever adequately relate the frightful suffering that was actually experienced and witnessed by those four survivors of the latest tragedy of the deep.

A strike always succeeds in proportion as it demonstrates the unprofitableness of war.

A CONTRAST.

On December 1, 1913, one R. B. Cradlebaugh, alias R. B. Henry, a Burns detective, was found guilty at Martinez, Contra Costa County, Cal., of assaulting and brutally beating, without cause or provocation, an inoffensive sailor named Alfred Nelson, while the latter was a prisoner in his custody. The Burns man was sentenced to serve one year in the county jail and to pay a fine of $1000. To the uninitiated it would seem that the punishment thus meted out to a brute in authority was exceptionally light considering the nature of the crime. But county officials at Martinez evidently thought otherwise. After serving only five months the Burns hireling was released "on probation" and is now enjoying his liberty, while the innocent man from whom he tried to force a confession is still convalescing from the savage blows administered by that fiend.

So much for Mr. Cradlebaugh. Now note the other case.

Thomas J. Mooney and two others were arrested in Contra Costa County during the early part of this year, charged with having in their possession certain explosives. A powerful corporation was interested in having these men tried and convicted. During the first trial it soon transpired that the accommodating District Attorney had practically turned his office over to the lawyers of the corporation. But the jury was evenly divided and refused to convict. In the second trial the jury stood seven for acquittal and only five for conviction. However, the corporation lawyers demanded blood. So a third trial has been staged, although it is generally conceded that there can be no conviction. In the meantime, Mooney has been over three months in jail, and would still be there if the authorities had not finally (after several vigorous protests by disinterested people) graciously condescended to reduce his bail to a reasonable figure.

Enough said. Compare the treatment of the Burns hireling with that accorded to a workingman whose scalp is wanted by a notorious public service corporation.

Such is "justice" as meted out in Contra Costa County, Cal.

President Sam Gompers is opposed to compulsory arbitration, but neglects to present a better remedy for such affairs as the Colorado mining wars. Compulsory arbitration of mining wars ought to be given a trial. It could hardly be worse than present conditions and it might be better. Almost every other scheme has been tried and failed. Bull pens, deportations, dynamiting, fire, murder, strikes, boycotts, militia, gunmen. All these have been tried and failed. Why not give compulsory arbitration a trial?—Western Laborer, Omaha, Neb.

Ye Gods and little fishes, has this Omaha editor never read any paper except his own? Has he never read Australian labor papers? Does he not know that his panacea has been tried and tried again and found to be wanting in every essential element? Does he not know that not only Gompers but both the American and British labor movement have time and time again declared against involuntary servitude? Does he not know what distinguishes the freeman from the slave?

A strike is a method, and frequently the only effectual one, of protesting against injustice. If the public could be got to take action upon a mere statement of the facts they would have less occasion to complain of the hardship inflicted by strikes upon "the innocent third party."

MEDIATION AND CONCILIATION.

The staff of the United States Commission on Industrial Relations has drawn up and submitted to the Commission a tentative draft of a bill creating a national board of mediation and conciliation to deal with all strikes and lockouts in any part of the country that seem likely to involve the Federal Government.

The draft will be sent out to the public with a request for criticisms, and in the public hearings of the Commission, beginning in New York next Monday, criticism and suggestions will be asked for.

The bill provides strictly for voluntary conciliation, and expressly denies to the Board any compulsory powers of arbitration or prohibition of strikes or lockouts. In this respect it avoids all conflict over any question of state or interstate jurisdiction.

A memorandum accompanying the bill points out that within the past year Congress has been called upon to investigate strikes in the three States of West Virginia, Michigan and Colorado, and that in the latter State Federal troops had to be called in. All of those strikes involved interstate shipment of gunmen and strikebreakers.

A precedent for a Federal commission is found in the Anthracite Coal Strike Commission of 1902, which settled the great strike in Pennsylvania. It is pointed out that all efforts at conciliation in recent strikes have failed, and that if the Federal Government is compelled to intervene after matters have reached a crisis, it is advisable that the Government should have a permanent board, representing the entire Nation and having the confidence of both employers and employes, to intervene at the very inception of such disputes.

The bill is modeled somewhat after the plan of the Newlands act creating the present board of conciliation and mediation for dealing with disputes on railways. The great success of both the Erdman and Newlands acts in preventing strikes, suggests that a similar agency might prevent other strikes, or at least prevent their reaching such a crisis of violence and bloodshed as occurred in West Virginia, Michigan and Colorado.

The Commission has authorized extensive investigations of the workings of other boards of mediation and conciliation in the various States and in foreign countries, and the tentative bill is the first result of these investigations.

One of the important features of the bill is its plan for co-operation with State boards of mediation whenever such exist, and its plan for joining with such boards in any section of the country for united action whenever a dispute extends beyond the limits of a single State.

The cannery vessel "Paramita," reported beached at Lost Harbor, Alaska, is a 35-year-old vessel built at Freeport, Me., and is owned by the Bristol Bay Packing Company of San Francisco and attached to the cannery fleet which sails each spring for the North. Lost Harbor is just across the bay from Unalaska, on the island of the same name.

DIED.

Arthur P. A. Nagel, No. 1019, a native of Germany, age 31, died at San Francisco, Cal., May 8, 1914.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., May 18, 1914.

Regular weekly meeting came to order at 7 p. m., E. A. Erickson presiding. Secretary reported shipping dull. Andrew Furuseth, John H. Tennison and Jack Rosen were declared elected delegates to the annual convention of the International Seamen's Union of America. D. W. Paul was elected Secretary pro tem. and Chas. Taucer Business Manager pro tem., to serve during the absence of the regular officers, who are delegates to the Boston convention. The following instructions to delegates were adopted by a referendum vote:

1. To consider the advisability of having the various crafts in the maritime unions conduct branches in common when business in any locality does not warrant the establishment of separate offices.
2. To consider the advisability of having The Coast Seamen's Journal published by the International Seamen's Union of America.
3. To submit to all Seamen's Unions of the world the question of establishing a joint branch at Panama.
4. To eliminate the annual conventions of the International Seamen's Union of America. However, to give any three affiliated organizations the right to demand that a referendum vote be taken upon the question of holding a convention; provided that not more than one convention take place in any one year.

JOHN H. TENNISON, Secretary pro tem.
84 Embarcadero. Phone Kearny 2228.

Victoria, B. C., May 11, 1914.
No meeting. Shipping dull.
CHAS. J. DOLAN, Agent pro tem.
518 Yates St.

Vancouver, B. C., May 11, 1914.
No meeting. Shipping dull; prospects uncertain.
W. S. BURNS, Agent.
231 Hastings St., E. corner of Hastings and Main, P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, May 11, 1914.
No meeting. Shipping dull; prospects uncertain.
H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, May 11, 1914.
Shipping and prospects poor.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, May 11, 1914.
Shipping dull; prospects uncertain.
J. PEARSON, Agent.
P. O. Box 6. Tel. Main 557.

Portland Agency, May 11, 1914.
Shipping dull; prospects uncertain.
G. A. SVENSON, Agent.
P. O. Box 2100. 51 Union Ave. Tel. East 4912.

Eureka Agency, May 11, 1914.
No meeting. Shipping fair; prospects uncertain.
JOHN ANDERSON, Agent.
227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, May 11, 1914.
Shipping slack; prospects uncertain.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, May 4, 1914.
No meeting. Shipping dull; prospects poor.
JACK EDWARDSON, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., May 14, 1914.

Regular weekly meeting was called to order at 7 p. m., Ed. Andersen in the chair. Secretary reported shipping dull.

EUGENE STEIDLE, Secretary.
Phone Kearny 5955.

Seattle Agency, May 7, 1914.
No meeting. Shipping dull.
LEONARD NORKGAUER, Agent.
Phone Main 2233. P. O. Box 214. Grand Trunk Dock, Rooms 203-205.

San Pedro Agency, May 7, 1914.
No meeting. Shipping slow; plenty of waiters ashore.
HARRY POTHOFF, Agent.
P. O. B. No. 54.

THE STRONG AND THE WEAK.

Some years ago the rotting carcass of a whale drifted into Hilo Bay, Hawaii. The presence of such a mass of putridity disturbed the olfactory nerves of residents in the adjacent city, several of whom patrolled the waters in a launch until they discovered the floating leviathan. A large number of sharks, attracted by the unprecedented delicacy, were in evidence, and as they swam together in the clear tropic sea, all seemed to be members of an harmonious family.

In the effort to secure the blubber which lay temptingly exposed above the waterline, the sharks frequently approached the banquet table with a rush, and for the moment emerged several feet from their native element. During an exhibition of this kind by one of the largest and most vicious specimens, the Captain of the Port discharged his automatic, and contributed several leaden condiments to the feast.

As the monster, writhing in the death agony, released its hold, there was a simultaneous rush of its fellows from all sides. In a moment the waters were lashed into foam, which quickly became blood-red, and the dying shark was torn into a thousand fragments by those of its own kind.

The armed truce which existed among these ocean tigers came to an end the moment one of their number gave evidence that it was handicapped in the struggle for life. And although there was an abundance of food at hand, the doctrine that weakness invites attack, and that those unable to resist successfully must go to the wall, was vividly illustrated.

This law is universal. It applies to the human race equally with the lower orders of life. Darwin merely elucidated the fact —which has been known sub-consciously since humanity made its appearance—that in the struggle for existence the fittest will always survive, while those who for any reason are unfit are hopelessly doomed.

In this latter class are included the weak, the maimed, the backward, the defenseless, the friendless and any and all who labor under a handicap in the effort to sustain themselves.

True it is that the extreme severities, such as dying of starvation or perishing of cold on the public streets, are not supposed to be permitted in civilized communities. But it is also true that the sweatshop employer is allowed to wring the life-blood from toilers who are little removed from infants.

The loan shark, no less merciless than his ocean counterpart, also is permitted to strike terror into the hearts of his victims, and finally take the little they have laid aside. The unbroken sleep of the grave, which follows in many instances, hardly is worse than an existence lived entirely at the mercy of others.

The principle also applies to aggregated masses of humanity when opposed to each other. Nations rise or fall by it, just as do the units of which they are composed. Masking the ambiguous whisperings of diplomats, and giving the lie to hands-across-the-sea speeches by book-learned Ambassadors, is the knowledge that armed strength is the final arbiter. This knowledge also is fortified by history, which teaches that Providence almost invariably sides with the strongest battalions, regardless of the flag under which they march, the creed they profess, or the moral status of the cause for which they battle.

The workings of this law, however, are most strongly exemplified when one of the strong, "moral" European nations attempts to "civilize" a race of savages. Under the guise of conferring benefits on the poor devils, aggrandizement is carried on to the utmost limit, in the name of Him who fought for the oppressed.

The dodo is not the only extinct vertebrate which lived in comparatively recent times. Races of men have gone the same route before the advance of the Caucasian. They have faded away before his presence like a plucked flower beneath the midday sun. The process is in evidence to-day, and those who survive the machine guns are exposed to the vices of the white, which are capable of doing the work even more thoroughly than high-power artillery.

True it is that much missionary work is conducted from an altruistic standpoint. Thousands of noble men and women are to be found in almost unknown corners of the earth, devoting their lives to real, bona fide uplift work. No idea of exploitation, or of forming the advance guard for an army which shall destroy the distinctive existence of the benighted races among whom they labor, enters into their calculations.

The extent of this field of altruistic endeavor may be realized, however, when it is learned that the American people expended $9,000,000 more for chewing gum last year than they devoted to missionary work throughout the world. Ten millions of dollars for a battleship is given without a murmur, but appropriation of the same sum for the elevation of backward races would excite horrified comment.

Those who contend the strong have a right to rule the weak, or even destroy their national existence, aver they are actuated by the working of an impulse inherent in mankind; that such an impulse forms the spur of progressive action; and that every nation in existence to-day survives solely because it has demonstrated the possession of a strength that would render it a dangerous antagonist.

California, they assert, virtually was taken from a weaker nation, and they persistently ask why a quickening of conscience should stop the expansion of the United States to-day.

The argument is unanswerable, except when judged from a moral standpoint. But, because such rules have governed the game since history began, that is no reason why they should be perpetuated.

The injustice done in bygone centuries is beyond remedy.

The earth is one vast cemetery, and a large proportion of the graves are filed by unknown heroes who yielded up their lives in the effort to secure self-government and escape the domination of stronger peoples. They have fought a good fight and failed, for their descendants still are subject races.

The dawn of another era is at hand, however, when a universally enlightened moral sense will not permit the struggle for existence between humanity, collectively and individually, to become so keen as to allow the unjust extinction of a nation or the needless death of an individual.

In Mexico 15,000,000 of peons and others are wading through fire and blood toward the evolution of a stable government, representative according to their capacity. Every people has been born and solidified nationally by war, and our southern neighbor cannot be expected to prove an exception.

A few hundreds of years ago our ancestors were deemed incapable of self-government by the Romans. They were a race of breech-clouted pagans, staining their bodies with the juice of berries and offering human sacrifices to unknown gods.

The peon of Mexico to-day, compared with those barbarians from which we are descended, is a civilized being. True, in the stress of warfare he resorts to hideous crimes, but Colorado affords evidence that he is not alone in his excesses. And in the islands of the South Seas are hidden atrocities perpetrated by men wearing the official uniforms of civilized governments, which the peon and the brown man cannot surpass.

The United States has resources to be exploited; industrial and social problems to be solved; and other difficulties to be met at home which demand for an indefinite period all the men, all the money and all the Christianity the country possesses. There is no need to look for other worlds to conquer.

The civilization of Mexico, when it is achieved, will not be patterned after that of the United States except in name. Civilization is of many varieties, each of which is determined by the mental and moral rank of the race concerned.

Races so diametrically opposed as the American and the Mexican naturally generate hostility when brought into close contact. Separated by national boundary lines, they may be friends, but never under the same government.

American experience in the Philippines, with a closely allied people, proves the truth of this dictum.

Looking into the future it may be predicted that man in his national, competitive and industrial relations, in his collective and individual capacities, finally will reach a moral elevation which will modify the extreme cruelty of Nature's law, and that in the struggle for existence, which must continue perforce, the weak member, whether a national or a human unit, will be shielded by the stronger from the extreme penalties of inferiority, whether natural or due to misfortune.

When such an ideal is realized, the world will enter on a period of its history which will appear as a millennium compared with preceding ages.—John A. Henshall in the Sacramento Bee.

A great project for the communal bath of Vienna is being elaborated. The bath is to be completely inclosed and to be arranged for use in winter also by a supply of warm water from the electricity works, which are some 600 meters distant. The present swimming basin is to serve exclusively for water supply of the electricity works, and the new bath is to be constructed above it. It will be 250 meters (820 feet) long and 60 meters (197 feet) wide. The new structure will contain not only the swimming basin, but also sand, air and sun baths. The cost is estimated at about $160,000, and the work will be begun directly after the close of the 1914 season.

Demand the union label upon all purchases!

WHO PAID THE MILITIA?

A remarkable statement was made on the floor of the House of Representatives last week. Mr. Seldombridge, a Representative from the State of Colorado, discussing the "Ludlow massacre" of helpless women and children, said:

"One of the difficulties confronting the State when her military power is invoked is that which arises from the condition of the State treasury. The militia cannot be put into the field until the Governor is provided with means necessary to support and equip it. He is therefore obliged to make some arrangement with the banking and moneyed interests of the State to secure funds in order to meet these expenses.

"The result is that while the armed forces of the State are called out to preserve law and order, and to see that individual rights and property are respected, they are looked upon indirectly as the employed agents and allies of one of the parties to the dispute. This trouble all arises in my judgment, from the fact that when you employ armed force to preserve law and order in an industrial dispute you immediately provoke conditions such as have arisen in Colorado and elsewhere, especially where such a force is maintained through agencies more or less in sympathy with one of the parties to the controversy."

Mr. Madden: "Will the gentleman yield to a question?"

Mr. Seldombridge: "Yes."

Mr. Madden: "The gentleman has made a very startling statement. Does the gentleman want to leave the impression on the House and the country that the Governor of the State of Colorado sends the militia with the end in view of taking either one side or the other of the controversy, instead of the preservation of the law?"

Mr. Seldombridge: "I do not, Mr. Speaker; and I want to say this—"

Mr. Madden: "That is the only deduction that can be made from the gentleman's statement."

Mr. Seldombridge (continuing): "That the Governor of the State, when appealed to by the citizens of the State whose property is in danger or whose lives are in jeopardy, must recognize the power that rests with himself and call out the militia. When the civil authorities say that they cannot control the situation and that they must have the militia, the Governor is bound to recognize the plea. When he looks into the treasury of the State and finds himself unable to secure funds there to pay the militia, feed, clothe, equip it, and when he is obliged to intercede with the clearing house of the State to find the money to pay these expenses, does the gentleman believe that men sent into the field under those conditions would be able to exercise that same independence of action that they could if the obligation on the part of the State to provide moneyed interests did not exist?"

Representative Foster, chairman of the House committee that has been investigating the strike of the miners in Rockefeller's Colorado mines, protested to the House against "the enormity of this condition."

Mr. Gardner: "I do not know that the gentleman wishes to express an opinion at this time, before he makes his report, but I should like to know whether he believes the militia are not acting impartially in the enforcement of the law and the protection of life in that country?"

Mr. Foster: "I will give the gentleman this illustration, which is undisputed. I would not mention it except that it has been undisputed. A man who was a mine guard previous to the militia being called into the strike region of Colorado testified on the witness stand in the city of Denver—and he was at the time dressed in the uniform of a State militiaman—that he was a mine guard, belonging to Troop B, of Denver, and being paid at the rate of $3 a day by the mine operators, and was also drawing a salary from the State as a militiaman. You can draw your own conclusions whether that man was an impartial militiaman or not."

SEA LEATHER.

There are several varieties of leather made from denizens of the sea—the shark, the sturgeon, and less well-known finny, leather-producing fishes. The skin of sharks is a beautiful burnished gray or bluish color. The surface resembles finely grained leather, inasmuch as it shows many tiny prickles set all one way. This property of shark skin renders it especially valuable to the manufacturer of "shagreen." Since the skin is at once tough and easy to work, it can be used for many purposes where decorative effects are desired. In spite of its lumpy armor, the sturgeon furnishes a valuable and attractive leather. It has been found that, when the bony plates are removed, the patterns remain on the skin, just as the patterns of alligator scales remain on alligator leather, a circumstance that adds greatly to the value of the product.

OPEN-SHOP OPERATORS.

The sins of the Marconi company are coming home to them. While they deftly turned the fake report of the wreck of the liner "Siberia" on to the shoulders of some poor Japanese wireless operator those "in the know" confidently assert that in all probability the fake was the result of the inexperienced operators employed by the Marconi company, and was only what has been looked for from that source for some time. That there was no wreck and the blunder was no more serious was not the good management of the Marconi company but its good luck. Some day there will be a real wreck in Pacific waters and some poor bewildered cub operator will be the cause of the loss of dozens of lives as a result of the "open shop" policy of the union hating corporation which has a monopoly of the wireless business on this coast.—Seattle Union Record.

Since 1904, 130 vessels have been struck out of the British navy list as unsuitable for war and condemned to be broken up or sold. The list includes 23 battleships, 3 cruisers, 21 light cruisers, 42 destroyers, 18 torpedo boats, 12 submarines, 2 special service vessels and two torpedo gunboats. The original cost of these vessels, excluding armaments, was £26,417,304.

It is only in the case of a strike that we appreciate the full depth of the employer's regard for the sanctity of contract.

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,

V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION

570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y.....55 Main Street
Telephone Seneca 936 R.

CLEVELAND, O.....1401 W. Ninth Street
Telephone Bell Main 1842.

MILWAUKEE, WIS.....133 Clinton Street
Telephone South 240.

ASHTABULA, O.....21 High Street
Telephone 552.

NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

DETROIT, MICH.....7 Woodbridge Street, East
Telephone 3724.

SUPERIOR, WIS.....1721 N. Third Street
Telephone, New, Broad 385.

BAY CITY, MICH.....108 Fifth Avenue
OGDENSBURG, N. Y.....70 Isabella Street
CONNEAUT, O.....922 Day Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue
PORT HURON, MICH.....517 Water Street
ERIE, PA.....107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

HEADQUARTERS.

71 Main Street, Buffalo, N. Y.
Telephone Seneca 48.

BRANCHES:

CLEVELAND, O.....1185 W. Eleventh Street
CHICAGO, ILL.....445 LaSalle Avenue
MILWAUKEE, WIS.....151 Reed Street
DETROIT, MICH.....27 Jefferson Ave., East
SUPERIOR, WIS.....1814 Fourth Street
OGDENSBURG, N. Y.....70 Isabella Street
BAY CITY, MICH.....108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.

HEADQUARTERS:

BUFFALO, N. Y., 55 Main St. Tel. Seneca 2295

BRANCHES:

CLEVELAND, O.....1401 W. Ninth Street
MILWAUKEE, WIS.....151 Reed Street
CHICAGO, ILL.....314 N. Clark Street
ASHTABULA, O.....74 Bridge Street
TOLEDO, O.....54 Main Street
DETROIT, MICH.....7 East Woodbridge Street
PORT HURON, MICH.....517 Water Street
CONNEAUT, O.....922 Day Street
OGDENSBURG, N. Y.....70 Isabella Street
NORTH TONAWANDA, N. Y.....152 Main Street
SUPERIOR, WIS.....1721 N. Third Street
BAY CITY, MICH.....108 Fifth Avenue
ERIE, PA.....107 E. Third Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue

UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS.

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS.

Ashland, Wis.
Ashtabula Harbor, O.
Buffalo, N. Y.
Duluth, Minn.
Escanaba, Mich.
Grand Haven, Mich.
Green Bay, Mich.
Houghton, Mich.
Ludington, Mich.
Manistee, Mich.
Erie, Pa.
Menominee, Mich.
Ogdensburg, N. Y.
Oswego, N. Y.
Port Huron, Mich.
Manitowoc, Wis.
Marquette, Mich.
Milwaukee, Wis.
Saginaw, Mich.
Sandusky, O.
Sault St. Marie, Mich.
Sheboygan, Wis.
Superior, Wis.
Toledo, O.

AN APPEAL

To Organized Labor, Its Friends, and a Sympathetic Public:

By instructions of the International Executive Board, United Mine Workers of America, we appeal to you for financial help for the striking miners and their families in Colorado.

Their struggle for social justice and industrial freedom is your struggle. Involved therein is the fight of humanity against oppression and of right against wrong. The slaughter of the women and children at Ludlow, Colorado, on April 20th, ought to appeal to human sympathy in a most extraordinary manner.

Will you aid them financially in their struggle against John D. Rockefeller, Jr., his predatory associates and the interests he represents? The request of the President of the United States through his personal representative that Mr. Rockefeller use his influence in behalf of peace was refused. When he denied the President's request, he assumed to be bigger than the Government itself. Shall such a condition be tolerated by a free people? Is Mr. Rockefeller and the interests he represents larger and more powerful than the Government of the United States?

We need your help, your sympathy and your support. We appeal to you to respond promptly and liberally and thus place yourself fairly and squarely on the side of all the people as against John D. Rockefeller, Jr., whose name is inseparably associated with Standard Oil.

Send all donations to Wm. Green, 1106 State Life Bldg., Indianapolis, Ind.

Fraternally yours,

JOHN P. WHITE,
President.

FRANK J. HAYES,
Vice-President.

WM. GREEN,
Secretary-Treasurer.

United Mine Workers of America.
Indianapolis, Ind., May 12, 1914.

NO OVERTIME AT SEA.

A seaman's right to payment for overtime at sea has been denied in a recent British High Court decision.

The facts in the case were as follows:

By the British Merchant Shipping Act of 1894, a seaman must sign a written agreement before becoming a member of a crew. This agreement (or "articles") must be in the form provided by the Board of Trade, and must contain (among other things) particulars as to the amount of wages the seaman is to receive.

A man signed articles as a fireman on a steamship at £5 10s. a month. For the first part of the voyage he had four-hour watches. Subsequently, because of the illness of another fireman, he was asked to do six-hour watches, the chief engineer promising that he should be paid overtime, and that if the shipowners did not pay he would himself pay. He accordingly did six-hour watches for about a week, working thirty-two hours during that time in addition to what he would have worked if he had been on four-hour watches. At the end of the voyage he claimed 24s. for these thirty-two hours' overtime, at 9d. an hour, and on the shipowners refusing to pay, he took proceedings in a court of summary jurisdiction to recover the amount. The magistrate made an order in his favor for the sum claimed. The shipowners appealed.

The High Court allowed the appeal, holding that for the wages agreed upon in the articles the seaman was bound to give his full services, and that there was no duty imposed upon the shipowners to pay for overtime worked at sea when a seaman was called upon to work longer hours than was expected.—T. & J. Harrison v. Dodd—King's Bench Division, March 5, 1914.

GREAT GOLD REGION.

The first gold deposits found in inland Alaska, were in the Yukon-Tanana region, which comprises an upland diversified by broad valleys stretching westward from the international boundary to the great bend of the Yukon. The earliest of the pioneer prospectors crossed the Chilkoot Pass about 1880 and six years later began mining in the interior of Alaska after finding gold in the Yukon-Tanana region. Since then this region has produced gold to the value of about $83,000,000. The United States Geological Survey began its survey of this field, which embraces some 40,000 square miles, in 1898. With the issuing of the report on the portion of the region known as the Circle quadrangle, published recently as Bulletin 538, geologic and topographic reconnaissance maps, together with a description of the mineral resources of this area, became available.

The town of Circle, from which the report takes its name, is one of the oldest white settlements on the Yukon. It was located before the surveyor had determined that the town was not on the Arctic Circle, as supposed, but fifty miles south of it. Lest the nearness of the Arctic Circle be regarded as indicative of ice and snow, it should be noted that there are neither glaciers nor permanent snow in the Yukon-Tanana region. It is, indeed, a land of fertile valleys and grassy slopes, and during the short but warm summers vegetation thrives, many grains can be ripened, and vegetables grow luxuriantly. Of course, the establishment of adequate railroad transportation facilities may be expected to greatly develop this entire region.

The Circle quadrangle owes its chief present importance to the placer mines of the Birch Creek district, which though worked in only a small way, have produced gold to the value of nearly $5,000,000. Bulletin 538 was written by L. M. Prindle, of the Geological Survey, and a copy may be obtained on application to the Director of the Survey at Washington, D. C.

Musical sands have been known for 1000 years. There is the Mountain of the Bell on the shores of the Red Sea, which makes extraordinary sounds and boomings when the winds set the countless millions of particles rubbing against each other and vibrating. Darwin discovered the "Roarer" in Chile, which also makes tremendous noises, and there are many other examples in various parts of the world.

About the least ecective way of advocating any particular theory of reform is to cast discredit upon other theories.

RECENT COURT DECISIONS.

Editor COAST SEAMAN'S JOURNAL:

Two cases of interest to seamen have recently been decided by Judge Dooling of the admiralty court.

The first case was brought by me for Peter Larsen, a fisherman, against the North Alaska Salmon Co. Larsen shipped for the season of 1912 on the "Olympic," signing the articles usually signed by seamen and fishermen. While he was at work near Haller's cannery on board of a barge or scow, helping to discharge her load of fish on to the wharf alongside, a bucket loaded with fish swung suddenly in his direction. He dodged quickly and avoided the bucket, but in so doing slipped on the fish and badly twisted or sprained his right knee. The doctor at Hallerville seemed to think he was malingering or faking and that all he needed was to be put to work, and so failed to give him proper care and attention, although the man was very lame. The suit was brought for breach of contract of good treatment in failing to provide Larsen with proper surgical and medical care and attention after his injuries. While the company denied that he had not received such attention, it, also, was of the opinion that, because there was no special provision in the fisherman's contract to furnish him with medicines and medical care and attention, it was under no legal obligation to furnish such care after he was injured.

The court awarded Larsen $15 for medicines, $86 for his doctor's bill, and $405 for 4½ months' enforced idleness because of his injuries. The case is of importance because of the holding that a fisherman comes under the rule that applies to other seamen, namely: That when a seaman is injured while in the service of his ship, he is entitled to be cured, as far as cure is possible, at the expense of his ship.

The other case arose out of the collision between the "Argyle" and the "Gualala." There were a number of different parties suing the "Argyle" for the damages done by the collision, among them being Konstant Latz, whose case I had. Latz was a seaman on the "Gualala" at the time and was asleep in bunk when the "Argyle" struck the "Gualala" almost abreast of Latz's bunk, cutting right into the bunk and breaking one of Latz's legs. The court awarded to Latz $3500 for the damages received by him. The owners of the "Argyle" made a hard fight on this case and will, in all probability, appeal it; but there does not seem to be any reason to fear that the appeal will defeat Latz's right to recover, although it will delay it for some time.

Yours very truly,

F. R. WALL.

San Francisco, May 11, 1914.

Owing to complaints of the British Columbia fishermen that the hair seals in the provincial waters are responsible for the destruction of a great number of salmon, the Dominion government has agreed to place a bounty of $3.50 on these animals, not to exceed 1000 head per annum, the order to be effective January 1, 1914. This will tend not only to protect the salmon of the Fraser River, where the ravages of the seals are largely felt, but will greatly increase the catch of these seals in British Columbia. As the present market price for hair seals is $1.50 each, the bounty will be an incentive to their destruction.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

all to still greater effort in the common cause of labor, justice, and humanity.

A Plea for Discipline.

The biggest fellows in our International Union are puny in comparison to their associates, members of the organization who can and do sink personal differences and ambition in order that their local unions may thrive and prosper. Men who ruthlessly destroy any and everything which confronts them in their mad fight for supremacy are dangerous to themselves and the institution which they are connected with. The general welfare of our crafts is a greater proposition than the elevation of one or several men to high position; and those of our members who lack appreciation of that pertinent fact fail to absorb the magnificent lessons taught in our International Union obligation.

Ambitious men with a predominant selfish trait have caused numberless disasters in trade unions and will continue to create discord and havoc wherever they are permitted to run amuck. It is the duty of every member of our International to study their own welfare and how best to advance it; it is undoubtedly advantageous to them to act in concert, for by so doing they will the better protect themselves from the self-seeking manipulator whose one and only thought is personal aggrandizement.

Members of our unions should be imitators to the extent of following the example of stockholders of great commercial enterprises, who care nothing about the aspirations or desires of those who seek high places, they are concerned only in electing as managers of such enterprises men with experience and whom they feel confident will administer the affairs of that company with judgment, discretion and an eye single to the advancement of the stockholders' interests. Our local unions are business institutions—the same is true of the International Union; neither can afford to be used in any way, shape or form as a lever for the uplifting of one or several members at the expense of the interests of the whole. A strong, healthy, honest ambition, that which saturates the member seeking for preferment for the good of the organization is easily distinguished from the baser kind; the intelligent members need no chart to direct them in choosing; but intelligence does not always remain awake, more's the pity, for it is when intelligence slumbers that the selfishly ambitious are ceaselessly working their charms on the thoughtless who accept fervidness of expression as meaning unselfish and unstinted devotion to the interests of all.

Exercise the same care and caution in choosing your management, which in this instance means your union officials, as is displayed by stockholders of corporations; by so doing you may err occasionally, but in the long run you will benefit by your perserverance and your organization cannot help but prosper; keep in mind this one plebeian fact: If you lack the brains and experience to lead your fellows, catch step in the ranks and stay where your ability qualifies you to be a follower—a good soldier.—Jere L. Sullivan, in Mixer and Server.

What Trade Unions Have Done.

The next time some one asks you, "what have your unions done," don't pity his ignorance, but take the uninformed gentleman in hand and enlighten his mind to the greatest force for good that the world's workers have ever known.

Compare the long work day of thirty years ago to that of today. Explain to him how that at the beginning of the union labor movement all of the different branches of labor were working from twelve to sixteen hours per day, and that now the eight-hour day is a fact in all of the organized callings, and that many of them are discussing the seven-hour day that they may enjoy to a greater degree the good things of life.

If the unions' successful efforts in reducing the workday is not sufficient excuse for our existence show your friend how the workers' agitation secured our free school system and its free school books. How we have raised wages and established a vast chain of benefits. How we have forced employers to safeguard life and limb. How shop conditions are bettered by workers standing together and protecting from blacklisting the fellow who has gone to the front.

Show him how labor unions spend their dollars to secure labor laws that benefit union and nonunion men alike. Show him how union labor was the first to take up the fight for legislation against child labor and numbers of other reforms.

Tell him that all of these gains have been made in the last fifty years. Before that time men were even denied the right to organize. Existing laws at that time declared that three workers gathered together in one group constituted a conspiracy. But despite these obstacles men united. They formed debating societies and established labor papers. Slowly but surely they one at a time toppled over old ideas, maintained by lawmakers, professors, economists, and students. Upward they have climbed out of slavery and bondage, over 2,000,000 strong, with a representative in the President's Cabinet and with governors and statesmen proud to acknowledge that they carry union cards.

Tell your non-union friend some of these things the next time he asks what our movement has ever done. An intelligent answer may result in making one more active worker for the cause of humanity. —Toledo Union Leader.

Imperial Valley, Cal., this year expects to produce for shipment not less than 5,000 carloads of cantaloupes. Shipments in former years have sometimes reached 3,500 carloads, and as the area planted is this year larger than ever before the estimate of 5,000 carloads is not unreasonable. This entire region a few years ago was a desert with an annual rainfall of three or four inches. Irrigation has transformed it into one of the most productive sections in the world.

At the annual meeting of the Clyde Sailing Ship Owners' Association, held in Glasgow recently, the chairman, Colonel Milne of Aberdeen, said that there being now such a limited number of sailing ships they would always command a living wage in trades for which they are suitable.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to bodv or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

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PETERSBURG, Alaska.

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ASTORIA, Ore., P. O. Box 138.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA

39 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

The seventh annual convention of the Pacific Coast District of the International Longshoremen's Association opened at Vancouver, B. C., on Monday, May 18, and delegates are present from Pacific Coast ports from Alaska to California. Owing to the fact that the Panama Canal will soon be opened the convention is considered the most important ever held on this Coast.

Striking tank builders, employed by the Standard Oil Company near Bakersfield, Cal., have returned to work, after a three weeks' strike, which was caused by a "speeding-up" order of the foreman. The daily task required has been reduced, and as a further concession the price of board has been reduced $7 per month. These workers are highly skilled, and erect immense tanks to hold the oil. When they struck they were unorganized, but quickly realized the necessity for unity.

Governor Glynn of New York has signed a bill amending the labor law in relation to hours of labor in mercantile establishments. This bill reduces the number of hours during which children under sixteen years may work from fifty-four to forty-four hours in any one week, and from nine to eight hours in any one day, and prohibits their employment after 6 o'clock in the evening instead of after 7. The bill further gives to cities of the second class the same privileges accorded to other cities—in fact, it restricts the employment of female employes to fifty-four hours in any one week and nine hours in any one day in all cities.

The threatened lockout of from twelve to fifteen thousand workers in the building trades at San Francisco was averted on May 12 at a conference of the Building Trades Employers' Association and the Building Trades Council when it was agreed to settle their differences by arbitration. The trouble arose over the demand of the journeymen painters for an increase in wages of 50 cents a day. The men will return to work on all old contracts at the old scale of wages, $4.50 a day, and it was inferred that the men would receive $5 a day on all contracts drawn after April 15. It was agreed that the action of the arbitrators would be final and binding on all parties.

By a referendum vote of the various locals interested, the Michigan copper strike has been declared off. The official paper of the striking miners, in announcing this fact, says: "At the meetings held prior to taking a referendum of the proposition, the question was thoroughly discussed, and the men realizing that all concessions asked at the time of the calling of the strike had been granted by the mining companies with the exception of recognition of the union, they felt as though this demand might be waived, and that they could reurn to work with the feeling that the strike had been practically won. The companies' only demand is that any union man returning to work must surrender his union working card, but whether the fires of unionism which finds a home in his breast can be quenched by forcing a man to renounce his organization remains to be seen."

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Tacoma Letter List.

Andersen, Anders	Kalberg, Wm.
Berglind, Ed.	Leander, George
Bjorklund, Eric S.	Linea, W.
Bruse, D.	Line, Wiktor
Christensen, Albert	Loren, A. L.
Englund, Gust, E.	Lundberg, Thorsten
Grove, Albert	Nielsen, W. -1054
Hansen, Johannes	Ogilvie, Wm. A.
Haugan, Arthur	Olsen, Martin E.
Johansson, Charles	Paterson, John
Johnson, Oscar	Ridderstoff, Ernest
Johannsen, Christian	Reinhardt, Werner
	Swanson, August
Jorgensen, Peter A.	Thorsen, Axel L.
Kallas, Alex.	Wene, K. J.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Abolin, K.	Koloed, Geo.
Alonzo, J.	Kristiansen, Arnt
Andersen, Hjalmar	Kruger, J.
Anderson, Peder	Larsen, Sigurd
Alquist, E.	Lee, J. C.
Andersen, A. -1821	Lill, C.
Arbucle, Daniel	Luther, F.
Brodie, W. G.	Larsen, B.
Bjorkman, Chas.	Larsen, Ludvig A.
Boysen, J. J.	Litenberg, A.
Bishop, Patrick	Madsen, C. H.
Backman, A. A.	Make, Ivar
Cederholm, Carl	Machado, H.
Christensen, H. -1366	Martin, Christ
	Martinsohn, P. A.
Dall, Carl	Mikkelson, K. -1620
Davidsen, Jack	Morse, H. W.
Deuland, Chas.	Meitak, Mike
Dahlstrom, Arthur	Miller, James
Darker, Thos.	Moller, Walter
Erikson, Eero	Mortensen, John R.
Engstrom, F.	Naro, H.
Edvards, J.	Njosvik, J.
Fisher, Frank	Nilsen, Ludvig
Fjelman, Geo.	Nilsen, O. J. (Reg.)
Freitag, W.	Nelsen, Christ
Flynn, J.	Olsen, C. E.
Fredriksen, H.	Olsen, Martin
Gundersen, L. S.	Olsen, Jorgen
Gundersen, Peder	Ostman, Martin
Giortz, P. V.	Olsen, A. M. -944
Graae, P. C.)Reg.)	Palmer, A.
Graything, L. A.	Packwood, Wm.
Grendal, Chas.	Petersen, Chr.
Graae, P. C.	Petterson, A. K.
Hansen, C. F.	Pettersen, Harry
Henriksen, B. (Reg.)	Prigge, Albert
Herman, Axel	Pabris, L.
Hewett, P.	Samuelson, H.
Halm, Fred	Simms, G.
Hansen, Schroeder	Smith, E. C.
Hansen, John	Solness, T. J.
Iverson, Ole	Sorensen, Geo.
Jacobsen, Martin	Sorenson, C.
Jensen, Robert	Sevenson, C.
Jensen, H. -2062	Sevenson, J. -1331
Jensen, J. -1684	Stegeru, P.
Johnson, G. -1452	Swenson, L. G.
Johnson, A. W.	Sheppard, Stewart
Johnson, Ed.	St. Clair, H.
Jorgensen, Karl	Sterndock, J.
Jacobsen, Holger	Ulmar, John
Johnson, F.	Wettland, Johan
Kallas, M.	Wickstrom.
Karlson, Rudolf	Williams, Chas.
King, Frederick	

INFORMATION WANTED.

Axel Peterson, F. Lundberg, J. Gustafson, M. Garcia, crew of the steamer Riverside, at the time she towed in the Oceana Vance, kindly call at the office of the Charles Nelson Co. for money due them.

Any one knowing the whereabouts of Wilhelm Brannemann, born at Dockenhuden, Germany, in 1882, please communicate with Hans Martens, No. 1892, Sailors' Union of the Pacific, San Francisco.

Jacob Rokus is inquired for by his brother, Henry John Rokus, and would like to communicate with him. The last I heard from him was in 1903 at New Orleans on British steamer "Michigan," where he was shipmate. He is 32 years old and was born near Rotterdam, Holland. Any information of his whereabouts will be very thankfully received by me at 55 Main street, Buffalo, N. Y.

Carl Julius Carlson, born in Sweden in 1877, is inquired for by his mother. There is about $2000 due him from his father's estate. Last heard of in September, 1902, on the Atlantic Coast. Previously sailed on the Clifford between St. Johns and New York. Address Fru Sophia Carlson, Klubbegard, Hallands Lan, Heberg, Sweden.

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Eureka, Cal., Letter List.

Ahlstrom, Harry	-1827 (Photo)
Bjorkman, C. H. -1771	Lomas, Richard
	Lutzen, Waldemar
Ereksen, Anton	Olsen, Alvind B. K.
Hansen, Harold	Robertson, A.
Hansen, Harry	Thorsen, Fred'rcy N.

Portland, Ore.

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Portland, Or., Letter List.

Anderson, A. -1645	Krohn, John A.
Anderson, Gustav	Karlson, August
Anderson, Gust -1808	Kluge, Frank
	Klungeland, Borge
Andresen, Anton -1635	Laine, Frank
	Larsen, John
Andersen, Mike	Larson, Gustaf
Bergman, Karl W.	Lewik, Karl
Berglund, Ed.	Mathson, Nils
Bjorkman, Chas.	Mathiassen, Sigurd
Brun, Mathias	Maass, R.
Boyard, C. E.	Meckerman, Ernest
Bults, Ernest	Marx, Thorwald
Bulander, B. B.	Mikalsen, Andreas
Carlsen, J.	Meinke, Rudolf
Christensen, H. P.	Nelssen, C. J.
Carlson, C. Erland	Nilsson, Axel
Carty, Casar	Nielsen, Kristian
Dahl, Henry	Narberg, John
Deswert, William	Olsen, Arthur
Day, Aca	Olsen, Ansgar
Edstrom, John	Olsen, Andy
Erman, A.	Phillip, Max
Ekham, Frans	Petterson, Einar
Fellix, Hans	Peterson, Hans
Fredriksen, Berger	PJetersson, M.
Freitag, Franz	Pettersson, W. H.
Geiger, Josef	Petrow, A.
Gordia, Piet	Pelz, Gottfried
Gynther, John	Pohland, Max
Gravier, Eugene	Petersen, John
Hansen, Max O.	Rautio, Jacob
Henriksson, William	Reincke, Herman
Hellman, Albin	Rhodes, F.
Henricks, Woldemar	Schmidt, Hans
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Holm, Aage	Swanson, Carl O.
Johansen, Chris	Simens, O. L.
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Jacobson, A.	

Aberdeen, Wash., Letter List.

Anderson, -1283	Larsen, Peter
Andersen, -1118	McLean, H.
Arnell, John	Martin, James
Andersen, F. C.	Nordgren, Chas.
Behn, Alfred	Nikolin, E. Miko
Bowman, C.	Neddemeyer, John
Bjorkholm, A. M.	Olesen, Chas.
Bowen, J. J.	Olsen, Nils
Burkland, John	Oksanen, Juko
Bodahl, Hans	Olsen, Oswald, -1059
Christensen, Albert	Peterson, Axel
Eklund, Chas.	Petersen, S. J.
Ernandes, Frisco	Pettersen, Karl
Evanger, Dick	Petersen, J.
Fuller, J. H.	Pettersen, Olaf
Granberg, Eric	Rundblad, Oscar
Graf, Otto	Richardson, H.
Heinig, Johann	Sandstrom, Hugo
Holm, Arthur	Siven, Wictor
Herman, Axel	Sorensen, T. B. G.
Hansen, Ove	Sim, Gunder
Illig, Gust	Schmidt, Heinrich
Junge, Heinrich	Simensen, Isak
Hansen, Torleif	Udby, Harold
Johansen, Hans	Ulappa, K.
Kaala, G.	Wind, Jacob -1357
Laaksso, F.	Walder, Olsen N.
Loining, Hermand	Williams, J.
Lengtssen, Gottfried	Zebe, G. V.
Laine, Herman	
Lorsin, G. L.	**Packages.**
Larsen, Lars	Gorgensen, Olaf.
Larsen, H. P.	Hansen, John
Lindroos, A. W.	MacGuire, O. F.

INFORMATION WANTED.

Anybody knowing the whereabouts of Arne Johnsen please notify O. M. Johnsen, Mosby, Christiand S., Norway.

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INFORMATION WANTED.

Albert Smith, a native of Cork, Ireland, who left the American ship John C. Meyer, on Feb. 20, 1911, is very anxiously inquired for by his wife. Please notify British Consul General at San Francisco.

W. A. Goodrich, who left the British ship Puritan at San Francisco, February 6, 1911, is inquired for by the British Consul-General at San Francisco.

A. J. Nielson, who was injured on the "Minnie E. Kelton" at the time of her loss, please communicate with H. W. Hutton, 527 Pacific Building, San Francisco, Cal.

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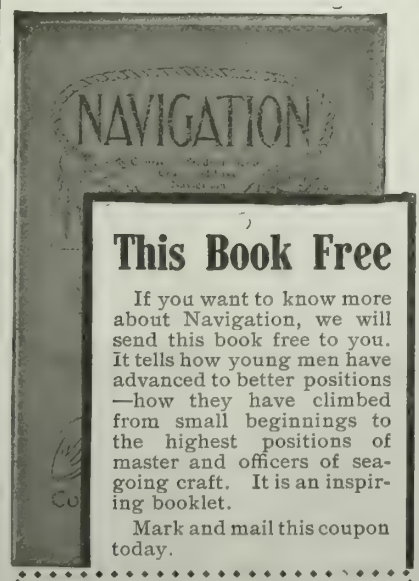
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INFORMATION WANTED.

Edgar Duncan Stewart, age 22 years, white, born in Massachusetts, who, on October 9, 1912, was shipped as seaman on the American steamship "Toledo," at Marcus Hook, Pa., for a voyage to Sabine, Texas, but who did not join the vessel the next day, and has not since been heard from. The undersigned will highly appreciate your kind co-operation: Augustin R. Smith, United States Shipping Commissioner, or Shipping Commissioner, Appraisers Building, San Francisco.—5-13-14.



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Home News.

The stork defeated the grim reaper in California in 1913 by a score of 43,852 births to 38,599 deaths, according to final tabulation for last year, compiled by the State Bureau of Vital Statistics.

Secretary Bryan has received the formal note of acceptance on the part of the Italian Government to officially participate in the Panama-Pacific International Exposition to be held in San Francisco in 1915.

Twenty-five thousand dollars will be spent by the United Mine Workers of America in rebuilding and refurnishing the Ludlow tent colony, destroyed by fire April 20. The money is to be furnished by the union and by contributions from sympathizers.

A warning has been issued by the Public Health Service against so-called pellagra cures. Specimens of cures advertised have been analyzed and contain nothing of any value in the treatment of pellagra. The advertising and sale of these preparations is declared to be a fraud on the public.

With twenty-four years sea duty of the twenty-nine years of his career in the revenue-cutter service, Captain P. M. Uberroth, now in charge of personnel and operations at headquarters in Washington, D. C., is again to command a cutter. He has been relieved and ordered to command the "McCulloch."

John F. Jelke, a wealthy manufacturer of oleomargarine at Chicago, who was recently convicted, with seven of his employes, of having violated the Federal revenue laws, was fined $10,000 and sentenced to two years in the Leavenworth penitentiary, the maximum penalty. His co-defendants were fined $2500 each.

A minimum wage for clergymen, recommended by a committee of laymen, occupied the attention of one day's session of the New England Methodist Episcopal Conference. The committee recommended that pastors in small towns should receive at the lowest $850 a year in cash, with a parsonage and at least one acre of land. In the larger towns and cities no minister should receive less than $1,000 in cash and a parsonage.

The Colorado House and Senate on May 15 agreed on the report of the third conference committee on the military bond issue bill, and the measure as amended by the conferees was finally adopted by both houses. The measure carries the emergency clause, which guarantees its going into immediate effect and prevents its being referred. It provides for a million-dollar bond issue to pay expenses that have been and may be incurred.

Indictments charging first degree murder were returned by the Grand Jury at Boulder, Colo., against William T. Hickey, Secretary of the Colorado State Federation of Labor; John O'Connor, President of the First Louisville, (Colo.) local union of the United Mine Workers of America, and Jerry Carter and Joe Potestio, union leaders. Indictments charging conspiracy to murder were also returned against Edward L. Doyle, Treasurer of District No. 15, United Mine Workers of America; John R. Lawson, international board member of the American Federation of Labor, and forty-eight others, including the four men named in the indictments charging first degree murder.

Domestic and Naval.

At Las Palmas, Canary Islands, from 750,000 to 800,000 tons of coal are imported annually for bunkers. This coal is now entirely Welsh and North of England. In the early part of 1912 some 40,000 tons of American coal were brought, but this was only on account of the labor troubles in South Wales at that time.

Announcement is made that the United Steamship Company is about to inaugurate direct sailings between New Orleans and ports of the north coast of South America and the West Indies in the event that cargoes of at least 500 tons are assured. Sailings are to be monthly or oftener, as the business warrants.

Dividends for the past year have been declared by several Swedish owners, as follows: Svenska Lloyd, 10 per cent.; Mems, 15 per cent.; Ferm, 14 per cent.; Primus, 15 per cent.; Libra, 20 per cent.; Neptunus, 10 per cent.; Aron, 5 per cent; Stella, 50 kroner; Gylfe, 10 per cent.; Godhem, 10 per cent.; Marine, 10 per cent.

Dispatches from Oswego, N. Y., report the loss of six lives in the wrecking of three scooners and one tug on Lake Ontario. The schooner "William Jamieson," bound from Oswego for Napanee, Ontario, sank in midlake. Captain John McCullough, his wife and son, the mate and his wife, were among those drowned. The cook, a negro, is said to have been saved.

On January 1, 1913, the latest data for which statistics are available, the French merchant marine comprised 4,268 vessels of a gross registered tonnage of 2,454,199, or an increase of 204,711 tons over January 1, 1912. Of the 4,268 vessels, 43.4 per cent. were steam and 55 per cent. were sailing craft. The motive power of the balance was either combustion motors or combustion motors and sails.

The falling off in the cargo trade at New York is said to become more noticeable every day. Liners are sailing and arriving in the North Atlantic service with less than their deadweight capacity occupied, and tramps are finding it more and more difficult to obtain profitable charters. One Glasgow liner recently sailed with 700 tons of cargo in holds designed for 10,000 tons.

Owing to the shallow water between Montreal and Quebec the two new Allan liners "Calgarian" and "Alsatian" will use Quebec as their terminal port instead of Montreal, which is the home port for the rest of the Allan fleet. It is said that the Canadian government aims eventually to secure a 35-foot channel up to Montreal, and it is apparent that until this is achieved the larger vessels, drawing 30 feet will have to stop at Quebec.

It is now stated that in addition to the orders to be placed in England by three firms of Norwegian shipowners for the construction of six steamers to carry about 17,200 tons of ore each, which vessels are to be chartered by the Bethlehem Steel Company for the carriage of ore; it is the intention of the Bethlehem Company to order four of the same size for their own account. The Dominion Coal Comuany has practically arranged with Liverpool owners to charter two steamers for ten years, the vessels to be built specially for the trade.

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Adamson, Hjalmar
Aga, John
Ahl, Theodor
Aho, Jack
Alexandersen, Paul
Amundsen, Albert
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Andersen, -1620
Andersen, -1708
Andersen, -1819
Andersen, Henery
Andersen, Lars
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Anderson, -1860
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Anderson, Chas.
Anderson, G. G.
Anderson, Gustaf
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Anderson, H.
Anderson, J.
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Anderson, Samuel
Anderson, Viktor
Andreasen, -1896
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Antonsen, Herman
Apderbeck, Eugen
Apsit, J.
Austin, Andrew

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Baumdy, Jos.
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Beling, Oscar
Bellanger, Karl
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Bendfelt, C.
Benson, John E.
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Sundberg, John
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Tillman, Andrew
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Wurthman, W. L.

INFORMATION WANTED.

William Fayette White, whose mother died recently, is inquired for by his brother. Anyone knowing his whereabouts please address S. A. White, 106 W. Salem Ave., Roanoke, Va.

George Albert Vaughan, age 47, of Handsworth, Birmingham, England. Was in New York City in 1902; worked as steward on New York and South American boats. Important. Address, Rev. R. C. Cookson, 96 Monroe street, Brooklyn, N. Y.

Any one knowing the whereabouts of John Burke No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

William McGrail, of Baltimore, Md., who sailed on the Atlantic and Gulf Coasts as cook for a number of years, is inquired for by his brother, George McGrail, 603 Decatur street, New Orleans, La.

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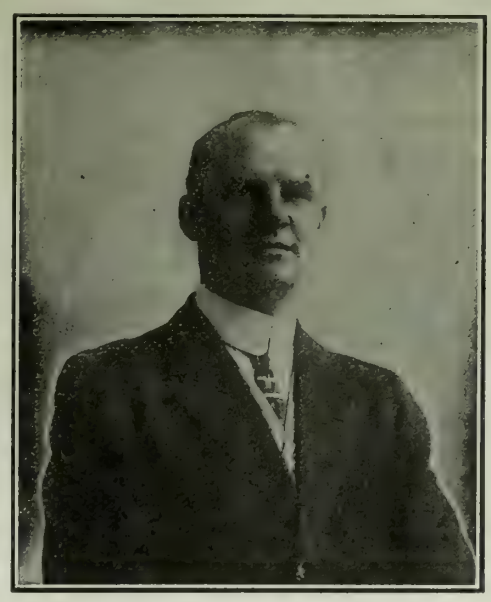
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Johnson, Ole	Wilson, Gus
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INFORMATION WANTED.

Nils Johnson, who was wrecked in the American bark "Oasis," Sept. 2, 1887, is inquired for by W. F. Hohenschild, Berkeley, Cal.

Samuel Dickson, a seaman, aged about 40 years, son of Moffett Dickson, deceased, of Belfast, Ireland, or any person knowing his whereabouts, is requested to communicate at once with the undersigned in connection with a legacy. A. R. Smith, U. S. Shipping Commissioner, Philadelphia, Pa.

Heinrich Schel, born in Zingst, near Barth, Germany, is requested to communicate with Mr. A. Praast, 93 Diepe Straat, Antwerp, Belgium.

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News from Abroad.

Only 17,000 women voted in a recent suffrage test in Paris.

Riots in Ulster are inevitable, according to a journalist who has been investigating conditions.

An explosion at the Government of Panama dynamite magazine resulted in the killing of eight persons. Nineteen others were seriously injured. The property was destroyed.

Catania and a dozen towns on the eastern coast of Sicily were destroyed by an earthquake. Shocks continue throughout Sicily, while work of rescue at Catania goes on night and day.

The new Hamburg-American liner "Vaterland," largest steamship in the world, made 25.4 knots an hour against the wind and 26 knots with it. Her machinery developed an average of 90,000 horsepower.

Knud Rasmussen, the Danish explorer, has brought back word from Donald B. MacMillan, leader of the Crockerland expedition, that all the members were well on March 27. MacMillan was then at Cape York.

In spite of the efforts of the American authorities to get all Americans out of Mexico it is said that there are still about 1000 in the capital, who appear determined to remain there.

Tom Mann, who arrived lately in South Africa to assist in organizing the labor forces during the absence of the nine deported leaders, was given a very cordial welcome by the Labor members of Parliament and other workers in the movement.

Hans Berliner, the German aeronaut, who was made a prisoner at Kirgischansk, Russia, last February, when he came to earth at the end of a balloon trip from Bitterfeld, Germany, and the two passengers who accompanied him, have finally been sentenced by the Russian authorities to six months' solitary confinement.

Tampico, the Mexican east coast seaport, second in importance only to Vera Cruz, was stormed and captured by the Constitutionalists on May 13. The federal garrison of several thousand men, after withstanding a three days' bombardment, were driven out of the city and were reported to have retreated by rail toward San Luis Potosi, hoping to effect a junction with a line reaching into Mexico City.

According to Lloyd's Register there was at the end of March, 1914, a decrease in the tonnage of merchant vessels under construction of 65,750 tons gross (or 3.4 per cent.), compared with the end of December, 1913, and of 172,838 tons gross (or 8.4 per cent.), compared with the end of March, 1913. The war vessels under construction showed a decrease of 31,488 tons displacement, compared with December, 1913, and an increase of 17,002 tons displacement compared with March, 1913.

Huerta's delegates to the Niagara Falls "Peace" Conference have left Mexico City, and Washington, hearing that the munitions of war for Huerta were not to be landed, and hearing of no further serious developments, enjoyed several days of relief. Secretary Bryan announced that the German vessels bearing the munitions to Huerta will not land them, this course having been decided upon by the Hamburg-American Company without any request from this country.

With the Wits.

Two Good Ones.—There are two reasons why some people don't mind their own business. One is that they haven't any mind, the other that they haven't any business.—Harvard Lampoon.

The Joke That Failed.—Customer (trying on dress suit, jokingly)—I hope I'll never be mistaken for a waiter.

Tailor—When in doubt, keep your hands in your pockets!—Judge.

Purchaser—But is the parrot a good bird? I mean I hope he doesn't use dreadful language.

Dealer—'E's a saint, lady; sings 'ymns beautiful. I 'ad some parrots wot used to swear something awful, but, if you'll believe me, lady, this 'ere bird converted the lot.—The Bystander.

"Gracious! That skirt is so tight that I can plainly see what you have in your pocket!"

"But I have no pocket."

"Then what is that lump?"

"Oh, that's a mosquito bite."—Houston Post.

Mr. Snibbles got out of bed and slipped on his shoes.

"This must stop," he muttered irritably to his wife. "I'm going downstairs to teach that young man to keep away from my house in the future."

"John," cried his wife, "stop! Don't go——"

But before she could say more he had slipped out of the door. She heard him steal down-stairs to the drawing-room; she heard sounds of a struggle and of the breaking of the glass; she heard him drag his adversary to the hall and kick him down the front steps. Then when he returned she flung herself upon him and clung to him admiringly.

"What's the matter?" he demanded.

"Don't you know?" she answered. "That was a burglar!"

"Great Scott!" he gasped, turning pale. "Why didn't you tell me before? I thought it was Ethel's sweetheart."—Harper's Magazine.

Joint Accounts

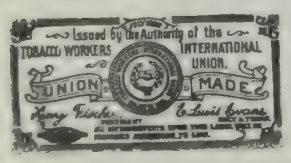
This bank will open accounts in the name of two individuals, for instance, man and wife, either of whom may deposit money for or draw against the account.

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COAST SEAMEN'S JOURNAL



FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XXVII, No. 37. SAN FRANCISCO, WEDNESDAY, MAY 27, 1914. Whole No. 2279.

THE STEAMBOAT INSPECTION SERVICE.

How This Branch of the Government "Investigates" Loss of Life at Sea.

The United States Steamboat Inspection Service was instituted for the purpose of safeguarding against destruction of human life in the navigation of steam vessels. Theoretically that is its purpose and that is why it is maintained as a branch of the government and at public expense.

In practical operation, however, it has degenerated to such an extent that it now proceeds on the basis that its business is to facilitate commerce, in a manner generally satisfactory to the shipping interests, and that safety of life is a lesser consideration and of secondary importance. These may be harsh words, perhaps, but nevertheless true.

Startling evidence of the peculiar attitude of the Inspection Service on the subject of safety of life is contained in the records of the "Investigation of charges filed against Captain Osmyn Barry, master of the steamship 'Nantucket'," conducted by officials of the Inspection Service at Philadelphia, Pa., recently. It is this proceeding, by the way, which the public assumes to have been an investigation into the loss of life caused by the sinking of the steamship "Monroe" in collision with the "Nantucket," where 41 persons were drowned.

It would seem that in a case of this kind, especially after the public had been led to believe that a rigid investigation was to be made, that the Steamboat Inspection Service should have made every effort to get all available evidence on the subject. It did not do so.

The hearing opened on February 11th, but it was not until February 19th, when the investigation was more than half concluded, that the local inspectors in charge sent out the letter notifying the surviving passengers of the proceeding. The letter did not urge the survivors to appear, it did not even ask them to come, but simply stated they could "appear and testify if they care to do so." The investigation took place in Philadelphia, although most of the surviving passengers resided in New York. None were summoned to appear; no effort was made by the New York officials of the Inspection Service to secure the testimony of survivors in that city. As a result all the witnesses at the investigation with one exception, were employes of the steamship companies involved.

The exception was Mr. Clarence H. Davids, of New York City, one of the passengers who survived the disaster. He had the temerity to actually appear before the board in a hurried response to the letter which he had accepted seriously. The investigating board, which was assisted by Mr. Thurman, a solicitor of the Department of Commerce, evidently resented the appearance of this gentleman who, of course, was not an employe of the steamship corporations. They promptly set to work to badger him in an effort to prove that he knew nothing about the case. The part of the records containing the examination of Mr. Davids might lead one to believe that the examiners were attorneys for the steamship companies instead of being government officials.

At the very outset of the examination of Mr. Davids, the following significant statement was directed at him by the solicitor:

Mr. Thurman. "Now, Mr. Davids, you will understand that this hearing is for the purpose of ascertaining just what was done or not done at the time of the accident on this vessel. The only testimony that we desire is such testimony as will throw light on these circumstances. We do not require testimony relative to how a man was saved or not saved."

Certainly no more frank admission of the scope of the investigation and the attitude of the Inspection Service on the subject of human life could have been made. "We do not require testimony relative to how a man was saved or not saved." Why not? Was it because such testimony might be used against the steamship corporation in the damage suits now pending against it in the courts?

Leroy E. Russell, the surviving quartermaster of the "Monroe," and admittedly one of the best witnesses that appeared before the investigating board, made the following statement during his testimony:

"I noticed it was a very long while after the ship was struck until the 'Nantucket's' boats got to us, and I thought they were never going to get there; I done my share of hollering while I was on the stem that there was people there that they could get, but they were a long while getting there they didn't get to the ship at all. I fairly had to swim to this boat I was picked up in, she was laying there in the water, she was not rowing anywhere, I don't know why, but I got aboard and then went aft and asked the man in charge, who proved to be the second mate, asked him if he would let me row to get warm as I was just about all in; he said I could take care of the stroke oar if I wanted to, and I did so, and after I pulled a little while I felt all right, and he told me he would let me have it, and so he went forward and assisted in rowing, the men he had with him couldn't row, and I got hold of the oar and rowed around and told the second mate where he might find some of them in the water or where I had left the last of them, and we paddled around there for a considerable time, I think I was out there about thirty minutes from the time I was washed off until he picked me up."

This, of course, amounted to a charge that one of the rescuing lifeboats was manned by an incompetent crew, so utterly incompetent that the stroke oar, the most important pulling oar in the boat, was turned over to Russell in spite of his exhausted condition immediately after he was taken out of the icy waters.

Surely this was a charge of such grave importance that the investigators ought to have at once proceeded to cross-examine the witness with a view to obtaining all the information possible on the subject. But the records do not show that they did anything of the kind. Even when the officer who had been in charge of the boat in question appeared as a witness, the investigators made no effort to probe into the matter. Little or nothing was done about it except to ask the officer a question as to whether his crew was competent, he answered in the affirmative, and there the matter was dropped. Again, why? Was it because evidence showing incompetence in the crew would later prove very embarrassing to the steamship companies in the courts? Was it because that if Quartermaster Russell's testimony was substantiated the steamship company involved would lose its right to limitation of liability in the courts? If the incompetency of the crew is not proven the liability of the company is limited under the law to the value of so much of the vessel as was saved and the pending freight money. The owners of the "Nantucket" have protected themselves by the trickery of having the steamer sold at a marshal's sale where she was bought in by the president of the company. Thus the value was established and to meet the damage claims amounting to something like $1,000,000 there is only $85,000, the amount for which the "Nantucket" was bought in,—unless it is proven that her crew were incompetent.

The inspector of hulls, in his "Findings and Decision," states that the "Monroe" carried six Carley liferafts. With reference to one of these he says: "This raft was the means of saving seven persons." The inspector's statement is quite positive, but the evidence upon which the statement is made is flimsy in the extreme. The captain of the "Monroe" testified that the lifeboat in which he had left the ship picked the chief steward and a few others, names not given, off a raft under the stern of the vessel. The chief steward, however, testified that he hung on to the rail of the steamer until she sank.

The evidence regarding the raft, therefore, is distinctly contradictory. Nevertheless the inspector thought it important to show that some lives were saved by one of the rafts, although he did not deem it necessary to emphasize the fact that a waterlogged lifeboat, which had gone overboard "by the run," drifting around with an open plug hole in her bottom, proved of more value than the whole set of undamaged rafts, thirteen or fourteen persons having been saved through the waterlogged boat, according to the testimony of persons who had climbed out of the water into the drifting boat.

Now, why did the inspector consider it essential to accept the slender shred of evidence, consisting of contradicted testimony, that some persons were saved by a raft? Why this painstaking effort to give some credit to the utility of the raft? The reason may be found in that the Inspection Service itself was on the defensive regarding those rafts. The "liferafts" in question were of a type that had been condemned as unsafe, but which the Inspection Service had permitted the "Monroe" to carry.

At a hearing on the Seamen's bill last December, Capt. James Leyland, superintendent of the steamship company owning the "Monroe," made the following statement in the course of his testimony:

"You might ask me why there should be such a discrepancy in the number of persons

carried on the 'Monroe's' lifeboats and the other ships. I beg to say that these life rafts are what they call the Curley life rafts. They have been condemned on coastwise and ocean steamers after the 31st day of December, 1913. I understand there has been an extension of time of 90 days given to us until delegates from Europe make their reports to the respective heads of the department."

The "delegates from Europe," that is to say, the delegates to the International Conference at London, had nothing to do with the question. They were not dealing with coastwise vessels. The extension of time referred to by Capt. Leyland, a mere matter of convenience to the shipowners, but an admitted danger to life, had not expired when the "Monroe" with her condemned rafts went to the bottom of the Atlantic and 41 human lives were lost.

In the interest of the safety of the traveling public, and of safety at sea generally, the Secretary of Commerce should endeavor to find out just what is the matter with the United States Steamboat Inspection Service. It needs investigating as much as any disaster that ever occurred on vessels under its jurisdiction.

V. A. OLANDER.

STATE INSURANCE.

During the first four and one-half months of its operations, the California State Compensation Insurance Fund has written premiums aggregating $350,000. In view of the fact that on January 1st the estimate of probable business for the entire first year was $250,000, it is to be noted that the estimate has been exceeded by $100,000 during the first four and one-half months, with seven and one-half months of the year still remaining.

These premiums of $350,000 represent an estimated annual pay-roll of $50,000,000, and about 55,000 workers thus affected by insurance in the State "fund."

During the period referred to, the number of accidents reported and covered by State Compensation Insurance Fund policies was 980. Out of this number there have been only four cases necessary to be submitted to the Industrial Accident Commission for adjudication, in three of which hearings were necessary to establish extent of disability or extent of dependency; one claim being disputed as to its validity, in which case it was proven that injury was not sustained in the services of the employer. This means that out of every one hundred claims for compensation over 99½ per cent. have been handled promptly, and to the entire satisfaction of the workers, and that less than one-half of one per cent. of the cases have had to be submitted for hearing.

It is believed that this is the most remarkable record for high-class service and efficiency made by any insurance carrier in the history of compensation. This service tends to promote harmony between employer and employe. Under former laws a very large number of these accidents would have found their way into the trial courts with the attendant heavy expense to the employer, the employe, and the commonwealth, to say nothing of the bitter feeling between injured and employer. Furthermore, pending the decision of the court, the workman would in most cases be without funds to keep himself and his family from poverty, in many instances depending solely upon public charity.

The force of a truth may be better evidenced by the opposition than by the approval with which it is at first greeted.

The knockers and kickers are not the men who spend their money and time to sustain the cause of labor.

GOVERNMENT OWNERSHIP.

The railroads of Italy are owned and controlled by the government itself. About 115,000 persons are employed on the state railways. The employes on these railroads are anxious to improve their working conditions and threaten to strike unless better conditions are granted. The chief demands are a minimum wage of sixty cents a day and twenty cents extra for night work; not more than 10 hours' work by day or 8 hours' work by night; 35 hours' rest each week in their home town; or in other words they want one day a week to spend at home, and the women workers do not want any night work and no work when motherhood interferes.

Instead of considering these demands, the government has placed the troops in the railway stations, aranged to place blue jackets on postal steamers and will have the engineers and stokers of warships assist the military engineers to run the trains. Instead of answering the appeal of the employes with parliamentary redress, the government intends to answer the call for better wages with lead and steel and to reply to the appeal for shorter hours and one day of rest in seven by placing them at rest in hospitals and in their graves. No doubt that by such power and force the employes of the government will be forced into submission. Perhaps actions of this character illustrate better than anything else the cause for the antipathy which exists among foreign workmen to the military branches of government. And may we not also absorb a lesson from experiences of this kind? After all, does it seem probable that governmental ownership in itself is the true panacea for all our social and economic ills?—The American Photo Engraver.

A panoramic view of Yosemite National Park, showing the characteristic features of the landscape, has just been issued by direction of Secretary Lane. This panorama shows in a striking manner the gradual rise in the elevation of the country from the western boundary of the park to the eastern boundary along the crest of the Sierra Nevada, and the sudden drop to the level area of the Great Basin. Eight colors were used in the printing, the meadows and valleys being in light green, the streams and lakes in light blue, the cliffs and ridges in combinations of colors in order to give the hazy effect characteristic of the region, and the roads in light brown. The lettering is printed in light brown, which is easily read on close inspection, but which merges into the basic colors when the sheet is held at some distance. The panorama is surrounded by a gray border in order to make an effective background. This view, which may be purchased from the Superintendent of Documents, Government Printing Office, Washington, D. C., for 25 cents, measures 18 1-2 by 18 inches, and is on the scale of three miles to the inch. It is based on accurate surveys and gives an excellent idea of the configuration of the surface as it would appear to a person moving over it in an aeroplane.

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FROM ANOTHER ANGLE.

Editor Coast Seamen's Journal:

In the last issue of the Journal you express, editorially, some surprise that the great insurance companies, from motives of sheer self-interest, do not favor the enactment of the Seamen's Bill into law.

At first blush your surprise would seem to be justified. But there is another angle from which to approach this seemingly suicidal inconsistency on the part of the insurance companies.

Life insurance—all insurance— is a gamble against certain risks. Suppose that these risks were materially reduced, or entirely eliminated, what then would become of the insurance business? Why, it would mostly go to the devil. With lessened risks people would naturally enough have a correspondingly lessened incentive to insure themselves and their property.

And that is the real reason why the insurance companies are in cahoots with the shipowners in their opposition to the Seamen's Bill. Its enactment into law would most assuredly tend to lessen the loss of life and property at sea. It would thus indirectly, and to that extent, lessen business for the insurance companies.

Which, of course, would never do. The guiding motto of the insurance gamblers —though, of course, they never express it quite so bluntly, not even to themselves— must ever be: The greater the risks, the greater the incentive to insure—and the greater the premiums!

And there you are. Whenever and wherever considerations of humanity come in conflict with considerations of profits we will find big business, small business—all private business—lined up on the side of profits. There's a reason. People are in business for profits, always; never for sentiment.

Insurance companies standing in their own light as regards the Seamen's Bill? Well, as Shakespeare once observed with reference to another "human element situation," "though this be madness, yet there's method in it."

EL TUERTO.

May 20, 1914.

France requires more coal than she raises, consequently the French market is a very important one. For the eleven months of 1913 the total coal imports into France, according to the latest French official returns, amounted to 16,883,600 tons, an increase of 2,390,700 tons compared with the corresponding period of last year. Of this quantity Great Britain sent the lion's share, viz., 10,197,200 tons, or an increase of 2,065,200 tons. Germany dispatched 3,114,000 tons, the increase being but 179,800 tons, while 3,302,300 tons were received from Belgium. The total import of briquettes amounted to 981,200 tons, a decrease of 44,000 tons. Great Britain supplied 158,000 tons, an increase of 46,600 tons; Germany 175,000 tons, a decrease of 21,500 tons; and Belgium 582,600 tons, a decrease of 25,800 tons. France's export trade is of a neglible character, 1,213,869 tons being dispatched, the major portion to Belgium, which is merely in the nature of an exchange, as Belgium sends annually three to three and a half million tons to France.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Oil King Would Control Government.

United States Senator Kenyon, of Iowa, has introduced a bill to repeal the act of Congress by which the General Education Board was incorporated in 1903. This board has been endowed by John D. Rockefeller with about $43,000,000. Senator Kenyon has issued a statement in which he gives reasons for introducing the bill, which are, in part, as follows:

"Senator Kenyon introduced a resolution in the Senate calling upon the Secretary of Agriculture to furnish the Senate with the names and positions of all employes, giving names and positions held and salaries paid, in whole or in part, out of funds furnished by the Rockefeller Foundation fund, and who were under the direct control of the Department of Agriculture.

"The Secretary of Agriculture complied with this request, and his statement shows that some 625 persons are supported by the funds of the general education board, the funds of which are provided by John D. Rockefeller. Now, it is claimed that before any of these experts can be employed they must have the indorsement of John D. Rockefeller's right-hand man, Dr. Wallace Buttrick, who is secretary of this foundation board. It is further claimed that in this way Mr. Rockefeller desires to obtain control over the educational institutions of this country as well as the farming experts who are sent out by the Department of Agriculture to go among the farmers, and who after an acqauintance command great respect in the communities in which they are located, in fact, they become the leaders in their localities.

"While his dealing through the Agricultural Department has been in the south, yet it is understood that he is willing to finance all the States of the north if he can control the selection of the demonstrators.

"Just think of this board's being incorporated under the laws of the United States. The stocks and bonds of this corporation include those of more than thirty-three railroads; stocks of the Steel Corporation, Sugar Trust, American Telephone and Telegraph trust, Western Union trust, Central Leather trust, American Cigar Company trust, which is trying to drive all the independent cigar trade to ruin by its underhanded methods. It is also in possession of more than $2,500,000 worth of Colorado Industrial Company's notes. That is where the great strike of Colorado is now going on. This industrial company holds some 250,000 acres of coal and timber lands in its possession.

"If John D. Rockefeller should go out to Colorado and give some of this blood money to the families of the poor strikers which his company is now fighting, instead of giving it to colleges and agricultural experts throughout the country, he would be going a long way toward making amends for the ruin and devastation which he has helped to bring upon the suffering people of Colorado.

"He prefers to build up his invisible government through the colleges and agricultural associations throughout the country and in this way get control of the government. Through the general education board he has given some $43,000,000 to carry on this propaganda.

"Is it any wonder the people are beginning to doubt the wisdom of the workings of this government, when we will consent to be drawn into the meshes of such corporations as this? It is well for the people of this country to awaken to the realization that the invisible government is fast securing its clutches upon the very vitals of our public institutions, and it is now time to call them to an accounting."

A Discredited "Trade."

Business as conducted by the "captains of industry" has been maintained separate from their morality. Their pent-up morality found expression in pet philanthropies and other pleasurable dissipations. These philanthropies blinded people to the semi-criminal practices, the wrongs, the greed, the cynical disregard for others that piled up vast fortunes. Because a part of the fortune was used for semi-public purposes the evils were condoned that the benefits might be shared. Rich men have counted upon such expenditures to buy them social esteem and prestige. They have endowed churches, libraries, universities, educational foundations that they might buy a claim to public consideration and gratitude.

But professional philanthropy as a shield or as an atonement for industrial iniquity and wrong has been damaged by the horrors of the Colorado strike and by the information adduced by the Congressional investigation. Responsibility for the terrible wrongs and injustice has been laid upon one of the most conspicuous philanthropists of the age. Publicists, newspaper men, United States Senators and Representatives, and the workers have piloried this man with the awful details of his industrial policy in Colorado. The satisfied piety of the reply, "My conscience acquits" does not now appease public indignation nor deflect blame. This is indeed a sign of healthy social morality and of developing social conscience when great masses of the people of all walks of life do not yield to the lure of great wealth and refuse immunity for condemnation for cynical indifference to human values and dogmatic assertion of his right to conduct business according to his own ideas. No interpretation of this determination under misleading terms of individual "freedom" deceives the people. The whole Rockefeller fortune cannot buy immunity from responsibility for the massacre of Ludlow or for the industrial war in Colorado. We are done with gilded sepulchres.

There is a new morality in the making—a morality that seeks out the festering wounds of industry and refuses to separate them from the personal morality of those responsible or from wealth made at the expense of human lives. Endowments and financing white slave investigations will no longer be imputed to a man for morality and merit. Only a habit of mind of honesty with all people and reverence for human life and human rights will suffice.

Donations of great wealth wrung from toil, representing unpaid wages, unpaid

(Continued on Page 11.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeland Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts Maritimes de France, 33 rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22. Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S, Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

In proportion to population Australia is said to lead the world in trade union membership. Of every 100,000 individuals in the population 9,152 are trade unionists.

The St. Petersburg Bakers' Trade Union has been dissolved by the authorities because it "endangered the public safety." The "danger" was a general Russian Bakers' Congress which the Bakers' Union seriously contemplated holding.

According to returns supplied to the Danish Statistical Office, 17.2 per cent. of the 120,000 members of trade unions reporting were unemployed at the end of January, as compared with 14.2 per cent. at the end of the previous month and 16.8 per cent. in January, 1913. The average number of days lost through unemployment in January was 3.7 per member, as compared with 2.4 in the previous month and 3.4 in January, 1913.

According to returns made to the Belgian Labor Department, 3.7 per cent. of the 73,783 members of trade unions reporting were unemployed at the middle of February, as compared with 5.7 per cent. in the previous month and 1.5 per cent. in February, 1913. Among the 4,094 diamond workers at Antwerp (who are excluded from the foregoing figures), the proportion out of work decreased from 27 per cent. in the previous month to 20 per cent. in February.

The Miners' Union of South Wales, which has 153,000 members, held its annual conference in Cardiff during Easter. It was decided to demand the legal prohibition of the use of electric power in mines where a danger of fire exists. In order to put an end to the continual expensive strikes against the employment of non-unionists it was decided to enforce the employment of organized workers only in all future collective agreements. The union rejected the proposed increase of dues by 95,624 votes to 26,884.

A recent conference of Viennese labor librarians was attended by eighty-three librarians of the thirteen district libraries of Vienna as well as the representatives of the twenty union centers and sixty-seven trade-union local groups possessing libraries, etc. Forty thousand volumes were lent out to the affiliated libraries during last year. It has been proved that not only the demand for books, but also the demand for really good literature and scientific works has increased as a result of the systematic centralization of the libraries.

The ninth German Trade Union Congress, which takes place in Munich June 22 to 27, will occupy itself with the following questions in particular: Propaganda among the workers of another language, mutual assistance in the case of great labor struggles, regulation of frontier disputes, people's welfare institutions, administration of the State Insurance Act, protection of workers and terrorization on the part of the employers, legal regulation of the tariff agreements, influence of the increase in the cost of food upon the economic state of the working class, etc. Representatives of the English Federation of Trade Unions and the British Trade Union Congress will be present for the first time.

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INFORMATION WANTED.

Andrew Wilne, native of Dundee, Scotland; about 28 years of age, dark complexion, last heard of about nine years ago, sailing as steward, also as fireman, is inquired for by his relatives. Address A. S. Milne, 1122 Rose street, Grandview, Vancouver, B. C.

Nils Edmund Johansen, a native of Tansberg, Norway, aged about 50, last heard of at Melbourne, Australia, is inquired for by his brother. Address, Martin Johansen, 839 Centennial avenue, Alameda, Cal.

Charles Harold Allen, who has served as an apprentice in a British ship, age about 21 years, medium height, brown hair, last heard of in San Francisco November 9, 1911, is anxiously inquired for by his father. Please notify British Consul-General at San Francisco.

INFORMATION WANTED.

Adolf Theining, a native of Vannersborg, Sweden, is inquired for by his mother. Address, Coast Seamen's Journal.

Walter Jorgesen Clang, born in Aaland Yetta, Ostro Yetta, is inquired for by his uncle, John Clang. Address Coast Seamen's Journal.

George Alfred Hall, last heard of on the Sch. "Sehome" in June, 1913, will please communicate with his brother, Walter Hall. Address 790 18th street, Oakland, Cal.

Rudolph Kurella, born January 5th, 1868, at Grabowo, Germany, is inquired for by the German Consul-General at San Francisco, Cal.

Oscar Osolin, John Lind, M. Elone, John Anderson, Thomas Pukki, Alex. Tuominen, Chas. Grouberg, who were on board the steamer "Fifild" April 7, 1913, please communicate with the Coast Seamen's Journal.

Johannes Larsen, age 22, born in Fitje, Norway, is inquired for by his brother, Ingolf Vestrick. Anybody knowing his whereabouts please notify his brother at 9 Mission street, San Francisco.

Fred (Albin) Swanson, a native of Malmo, Sweden, aged about 25, is inquired for. Address, Coast Seamen's Journal.

San Pedro Letter List.

Andersen, Martin -1894	Lindholm, Erik A.
Andersson, E. -1762	Larsson, Axel
Alexandersen, P.	Lyngard, Jorgen
Andersen, Martin	Lutzen, V.
Anderson, Gust	Lang, Charles F.
Bergh, Borge	Linduer, J. -1750
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Benson, Charles	Miller, Wm.
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Benter, H.	Michaelsen, A. -1105
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Ellingson, Ivar	Olsen, Ludvig
Enstrom, Carl M.	Olsen, Nick
Eugene, John	Olsen, A.
Engebretsen, T.	Oksa, Victor
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Gusek, B.	Osterberg, C.
Grantley, C. W.	Olsen, Olav
Gunther, Dick	Olsen, Ole Wilhelm
Gustafson, Alf	Paulson, Gustaf
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Hogan, Mr.	Pagel, E. H.
Hansen, Herald	Person, B. S.
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Heeshe, Henry	Petrich, M.
Heide, Tom	Rosten, Hugo
Hingren, H.	Rantman, R.
Hansen, H. P.	Rutel, Ernest
Hansen, Karsten	Rosten, Hugo
Hjort, K.	Sleen, Ed.
Hansen, Jacob	Salveson, Svedrup
Johansen, Gust	Saland, Hans
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Johansen, Grunner	Swenson, Axel
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Lasen, Johan -1542	Zoe, Frank

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Anderson, A.	Kayser, Charles
Austin, Frank	Koskinen, S. R.
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Anderson, O.	Lieka, Ernest
Clancy, James	Lauges, Robert
Carlson, Axe	Peron, Edmond
Edgerton, J. C.	Paty, Gerorg
Hustede, Harry	Markman, H.
Hansen, Christ	Nordling, C.
Hansen, Jorg	Nilsen, Nils
Hansen, Max	Nilsen, C. O.
Hokansen, Charley	Rasmundsen, T.
Ivars, Carl	Silverly, E.
Irwin, Robert	Sundsen, O. F.
Johansen, Ole	Slattery, W.
Jensen, Hans -2014	Schnider, Heinrek
Kjarsgaard, Hans	

INFORMATION WANTED.

John Dickson, who left Greenock, Scotland, about 10 years ago, his last address was Melrose House, Lower Boxhill, Brooklyn, New Zealand, is inquired for by his mother. Anybody knowing if he is alive or dead please notify the Secretary of the National Sailors' and Firemen's Union, Greenock, Scotland.

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, 84 Embarcadero, San Francisco, Cal.

John Erik Nordberg, a native of Sweden, age about 26, supposed to be sailing on the Pacific Coast, is inquired for by his brother Harold, care of Sailors' Union of the Pacific, San Francisco.

Francis Robert Bassett, a native of England, last heard of in San Francisco, Cal., in 1901, was well known around the water front as "Liverpool Frank." Any information regarding this man will be gladly received at the office of the British Consulate, San Francisco, Cal.

Frank Melson, who went as fireman on the S. S. "Maye" from Philadelphia to New Orleans, in May, 1913, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. G. W. Paruin, 4309 Westminster avenue, W. Philadelphia, Pa.

Pacific Coast Marine.

Upon the recommendation of Collector of Port Davis at San Francisco, the Secretary of the Treasury has designated Fort Bragg, Noyo, Caspar, Mendocino and Monterey as customs stations in the San Francisco district. The expense of sending customs officers to the stations will be borne by the parties in control of the vessels cleared and entered.

It is reported that the San Francisco firm of Sudden & Christenson has awarded the contract for the construction of a new steel steamer to the Harlan & Hollingsworth Corporation at Wilmington, Del. The new vessel will have an overall length of 293 feet, a beam of forty-five feet and a depth of twenty-five and a half feet. The firm now operates a fleet of fourteen vessels in the coasting and lumber trade.

The Government scored a victory in its investigation of the alleged halibut fisheries trust at Seattle when after first refusing to produce the books and records of the Chlopeck Fish Company of Seattle, a subsidiary of the Booth Fisheries Company of Chicago, W. T. Chutter, president and manager of the company, finally agreed to comply with the demand of the Federal Grand Jury that the books be produced.

By stipulation Federal Judge Neterer at Seattle ordered judgment of $4000 against the steamer "Minnesota," libel proceedings having been brought by James Moore for personal injuries. Moore filed a libel for $20,000 for the loss of his left arm, alleged to have been crushed by negligence of the steamship officials when he was engaged in loading the vessel. The "Minnesota" denied the liability, but agreed to compromise for $4000.

It is reported that within a few weeks work will be commenced on the erection of a large Navy oil supply depot at Mare Island. The structure, which is to include suitable docking facilities, will be located near the mouth of Mare Island channel, and huge oil tanks will be placed upon the hill immediately back of the proposed site. It is stated that the entire plant when completed will have cost the Government over $100,000.

Roy Cheminant, an amateur wireless operator has been fined $10 at Los Angeles by Federal Judge Wellborn for operating a wireless station without a license and for causing interference. The offense is punishable by a fine of $500 and the confiscation of the apparatus, in the discretion of the court. Judge Wellborn stated only a nominal fine was imposed, as it was the first offense in the district, but that in future the punishment would be materially increased.

The measurement of the British steamship "Robert Dollar," which is to engage in the lumber trade through the Panama Canal, was made at San Francisco on May 21. The Robert Dollar is said to be the first vessel to have her tonnage determined in accordance with the Canal rules under which tolls will be collected from ocean carriers. Under the special measurement for the Canal the vessel's measurement is approximately 4400 tons, although under her British registry her tonnage is only 3419.72.

Advices received by the San Francisco Chamber of Commerce state that the bark "Paramita," which sailed from this port for Bristol Bay early in April and which was later reported beached at Lost Harbor with United States Government vessels standing by to assist her, is now resting easily on a sandy bottom and is in no immediate danger. The steamer "Bee" will be dispatched to take the "Paramita's" cargo and deliver it at Bristol Bay. It is believed that the necessary repairs will then be made and the vessel floated.

For the second time within a few months the steamer "Grace Dollar" succeeded in making a safe passage up the Sacramento River as far as the Capital with a load of lumber from the north. Local shipping men are gratified with the showing made by the "Grace Dollar" and are confident that her two performances and a trip up the river later in the year will call the attention of the inland waterways authorities to the necessity of dredging operations which will make it possible for ocean-going vessels to reach Sacramento at any season of the year.

The State Supreme Court at Olympia, Wash., has handed down a decision to the effect that the striking of a rock in Frederick Sound, Alaska, by the steamer "Jeanie" cannot be construed as an act of God. The Alaska Coast Company, owner of the "Jeanie," sued the Alaska Barge Company, which had chartered the "Jeanie," on account of the damages the vessel sustained. Superior Judge Tallman decided that the plaintiff had no claim, but the Supreme Court reversed him, sending the case back with instructions to ascertain the amount of damages and enter a judgment against the barge company.

The automatic coaling barge recently completed by the interisland Steamship Company, which was tried out for the first time in coaling the Pacific Mail liner "China" on April 24, has given results far more satisfactory than were expected by its builders. In its mechanism the barge is similar to the ordinary shore coal hoist. From the hold of the barge the coal is carried upward by means of an endless chain of scoops operated by a gasoline motor. On the upper section of their circuit these scoops pass over a flat track, beneath which are two hoppers into which the coal is discharged automatically and passes down chutes into the hold of the ship.

Specifications for the two new steel propeller ferryboats to be built for the San Francisco-Oakland Terminal Railways (Key Route system), in time for the exposition traffic, have been mailed to four shipbuilders about the Bay, and bids must be offered by June 1st. Time is such an essential that it is announced the date of completion will be instrumental in determining who will get the contract. No money limit is set, as the specifications outline the type of boat wanted, as designed by John S. Hopps of San Francisco, and the lowest bidder who can complete the work in the speediest time gets the contract. It is thought, however, that the boats will cost about $200,000 each.

Shipping men at San Francisco are preparing to make a protest against the elimination of the Point Reyes weather station which has been maintained by the United States Department of Agriculture. Local Weather Forecaster Willson has made the statement that the station is of no importance and that its elimination would save the Government much unnecessary expense, but shippers, through the Chamber of Commerce, say that the station, which has been in existence for more than forty years, is a necessity and has been the means of saving hundreds of lives and millions of dollars' worth of property. The Chamber of Commerce will ask that the financial responsibility for the upkeep of the station be shifted to the Life Saving Service.

July 11th has been fixed as the date for launching the $1,100,000 tanker ship "Kanawha" at the Mare Island Navy yard. The "Kanawha's" hull is now rapidly nearing completion and she will be ready for launching on the date named. As the "Kanawha" is being constructed, duplicate plates for her sister ship the "Maumee" are being put through the shops, and immediately after the "Kanawha" is launched the keel of the "Maumee" will be laid. The "Kanawha" will be driven by reciprocating steam engines, but the "Maumee" will be equipped with Deisel internal combustion oil engines, and will be the first large ship built in the United States to be driven by the new power. The engines are being built in the New York Navy yard and they will be shipped out and installed in the "Maumee" when she is launched.

Mayor Rolph's new coal concern, the Rolph Navigation and Coal Company, has filed articles of incorporation with the County Clerk at San Francisco. The firm is capitalized for $250,000, the stock being divided into 2500 shares at $100 a share. The directors are James Rolph, Jr., Thomas Rolph and George U. Hind. Each has subscribed for ten shares of stock. The purposes of the corporation are to engage in a general shipping business and the transportation of coal. This city is named as the principal place of business. The new concern is said literally to have been forced into existence by the refusal of the Western Fuel Co. to purchase a cargo of coal which Hind, Rolph & Co. brought here from Australia. For several years the Western Fuel Co. has bought coal shipped here from Australia by the Rolph interests. Lately, however, dissentions have arisen.

In line with the new policy adopted by the British Admiralty, transpacific liners flying the British flag are soon to be equipped with 4.7 guns. The increase of the number of armed merchantmen under the British flag has for some time been the aim of the Admiralty, but heretofore only vessels plying the Atlantic and to Australia have been so equipped. It is stated in London dispatches that steps have been taken to arm all merchant vessels now in the Canadian-Australian and Canadian-Oriental trade. In the event of this scheme being carried out, the first vessels to be so equipped will be the liners "Niagara," "Makura," "Mirama," and the Canadian Pacific Oriental liners "Empress of Asia" and "Empress of Russia." These vessels rank among the finest in the transpacific trade. It is not the intention of the British Admiralty to make combatant vessels of the liners so armed, but rather to render them self-protecting in case of war. The armament is placed in the sterns of the vessels, for the reason that it is most likely that they would be pursued. The equipment calls for ammunition stores and hoists, and a sufficient number of shells to enable the vessels to make a good fight in defense of their cargoes. It is probable that the Royal Mail liners plying between this port and the Antipodes will also be armed in the near future.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

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TOLEDO, O., 54 Main St.
DETROIT, Mich., 7 East Woodbridge St.
PT. HURON, Mich., 517 Water St.
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(Continued on Page 11.)

Coast Seamen's Journal

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Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, MAY 27, 1914.

"CHINESE" HUMPHREY'S WHINE.

Congressman Humphrey of Seattle, Washington, known to most of his constituents as "Chinese" Humphrey, has just unburdened himself of another sickly whine.

Here it is—the very latest from the lips of "Chinese" Humphrey—as published in the Congressional Record of May 12, 1914:

Mr. HUMPHREY of Washington. Mr. Speaker, I think this country owes a debt of gratitude to the distinguished chairman of the Committee on the Merchant Marine and Fisheries, Judge Alexander, on account of the fact that he has kept the Seamen's bill in committee and is still considering it and having changes made in it from what it was when it came over to the House.

The Seamen's bill, if it were passed as it came from the Senate, would largely destroy the shipping interests of this country, and would benefit no one except a few so-called sailors who do not think enough of this country to become naturalized. So far as I am concerned, I have reached a point where I refuse to shed tears for a class of men who do not think enough of this country to become citizens before they come and ask its protection and assistance.

So, it has come to a point (at last) where this Mongolian worshiping statesman refuses to shed tears for the "white trash" which mans American ships. Really, it is aggravating to think that a patriot like "Chinese" Humphrey will no longer weep for us—"for he himself has said it and its greatly to his credit"—that hereafter his almond eyes will produce crocodile tears for the benefit of Asiatics exclusively!

But, to be serious—if that is possible, when dealing with a clownish hypocrite of the Humphrey type—why does that corporation-server persist in advertising his love for Mongolians and his hatred for white American seamen? Is it because the seamen of the Pacific Coast have in sheer self-defense acquainted his constituents with his shameful record? Is it because he cannot forget that as a result of this publicity more than sixty-nine per cent. of his enlightened constituents repudiated him at the last election?

Well may the average man exclaim: How can "Chinese" Humphrey remain in Congress if more than sixty-nine per cent. of the voters in his district are in favor of his retirement? Here are the figures which tell the tale and prove beyond the question of a doubt that the vast majority of the people of Seattle were anxious to keep the Chinese lover at home:

"Chinese" Humphrey	35,252
Landon (Prog.)	34,562
Heifner (Dem.)	26,973
Gilbert (Soc.)	16,987
Total vote	113,774

The foregoing election returns give eloquent testimony to the assertion that "Chinese" Humphrey represents less than thirty-one per cent. of Seattle's voters. And in November next there will be another test of strength between "69" and "31" per cent.

Who can guess the result?

"SAFETY AT SEA SOCIETY."

It is gratifying, indeed, to note that the traveling public is beginning to pay some attention as to what is being done to bring about greater safety of life at sea.

A novel pledge is at present being circulated among prominent people in the large Eastern cities. It is called the pledge of the "Safety at Sea Society" and is reprinted herewith in full:

In view of the fact that safety, in travel by water, is daily being sacrificed for luxury and splendor, of the fact that travelers can not afford, either in portion or in justice, to be indifferent to the condition and skill of the men whose labor is upon the sea, and of the fact that the skill and alertness of these men must always be the main factor in safety, I hereby pledge myself not to travel, if any other means of conveyance is feasible, upon any boat that is not equipped with lifeboats sufficient to accommodate all on board and with at least two able-seamen for each lifeboat.

Among those who are active in this work is Mrs. Florence Kelley, Secretary of the National Consumers' League. Of course, Mrs. Kelley's efforts in this direction do not meet with the approval of the moneybags element. So it came about that an officious secretary of a certain Chamber of Commerce made inquiry recently "what the Consumers' League had to do with safety at sea?"

Mrs. Kelley's answer is worth while reading. It is right to the point, as follows:

The answer to the question of the Chamber of Commerce is obvious. The National Consumers' League counts among its members men and women who travel by sea for business or for pleasure. They remember the "Bourgoyne," the "Republic," the "Titanic," the "Volturno," the "Munroe." They prefer not to be drowned.

These members recognize, too, that on shipboard they are served by stewards and stewardesses, cooks, stokers and seamen, in a far closer human relation than that which they have long acknowledged towards girls who sell them umbrellas and gloves in stores, or men and women who fashion their garments in tailor shops. And members of the Consumers' League accept their responsibility for taking a full share in demanding the common safety. There are, moreover, the thousands of humble fellow passengers who travel by steerage, voiceless and powerless to provide for their own safety. . .

More power to the Consumers' League! When the traveling public generally shall have realized the homely truth that the men who man the ships must necessarily be the main factor in safety; when the shipowner is again held responsible in damages to the passengers or their heirs for loss of life at sea—then every passenger-carrying vessel will very soon be equipped with boats for all and real seamen to man them!

The eighteenth annual convention of the International Seamen's Union will meet in Boston, Mass., on Monday, June 1. Delegates from the Great Lakes, the Atlantic and the Pacific coasts will be in attendance and map out the International's work for the ensuing year. Here's success to their deliberations!

Demand the union label upon all purchases!

REVOKING LICENSES.

The growing habit of certain shipowners to prosecute licensed men whenever the latter decline to go to sea in a vessel with a shorthanded crew has been given somewhat of a setback by a decision of the local inspectors of the Steamboat Inspection Service.

During April Mr. A. A. Moran, Manager of Swayne & Hoyt, operating the steam-schooner "Yellowstone," brought charges against three licensed engineers, who had signed articles to serve on the "Yellowstone" as first, second and third assistant engineers respectively, for an alleged violation of Section 4449, United States Revised Statutes. The statute in question is as follows:

If any licensed officer shall, to the hindrance of commerce, wrongfully or unreasonably refuse to serve in his official capacity on any vessel as authorized by the terms of his certificate of license, or shall fail to deliver to the applicant for such service at the time of such refusal, if the same shall be demanded, a statement in writing assigning good and sufficient reasons therefor, or if any pilot or engineer shall refuse to admit into the pilot-house or engine-room any person whom the master or owner of the vessel may desire to place there for the purpose of learning the profession, his license shall be revoked or suspended upon the same proceedings as are provided in other cases of revocation or suspension of such licenses.

The three engineers were accordingly tried for violating the above statute. It soon developed, however, that their only crime (?) was a refusal to go to sea with a shorthanded crew in the engine-room. Of course, the exoneration which naturally followed does not refer to that obvious fact. The employes of the Steamboat Inspection Service are very, very discreet in formulating their findings. They greatly dislike using language at which shipowners might feel offended, no matter how provoking the case may be.

The verdict of the inspectors simply states that:

After a careful consideration of the evidence . . . we are satisfied that the charges were not sustained, in that you did not, to the hindrance of commerce, wrongfully and unreasonably refuse to serve in your official capacity, as you notified the Chief Engineer at the time of signing articles on March 30, 1914, that you did not intend to go to sea in said vessel without the two oilers, thereby giving them ample opportunity—from the time you signed articles up to the time the vessel was ready to go to sea at about 7 p. m., April 2, 1914—to get another engineer in your place had they so desired; and you are therefore exonerated on said charge.

Unfortunately, it is not possible to bring counter charges against Mr. Moran for filing his unjustifiable accusations. Managers of steamship companies are not licensed by the Government. If they were, Mr. Moran's license would probably have been revoked long ago.

CROWING TOO SOON!

The Pacific Coast shipowners' organ is a faithful servant of the interests. Its definition of true Americanism is to let the shipowner alone—let him do as he pleases with "his" ship, "his" crew and "his" passengers. Its aim is to build up a great American Merchant Marine—manned exclusively by coolies!

It appears, however, as if the ambitious young editor of our mammon serving contemporary is so wrapped up in his holy warfare against white seamen that he quite frequently forgets to stick to the facts. In the May issue, for example, we note that the modest and bashful editor hands himself a few handsome bouquets because some little

naughty bird has whispered to him that on March 25 the United States Senate ratified the convention of the London Conference on "Safety of Life at Sea." This startling announcement doubtless filled with joy every Chinese loving shipowner's heart. Both R. P. Schwerin and Robert Dollar must have shouted "Banzai" upon receipt of such welcome news—for with the ratification of that infamous "treaty" they could soon displace the few white men still in their employ with their pets—the docile, meek and gentle Orientals.

But all dreams come to an end. The Pacific Coast Marine Review's gleeful announcement to the contrary notwithstanding the Senate has not yet ratified the treaty—and to-day is May 27, fully two months and two days after the date of the "glorious victory" as given by our truthful and accurate (?) contemporary!

THE UNITED STATES ARMY.

At present it does not seem likely that any forces outside of the regular army, navy and marine corps will be called upon for service in Mexico. It might be well to bear in mind, however, that by an amended law, originally promulgated in 1903, the militia of the United States consists of every able-bodied male citizen, and every able-bodied male of foreign birth who has declared his intention of becoming a citizen, between the ages of 18 and 45. By official estimates, at the beginning of 1914, the unorganized reserve militia outside the National Guard reached the immense total of 16,004,683, which exceeds the total population of Mexico. The total membership of the National Guard at the same date, taking both commissioned officers and enlisted men into the reckoning, was 122,674. Of the entire membership of the National Guard, New York furnishes the greatest number, namely, 16,528. Pennsylvania contributes 10,470, and the third in order is Ohio, with 6,400.

When we come to the regular army, we find that under the law providing that the total enlisted strength should not exceed 100,000, there are now 89,604 officers and men—4,745 officers and 84,859 men. First enlistments in the regular army are restricted to men between 18 and 35 years of age. In the seven years' term of enlistment prescribed in the Army Act of August 24, 1912, the first four years is "with the colors" in active service; the remaining three years is without pay "on furlough," as part of the army reserves, subject to be called upon for service in the event of war.

How do these statistics compare with Mexico's military showing? Recent events have proved that the courage of Mexican troops under fire is not to be lightly esteemed; and it is not necessary to underrate the valor of Huerta's or Carranza's following to glorify the disciplined fitness which our own men at Fort Sam Houston, El Paso and many other points along the border have been so desperately eager for many months to prove. But it should be remembered that of Mexico's 16,000,000 people, there are perhaps 12,000,000 who sleep and eat in miserable shacks of mud or thatch; and the incontinence of rage or even of the desire for retribution may well be tempered with pity when we think of the miserable condition of the mass of Mexico's population. Of the 16,000,000 it is said that perhaps not more than 1,000,000 can read or write—and that happens to be about the number of those who are not pure-blooded Indians.

It has been said by competent authorities that it would take an American army of 100,000 men two years to pacify Mexico. The money cost would approximate $1,000,000 a day for such a war, including naval operations. These are the figures which our ablest officers present. They do not pretend it would require two years to capture the City of Mexico, but to pacify the entire country and its 16,000,000 inhabitants.

It required six years to pacify the Philippines, even after Spain had left that hemisphere. This country did not, however, have there any army of 100,000 men. So far, the Philippines have cost the United States in money about $325,000,000. There seems to be no available record of the lives the islands have taken from us, but the number goes into thousands.

The correctness of some of the foregoing figures may be questioned, but no one can deny the irrefutable fact that the workers furnish practically all the victims for the wars, and in the final analysis, the workers also pay all the bills, without which war would be impossible!

PLAIN TALK.

Mr. J. W. Bryan, Congressman at large from Washington, evidently believes in calling a spade by its proper name. At any rate the following address upon the subject entitled: "Sidetracking the Seamen's bill," made by Mr. Bryan recently in the House of Representatives, would seem to indicate that he prefers to use "unminced" words in telling his colleagues what he thinks about Democratic platform pledges and things related thereto:

I want to speak of one proposition that must be brought up, and which must be considered, in my opinion, in that (Democratic) caucus and put on the emergency roll, if it is to be considered by this House, and that is the Seamen's bill. I am a member of the Committee on Merchant Marine and Fisheries, and I have watched the progress of this bill, and I have been very deeply interested in it. Back in 1912, on August 3, a bill known as the Seamen's bill passed this House and went over to the Senate. The Senate practically destroyed the bill by substituting the Burton sub-committee report and enacting what was not satisfactory to anybody; yet the House approved the Burton substitute, notwithstanding that fact, under the then circumstances. Even with that, President Taft vetoed it, or at least killed it by pocket veto. Then came the Democratic convention at Baltimore that stated that it was in favor of a Seaman's bill that meant something—"not molasses to catch flies; our platform means business"—and this is the plank in that platform which they passed on this subject:

We urge upon Congress the speedy enactment of laws for the greater security of life and property at sea; and we favor the repeal of all laws, and the abrogation of so much of our treaties with other nations, as provide for the arrest and imprisonment of seamen charged with desertion or with violation of their contract of service. Such laws and treaties are un-American and violate the spirit, if not the letter, of the Constitution of the United States.

Senator La Follette then took the original bill as it originally passed this House and introduced it in the Senate, and, with two or three minor amendments, caused it to be passed and sent over to the Democratic Committee on Merchant Marine and Fisheries. . . .

Instead of the Democratic committee of this House reporting the bill, we find that here, on the 12th of May, approaching adjournment, that the bill which was passed by the Senate—and is before that committee—has not been yet reported. It sleeps in a slumber which I fear will know no waking. I favor amending the bill so as to place Puget Sound, San Francisco Bay, and New York Harbor on the same footing as to lifeboats and other matters, but I believe that there is an emergeny involved in this matter. I believe if the committee pursues its course, which seems to be somewhat governed by the international treaty or agreement that has been framed at London, we are not going to have any Seamen's bill at this session, and that, I say, rather than to permit that, this House should demand a report from

(Continued on Page 10.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., May 25, 1914.
Regular weekly meeting came to order at 7 p. m., Chas. Taucer in the chair. Secretary reported shipping slack; quite a number of members unemployed.
D. W. PAUL, Secretary pro tem.
84 Embarcadero. Phone Kearny 2228.

Victoria, B. C., May 18, 1914.
No meeting. Shipping dull.
CHAS. J. DOLAN, Agent pro tem.
518 Yates St.

Vancouver, B. C., May 18, 1914.
No meeting. Shipping dull; prospects uncertain.
W. S. BURNS, Agent.
231 Hastings St., E. corner of Hastings and Main; P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, May 18, 1914.
No meeting. Shipping dull; prospects uncertain.
H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, May 18, 1914.
Shipping and prospects poor.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, May 18, 1914.
Shipping dull; prospects uncertain.
J. PEARSON, Agent.
P. O. Box 6. Tel. Main 557.

Portland Agency, May 18, 1914.
Shipping dull; prospects uncertain.
G. A. SVENSON, Agent.
P. O. Box 2100. 51 Union Ave. Tel. East 4912.

Eureka Agency, May 18, 1914.
No meeting. Shipping fair; prospects uncertain.
JOHN ANDERSON, Agent.
227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, May 18, 1914.
Shipping slack; prospects uncertain.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, May 11, 1914.
No meeting. Shipping dull; prospects poor.
JACK EDWARDSON, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., May 21, 1914.
No meeting. Shipping slack.
EUGENE STEIDLE, Secretary.
Phone Kearny 5955.

Seattle Agency, May 14, 1914.
No meeting. Shipping slow; plenty of men ashore.
LEONARD NORKGAUER, Agent.
Phone Main 2233. P. O. Box 214. Grand Trunk Dock, Rooms 203-205.

San Pedro Agency, May 14, 1914.
No meeting. Shipping dull; few men ashore.
HARRY POTHOFF, Agent.
P. O. B. No. 54.

Portland Agency, May 18, 1914.
No meeting. Shipping quiet; prospects medium.
THOMAS BAKER, Agent.
27½ Second St., Bickle Bldg., Room 10, Phone Main 9731.

DIED.

Carl Martin Holt, No. 1529, a native of Norway, age 44 years, died at San Francisco, Cal., on May 22, 1914.

Michael Mahoney, No. 2266, a native of Maine, age 40 years, died at San Francisco, Cal., on May 25, 1914.

"ROANOKE" SALVAGE AFFIRMED.

Editor Coast Seamen's Journal:

The case of certain members of the crew of the "Santa Clara," for salvage in picking up the steamer "Roanoke," decided in their favor by Judge Dooling, was appealed to the United States Circuit Court of Appeals by the North Pacific Steamship Company, the owner of both vessels.

On May 18, 1914, Judge Dooling's decision was affirmed by the Circuit Court of Appeals. The money to satisfy the decree should be in my hands by the 18th of next month, if there is no petition for rehearing. The North Pacific Steamship Company was represented by Attorneys C. H. Sooy and David L. Levy; I represented the men. The opinion of the Appellate Court appears in full below.

Yours very truly,
F. R. WALL.

San Francisco, May 20, 1914.

Opinion.

This was a libel for salvage against the steamer "Roanoke" by the officers and crew of the "Santa Clara," excepting the master and chief engineer. In the court below the libelant had a decree for one-half month's pay to each, aggregating $887.50, and claimant, North Pacific Steamship Company appeals.

The salient facts may be briefly stated: On April 10, 1913, while bound from San Pedro to San Francisco, and when in the neighborhood of Point Arguello, the "Roanoke" was disabled by the loss of her propeller. She was a steamer of 1654 net and 2354 gross tons, worth about $150,000, and was carrying 93 passengers and a cargo. The injury was such as to leave her without motive power, and the water being too deep to afford a safe anchorage, her captain permitted her to drift inshore from 10:05 a. m., the time the accident occurred, until 11:10 a. m. when anchor was dropped in about 14 fathoms of water. She was then at a point about one and one-half miles south by east from Point Arguello, and from one-half to three-quarters of a mile from the shore at the nearest point. She remained there at anchor until about 5 o'clock p. m., when the "Santa Clara" came to her assistance. The "Santa Clara," also owned by the claimant, and loaded with cargo and passengers, had left San Francisco on April 9th, bound on a voyage thence to Port Harford, and a little after 10 o'clock a. m. on the next day, April 10th, and when she was within about an hour and a half's steaming of her port of destination, she received a wireless message from the "Roanoke," as follows: "Come to our assistance, lost wheel two miles south Point Arguello." Her captain replied, "Your message received, coming to your assistance." Thereupon the "Roanoke" asked when the "Santa Clara" would arrive, and the latter replied, "Expect to arrive in five hours." Then the "Santa Clara" inquired of the president of the claimant company at San Luis Obispo, "Do you want us to go to the assistance of the 'Roanoke'—takes five hours"; the reply was, "Help him if necessary until tug arrives." Then the "Santa Clara" sent the following message to the "Roanoke," "We are full of freight and passengers; is it absolutely necessary for us to come to your assistance?" The reply came, "We need your assistance at once."

By Act of Congress of August 1, 1912, (37 Stat. 242) it is declared:

"That the right to remuneration for assistance or salvage services shall not be affected by common ownership of the vessels rendering and receiving such assistance or salvage services.

"Sec. 2. That the master or person in charge of a vessel shall, so far as he can do so without serious danger to his own vessel, crew or passengers, render assistance to every person who is found at sea in danger of being lost; and if he fails to do so, he shall, upon conviction, be liable to a penalty of not exceeding one thousand dollars or imprisonment for not exceeding two years, or both.

"Sec. 3. That salvors of human life, who have taken part in the services rendered on the occasion of the accident giving rise to salvage, are entitled to a fair share of the remuneration awarded to the salvors of the vessel, her cargo, and accessories."

No question therefore arises because of the common ownership of the vessels. And while the captain of the "Santa Clara" inquired concerning the wishes of the claimant's president, the fact still remains undisputed that upon receiving the first message of distress from the "Roanoke" the "Santa Clara's" course was immediately altered, and from that moment she continued, with out stop or further change of course, to steer for the "Roanoke"; and it must therefore be held that the assistance was voluntarily rendered.

The defense most earnestly pressed is that the service was towage and not salvage; it may be summarily disposed of. A salvage service, as distinguished from a towage service, is defined as follows:

"A salvage service is a service which is voluntarily rendered to a vessel needing assistance, and is designed to relieve her from some distress or danger either present or to be reasonably apprehended. A towage service is one which is rendered for the mere purpose of expediting her voyage, without reference to any circumstances of danger. McConnichie vs. Kerr, 9 Fed. 50. See also The Flottbek, 118 Fed. 960."

It is clear beyond a peradventure that Captain Dickson of the "Roanoke" believed he was in peril. No labored analysis of his messages can serve to remove the first and natural impression they make upon the mind; they were calls of distress, and had they been disregarded by the captain of the "Santa Clara," he would have stood in danger of the penalty provided in Section 2 of the Act, supra. That being the case, we are not disposed nicely to weigh the circumstances and conditions for the purpose of determining how imminent the peril may have been. Considering the situation as he saw it at the time, Captain Dickson's solicitude for the safety of his ship and passengers was not without reason. It is quite unimportant that in looking backward the position of the "Roanoke" may not impress us as having been extremely perilous. "Wisdom born after the event is the cheapest of all wisdom." Though not of a high order, the service is entitled to be classed as salvage service.

The remaining question relates to the amount of the decree. While we think that the allowance was liberal, and possibly in excess of what we would award, we are reluctant to interfere with the discretion of the trial court in a matter where manifestly there can be no fixed standard. No principle of law was violated, and it cannot be said that there was a clear abuse of discretion. Accordingly the decree will be affirmed.

The labor movement is a thing not of idealism but of instinct.

ITEMS ABOUT MEXICO.

The area of Mexico is that of the United States in 1800,—before the Louisiana Purchase.

The population of Mexico is a little less than that of the New England States and New York together.

On an average it is a little less thickly settled than Kansas.

On the Gulf Coast the principal harbors are Tampico and Vera Cruz.

Vera Cruz is an open anchorage inside a series of reefs which don't protect shipping from northerly storms. That, of course, is why Rear Admiral Fletcher landed marines and sailors on April 21 "in face of approaching norther."

The good harbors on the Pacific coast are separated from the interior by rough and difficult mountain ranges.

Less than one-fifth of the population is white. The proportion has hardly changed for a hundred years.

In the last century the proportion of half-bloods has increased from two-ninths to nearly four-ninths. President Diaz was a half-breed.

The proportion of pure-blooded Indians is now about one-third. A century ago the Indians were nearly two-thirds of the total. President Juarez who defeated Maximilian and the French and was Diaz's teacher and master was a pure-blooded Indian.

When the Spaniards conquered Mexico there was a native (Aztec) civilization there that compared in many respects favorably with any in Europe.

A parish priest, Hidalgo, led the first of the great revolts against the Spaniards which resulted in the independence of Mexico.

In 1822 and 1823 Mexico was an independent state ruled over by an emperor. Except Brazil, Mexico is the only American state that has been an empire.

In 1838 the French occupied Vera Cruz. This was called the "pastry war," as it was undertaken to punish the pillage of a French pastry shop.

At Buena Vista, a narrow mountain pass, was fought the bitterest fight of the war between the United States and Mexico. General Zachary Taylor defeated a Mexican army which outnumbered the Americans four to one.

The Mexican war grew out of the annexation to the United States of Texas, formerly Mexican territory—amounting to 385,926 square miles, that is, about one-half the present area of Mexico.

The Mexican war resulted in the cession to the United States of a great strip including (roughly) New Mexico, Arizona, Utah, Nevada and California, where gold had just been discovered. This area was 520,068 square miles. So that the total amount of land which passed from Mexico to the United States, more than 900,000 square miles, exceeded the present area of Mexico, or the area of th United States at the beginning of the nineteenth century. Besides this more than 30,000 square miles of Mexican territory came to the United States by the Gadsden Purchase in 1853.

The union label is the best guarantee of a decent minimum wage. Demand it on all products!

ONE MAN'S VIEWS.

The camel of red Socialism has poked its head yet a little further inside the tent of capitalism. The United States Supreme Court has handed down a decision declaring, in effect, that the Government has the right to fix prices for passenger traffic on railroads. This, as Justice McKenna rightly observes, "opens the way for fixing prices on all articles of consumption, thus limiting profits by law."

And why shouldn't the profits of monopoly-buttressed trusts be limited by law? Competition in the industries is stark dead. Even now the Federal administration is straining every nerve in a hopeless attempt to galvanize the corpse into seeming animation. And where competition is dead, the robber instinct to "charge all the traffic will bear" will always assert itself to the exclusion of all other considerations. Yes, so long as we must have profit-mongering, by all means let profits be limited by law.

Of course, there be timid and undiscerning souls who will say, "If profits, why not wages?"

Because, gentlemen, profits on articles of consumption and wages of labor are two distinct and separate propositions. Articles of consumption are things; labor is power, the power that fashions those things. That is, they stand in the same relation to each other as does the creator to the created, the created to the creator. And even the most brazen-faced defender of the profit system will hardly have nerve enough to insist that what is sauce for the creature should also be sauce for the creator.

Workers of America, be glad that we have a labor press. Were it not for the labor press of this country most of us would know no more about the tremendous industrial struggle which is agitating modern society from center to circumference than we know about next year's weather. It is true that the corrupt rags of capitalism furnish us after a fashion with more or less news of labor's travail. But they would not do so but for the knowledge that the labor press will give us the news anyway. Even at that the daily dopesters of the capitalistic press manage to color their labor news in such a way that the lay reader, the reader who never looks at a labor paper, is inoculated with a lurking suspicion that the militia or vigilantes must have been loafing on the job to have let the workers carry on like that. Moral: If you want labor news that is labor news, read labor papers.

If you are a voter in California, don't forget this coming fall when you go to vote on the home rule in taxation and the prohibition amendments to the State Constitution that those who are arrayed "forninst" these measures take their stand solely on the ground that the proposed legislation will "hurt business." Not a word have these gentry to say about business hurting men. For, the kind of business they have in mind is rum-selling and land-mongering. Both are robber businesses. One steals the victim's brains and manhood, the other his birthright. Wherefore—if you are for men—vote for prohibition and home rule in taxation.

The "typical American man," as seen by European eulogists of the capitalistic regime, is always a business man. The "typical American woman" is that poor, long-suffering creature, a business man's wife, whose monthly dress allowance makes the average king's ransom look like thirty cents. Of course, mere workingmen and workingwomen cut no figure at all in the discussion. They are not even "typical" enough to be painted into the background of the picture. Like certain things that are never mentioned in polite conversation they are just taboo. And there you are. And there you have the whole capitalistic philosophy in a nutshell. Possession of wealth is nine points of the social law. And there are no more points, Mr. and Mrs. Menial Wealth-Producer.

Alas! why did the fates bestow on Hearst
A name that rhymes so smoothly with accurst?
Does it portend aught of fell consequence,
Or is it just a mere coincidence?

For the best answer to the above query the Monarch of the Dailies will present the sender with a beautifully bound and autographed copy of Mr. Hearst's latest contribution to the world of letters, "Peace—What for?" Address all communications to the "What's-in-a-name?" editor.

"Mexican Trouble Creates a Demand for Horses."—Newspaper headline.

Hum! let's see. Embalmed horse was what they fed to our soldiers in the Spanish war. Salt horse is what they have always fed our sailors on. The Beef Trust avers that there are not enough beeves raised in the country to supply the market. Now, what do you suppose that newspaper headliner could be driving at?

"It is questionable if all the mechanical inventions yet made have lightened the day's toil of any human being."—John Stuart Mill.

But, oh! how they have swelled the dividends of the exploiters of labor!

Which would you rather be—"a rosebush in the Lord's garden" with a million hammers knocking at you, or a skunk cabbage in Old Nick's backyard plot, "the world forgetting, by the world forgot"?

"There never was a good war or a bad peace," said Ben. Franklin. But, then, poor Franklin never had a chance to gobble up a million acres of land in Mexico.

Cut out the booze, Bill, and give some semblance of truth at least to the doctrine that man was created in the image of his Maker.

One capitalistic-minded fool can ask more questions than a thousand wise Socialists can answer.

The new economic creed—Public utilities should be run for public service, not for private profits.

EL TUERTO.

The volume of the saline matter in the ocean is a little more than 4,800,000 cubic miles, or enough to cover the entire surface of the United States, exclusive of Alaska, 1.6 miles deep.

Too many persons set about reforming the world before informing themselves.

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships. Fraternally yours,

LAKE SEAMEN'S UNION,

V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

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UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS.

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

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Buffalo, N. Y.
Duluth, Minn.
Escanaba, Mich.
Grand Haven, Mich.
Green Bay, Mich.
Houghton, Mich.
Ludington, Mich.
Manistee, Mich.
Erie, Pa.
Menominee, Mich.
Ogdensburg, N. Y.
Oswego, N. Y.
Port Huron, Mich.
Manitowoc, Wis.
Marquette, Mich.
Milwaukee, Wis.
Saginaw, Mich.
Sandusky, O.
Sault St. Marie, Mich.
Sheboygan, Wis.
Superior, Wis.
Toledo, O.

$1,000,000 FOR MILITIA THUGS.

The State of Colorado has placed its stamp of approval on the murder and cremation of men, women and children at Ludlow by murderous mine guards in militiamen's uniforms.

The coal operators paid some of these men three dollars a day to carry out their work of slaughter. Up to the time of the Ludlow massacre there was some question as to whether these assassins should also be paid by the State.

But when they, clothed with the authority of the State, dressed in the uniform of its militia and using the machine guns of the operators, swooped down on Ludlow April 20, burned it to the ground, killed and cremated 13 women and children and deliberately murdered Louis Tikas and five others, they did such a noble service for Colorado that the State legislators decided this week to reward them by voting to pay them.

If there was ever any question that Colorado is owned body and soul by John D. Rockefeller, that idea was dispelled this week when the State Legislature met. Rockefeller and his gang immediately took charge. Speaker Slattery of the House of Representatives, saloonkeeper and gambler, whipped the corporation tools into line. Public sentiment alone prevented the establishment of a mounted Cossack force and a gun bill.

The passing of a million dollar appropriation bill, however, shows clearly what labor can expect from the Colorado State government. Seven hundred thousand dollars of this is to pay the militia thugs and operators' assassins who for over six months intimidated the strikers in Southern Colorado, murdered and assaulted them, insulted their womanhood and robbed and plundered their homes. This amount includes payment of the gunmen who were responsible for the Ludlow horror.

Colorado spent $700,000 in an attempt to break the strike of the coal miners. Today victory for the miners is but a short distance away. Ammons and Chase and others of the operators' tools determined, however, that victory shall not come to the miners until they have spent their every effort, so they had their gambler-led Legislature provide $300,000 additional so that the militia can go back to the strike zone, if the Federal troops leave, to complete their work of carnage.

The corporations played their usual card in labor struggles this week when they indicted six men for murder and more than 100 for conspiracy to murder one man who was killed in the Boulder County troubles.

"Indictments of this character need not come as any surprise to men prominent in the labor movement," said John R. Lawson, who is in active charge of the strike. "Sometimes they come because the county officials are honest and zealous to perform their duties and serve their constituents and in an effort to preserve the law. Sometimes they come in a blind effort to help the corporations in their mad scramble to destroy all vestige of organized labor through intimidation and persecution. At other times they come because some of the county officials are anxious to build up on a false foundation, at the expense of the county and the people they are sworn to serve, a political future. I have not at any time been able to discover a district attorney who was even willing to prosecute the coal corporations in whose mines dozens of men had been murdered through their negligence. The miners' officials or the miners do not fear to meet a jury in any court of any country where they have an opportunity to get that measure of justice to which they are entitled."

Among those indicted for murder was W. T. Hickey, Secretary of the State Federation of Labor. His case shows how far the rotten government of the State will go in their struggle to destroy every vestige of labor in Colorado. Hickey not only was not in the fighting in which one man was killed but he was not even in Boulder County where the indictment was brought in by a grand jury. But Hickey is prominent in the labor movement and that is sufficient reason for indictment on any charge in Colorado.

Federal troops have restored order in the strike district. The future must take care of itself. The serious condition of affairs in Mexico makes it certain that Federal troops will not remain in Colorado very long. When they leave the operators will soon find an excuse to have their pet Ammons send the militia back to "preserve the peace." The people of the United States know what this potpourri of barrel house bums, Baldwin thugs, women and children murderers and cremators did before. A leopard cannot change its spots. It is but natural to expect that they will renew their carnival of slaughter and carnage.—Furnished by the Publicity Bureau of District 15, United Mine Workers of America.

PLAIN TALK.

(Continued from Page 7.)

the committee; that some steps should be taken by the House, if not by the Democratic caucus, to bring that bill to the front. It looks to me as if the bill is to be sidetracked; and as one on the inside, as a member of this committee who knows what is going on, I warn the friends of the bill, the friends of the seamen of the country; I warn the friends of labor, the friends of legislation for safety at sea, and all those who are interested in the bill; I warn them all, as one who knows how certainly that bill is being pocketed, how slowly it is being considered, that if public sentiment does not make itself felt and force action by that committee, no timely or adequate action will be taken, and the Democratic party will again be convicted of violating its platform because of some English suggestion, some English convention, some English get-together of men who have different views about shipping than those which we have. The rights of the seamen ought to be respected. They ought to be considered in this matter, and as there are a great many things involved in this English shipping agreement that ought to be considered, they ought to be brought in in a separate bill. I want to warn the people of the country that something must be done to save the Seamen's bill. The Democratic platform said the seamen's rights were enshrined in the Constitution. We have about given away our property rights as to ships in the Panama Canal to English whims, but in the name of real Democracy, which I declare is immortal, we shall not allow England to tell us how to enforce human rights protected by our Constitution here on our own shores and in our own ports.

According to an estimate by Sir John Murray, the total annual rainfall upon all the land of the globe amounts to 29,347.4 cubic miles, and of this quantity 6,524 cubic miles drains off through rivers to the sea. A cubic mile of river water weighs, approximately, 4,205,650,000 tons, and carries in solution, on the average, about 420,000 tons of foreign matter. In all, about 2,735,000,000 tons of solid substances are thus carried annually to the ocean.—United States Geological Survey.

A PARCEL POST LESSON.

Trust defenders who have so much to say about the benefit of monopoly should be asked to take a look at the express business. Less than two years ago the sender of a package of more than four pounds paid a heavy rate, had his questions frequently answered in a surly manner, and had to show signs of contemplating a lawsuit before a just claim against the express company would usually receive serious consideration. Today express rates furnish the one exception to almost universal advancing prices. In the matter of express transportation there has been an unmistakable decrease in the cost of living. Express companies are even resorting to advertisements to inform the public of that fact. **It is well known what has done it—the parcel post, the establishment of competition where a monopolistic combination had prevailed before. It was not necessary to send express magnates to jail or to bring expensive anti-trust suits against them to accomplish that result.** The parcel post once established, express companies simply had to do something to attract shippers to them.

While competition of the parcel post with the express companies has given the public better service than would ever have been obtained from the old monopolies, competition of these companies with the parcel post will also tend to ensure better service from the government than we would be likely to get without competition.

There is more in this than merely an example of cheapened transportation. The abolition of monopoly in other lines would result in lower cost of living throughout. Not that it would be necessary to establish government competition in all lines. It is only necessary to remove the obstacles to private competition. There has been some reduction in tariff duties which has slightly reduced one of the bars to competition. While a move in the right direction, it has only gone a ridiculously short distance. **All tariff duties and other taxes on labor must be repealed, all grants to private corporations of public franchises must be revoked, the hold of monopoly on natural resources must be destroyed, and all other forms of special privilege must be abolished.** That will give us genuine free competition throughout the industrial world and give us the complete benefit, of which we have a little taste in the improvement that in a brief time has come over the express service.

The alien head tax has netted more than $8,000,000 in excess of what it has cost to run the United States Immigration Service since its creation. During the last two years more than $2,000,000 in excess of expenditures have been turned into the general treasury. During the last six months more than $1,000,000 in excess of the expense of running the bureau have been turned into the general fund. The time was, up to a few years ago, that all the money that was derived from head tax and fines of steamship companies and so forth went into what was known as the immigration fund. That was repealed by a rider on an appropriation bill.

Demand the union label upon all purchases!

WEEKLY NEWS LETTER.

(Continued from Page 3.)

leisure, cannot longer subsidize public opinion or lull into quietude the public conscience. The people now recognize the difference between the man who gives his fortune and the man who gives himself. Would the people accept the life of Rockefeller? How then can they accept that which represents his life? The gift cannot be separated from the giver.

People want justice to fellow men, not philanthropy. They know that great personality is worth more than much gold. They resent the power of gold that is stained by human blood and tarnished with blasted ideals. The Rockefellers have robbed the people of business ideals—they represent business policies of cut-throat, grasping competition. Their wealth can never lose the taint of its origin. Even when devoted to education or charity it murders the high tone of idealism that gives such purposes highest value and effectiveness. The corruptness of its origin follows the dollars.

It may be that these men who would give us charities do not understand. That is the worst of it—their wealth makes them unable to understand. But what the men of wealth are unable to undertsand they have taught the American people. They have taught the nation a social morality that they themselves cannot comprehend.

The words "My conscience acquits me" and "I have nothing to arbitrate" now mark the speakers as men who cannot understand just so certainly as those mysterious words on the wall marked the passing of Nebuchadnezzar, Babylon's mighty king.

In no other nation is public opinion so powerful as in ours. In no other country is it so susceptible to new concepts. Great wealth has been unconsciously educating public opinion, making it more appreciative of human values.

Continued education and agitation against immorality in business relations and against injustice to humanity will surely bring about the passing from power and honor of those who believe they may outrage justice, employ private armies, and maintain a moral standard that glorifies dividends. They have been tried, found wanting, and stand condemned

How Men Risk Their Lives.

There are no brass bands to remind the Government's mine rescue men who are hunting for the 172 miners in the Eccles mine tomb that they are heroes. Dying or narrowly escaping death is part of the day's job with them.

The married men write farewell postcard notes to their wives and the single ones to their sweethearts and mothers when they start on their mission underground.

The Government pays them from $1500 to $1800 a year, and when one of them dies on the job, the Government gives his widow a full year's salary.

They were the first to penetrate into the mysteries of the underground tomb at Eccles. All night they worked, surrounded by sprawling dead men. In the morning they came to the open air for a bite of breakfast and then went back among the dead.

Mow many of the dead there were they could not tell; they estimated that they had seen more than fifty bodies. Many are no doubt covered by debris. The dead were not moved, for the rescuers wanted to make sure first that there were no living who needed care.

They took a canary bird with them. The bird began to droop in the foul air when they had traveled 1000 feet with it. And all at once it tumbled sideways and died. The men knew they were standing on the threshold of death. The door was open. They put on their oxygen helmets and walked in.

There was water in the mine to the knees. A veteran rescuer stumbled. He dashed his hand into the water. It touched a dead man. There was not much time to be given to the dead. They were listening for sounds; they were looking for chalk marks on the walls such as imprisoned miners sometimes make. They were hunting for tracks in the soggy dust where the water had receded.

They found footprints and they followed them. They led back to the shaft and from the shaft into the main airway. Mutely these marks told the story of one of the many tragedies that had taken place.

They showed that a miner had run ahead of the blast to the shaft where he hoped to find an exit. Failing, he had retraced his step and had fallen as he ran.

After hours in the mine they traveled only 2000 feet and there were miles and miles of passageway to explore. Each foot of progress meant a fight with debris piled high and twisted tightly.

They found three iron coal cars that had been blown by the explosion from different parts of the mine and had come together with such impact that they were tightly interlocked.

In some places the roofs of entries had fallen and blocked the path. They dug through with picks and shovels, sustaining themselves from the oxygen tanks as they toiled.

Once they heard a sound like tapping. They followed it and found that the noise was made by pieces of coal falling from the mine roof into the water. Nowhere was there a sign of life.

Everywhere were dead men in grotesque positions, and dead men stretched as though in profound sleep. Some seemed not to have been injured, but died as they worked from the overpowering gas.

And the rescuers, feeling their heads throbbing like under a hammer, realized that the air was getting them and that their oxygen was running low, so they went back to the top for a breath of fresh air. Then they returned to the foul air of the mine.

No insurance company will take a chance on the life of a Government mine rescuer.—United Press Dispatch.

A German whale fishing company operating in German Southwest Africa has acquired two 160-ton whalers capable of towing ten whales each. Fishing operations have already begun, as an oil-refining station of the company at Sturmvogel Bay has been completed. The determining of the fishing rights off the German colony and in waters of the British islands in the neighborhood are to be the object of a commission appointed by German Southwest Africa and the Union of South Africa.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to bodv or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

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The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

FEDERATED SEAMEN'S UNION OF AUSTRALASIA

29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

The San Francisco Board of Supervisors has made provisions in the budget for the ensuing fiscal year for the employment of a sanitary inspector of restaurants, cafes and hotels, advocated by the culinary unions.

Miners, strike leaders and citizens in Colorado generally are alarmed over the prospect of a return of the State militia to the strike districts, and meetings of bitter protest are being held throughout the State. Governor Ammons is reported to have telegraphed to President Wilson that he was ready to return the militia to the strike zone.

The greatest damage verdict ever given a workman in New York, $75,000, was awarded by a jury at White Plains, to Oscar Fried, who had both arms burned off while in the employ of the New York, New Haven and Hartford railroad. Fried, who is thirty years old, touched an electric wire last year, and 11,000 volts of electricity penetrated his body. He was comatose for eight days, and then both arms, which had been burned to a crisp, were amputated.

Railroad officials in Pennsylvania are beginning to take note of the unrest and dissatisfaction among railroad clerks and other office employes because of present conditions. Last fall these workers discussed organization, but were urged to postpone action by the officials because of a contraction in business. Since then no change has taken place, and the clerks point to the fact that when the men were furloughed, the chief clerks, department heads, and other officials were not included. Another lesson on the need for unity is the gains made by workers in the operating department, whose brotherhoods are continually bettering conditions for their members.

A bulletin issued by the Missouri State Bureau of Labor Statistics indicates that immigrant aliens coming into that State, are not making their first declaration of intentions of becoming citizens as rapidly as the influx did ten years ago. Applications for final papers are also not as numerous, in proportion, as formerly. This condition is attributed to a decided change in nationality, education and intelligence of the aliens who are coming in, there being a decrease of those from England, Ireland, Scotland, Germany, France, Switzerland, North Italy, Sweden, Norway, Denmark, Austria, and one or two other countries of North Europe, and an increase of those from South Europe.

A nine weeks' strike of the longshoremen at Port Arthur, Texas, has been settled and the men are again at work. The new agreement provides for an increase of 1½ cents a bale in the handling of cotton. All coastwise work will be done at the rate of 40 cents an hour. The discharging of cars for assembling will be paid for at the rate of 30 cents an hour, but the unions relinquish their claim that this is longshore work. The work at the docks is to be done half and half, white and negro, in separate gangs, with the Galveston wage basis applying in virtually every case. A representative of the United States Department of Labor assisted in making a settlement possible.

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Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Abolin, K.	Koloed, Geo.
Alonzo, J.	Kristiansen, Arnt
Andersen, Hjalmar	Kruger, J.
Anderson, Peder	Larsen, Sigurd
Alquist, E.	Lee, J. C.
Andersen, A. -1821	Lill, C.
Arbucle, Daniel	Luther, F.
Brodie, W. G.	Larsen, B.
Bjorkman, Chas.	Larsen, Ludvig A.
Boysen, J. J.	Litenberg, A.
Bishop, Patrick	Madsen, C. H.
Backman, A. A.	Make, Ivar
Cederholm, Carl	Machado, H.
Christensen, H. -1366	Martin, Christ
	Martinsohn, P. A.
Dall, Carl	Mikkelson, K. -1620
Davidsen, Jack	Morse, H. W.
Deuland, Chas.	Meitak, Mike
Dahlstrom, Arthur	Miller, James
Darker, Thos.	Moller, Walter
Erikson, Eero	Mortensen, John R.
Engstrom, F.	Naro, H.
Edvards, J.	Njosvik, J.
Fisher, Frank	Nilsen, Ludvig
Fjelman, Geo.	Nilsen, O. J. (Reg.)
Freitag, W.	Nelsen, Christ
Flynn, J.	Olsen, C. E.
Fredriksen, H.	Olsen, Martin
Gundersen, L. S.	Olsen, Jorgen
Gundersen, Peder	Ostman, Martin
Giortz, P. V.	Olsen, A. M. -944
Graae, P. C. (Reg.)	Palmer, A.
Graything, L. A.	Packwood, Wm.
Grendal, Chas.	Petersen, Chr.
Graae, P. C.	Petterson, A. K.
Hansen, C. F.	Pettersen, Harry
Henriksen, B. (Reg.)	Prigge, Albert
Herman, Axel	Pabris, L.
Hewett, P.	Samuelson, H.
Halm, Fred	Simms, G.
Hansen, Schroeder	Smith, E. C.
Hansen, John	Solness, T. J.
Iverson, Ole	Sorensen, Geo.
Jacobsen, Martin	Sorenson, C.
Jensen, Robert	Sevenson, C.
Jensen, H. -2062	Sevenson, J. -1331
Jensen, J. -1684	Stegeru, P.
Johnson, G. -1452	Swenson, L. G.
Johnson, A. W.	Sheppard, Stewart
Johnson, Ed.	St. Clair, H.
Jorgensen, Karl	Sterndock, J.
Jacobsen, Holger	Ulmar, John
Johnson, F.	Wettland, Johan
Kallas, M.	Wickstrom,
Karlson, Rudolf	Williams, Chas.
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Tacoma Letter List.

Andersen, Anders	Kalberg, Wm.
Berglind, Ed.	Leander, George
Bjorklund, Eric S.	Linea, W.
Bruse, D.	Line, Wiktor
Christensen, Albert	Loren, A. L.
Englund, Gust, E.	Lundberg, Thorsten
Grove, Albert	Nielsen, W. -1054
Hansen, Johannes	Ogilvie, Wm. A.
Haugan, Arthur	Olsen, Martin E.
Johansson, Charles	Paterson, John
Johnson, Oscar	Ridderstoff, Ernest
Johannsen, Christian	Reinhardt, Werner
	Swanson, August
Jorgensen, Peter A.	Thorsen, Axel L.
Kallas, Alex.	Wene, K. J.

INFORMATION WANTED.

Axel Peterson, F. Lundberg, J. Gustafson, M. Garcia, crew of the steamer Riverside, at the time she towed in the Oceana Vance, kindly call at the office of the Charles Nelson Co. for money due them.

Any one knowing the whereabouts of Wilhelm Brannemann, born at Dockenhuden, Germany, in 1882, please communicate with Hans Martens, No. 1892, Sailors' Union of the Pacific, San Francisco.

Jacob Rokus is inquired for by his brother, Henry John Rokus, and would like to communicate with him. The last I heard from him was in 1903 at New Orleans on British steamer "Michigan," where he was shipmate. He is 32 years old and was born near Rotterdam, Holland. Any information of his whereabouts will be very thankfully received by me at 55 Main street, Buffalo, N. Y.

Carl Julius Carlson, born in Sweden in 1877, is inquired for by his mother. There is about $2000 due him from his father's estate. Last heard of in September, 1902, on the Atlantic Coast. Previously sailed on the Clifford between St. Johns and New York. Address Fru Sophia Carlson, Klubbegard, Hallands Lan, Heberg, Sweden.

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	Lutzen, Waldemar
Ereksen, Anton	Olsen, Alvind B. K.
Hansen, Harold	Robertson, A.
Hansen, Harry	Thorsen, Fred'rcy N.

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Boyard, C. E.	Meckerman, Ernest
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Lindroos, A. W.	MacGuire, O. F.

INFORMATION WANTED.

Anybody knowing the whereabouts of Arne Johnsen please notify O. M. Johnsen, Mosby, Christiand S., Norway.

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INFORMATION WANTED.

Albert Smith, a native of Cork, Ireland, who left the American ship John C. Meyer, on Feb. 20, 1911, is very anxiously inquired for by his wife. Please notify British Consul General at San Francisco.

W. A. Goodrich, who left the British ship Puritan at San Francisco, February 6, 1911, is inquired for by the British Consul-General at San Francisco

A. J. Nielson, who was injured on the "Minnie E. Kelton" at the time of her loss, please communicate with H. W. Hutton, 527 Pacific Building, San Francisco, Cal.

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INFORMATION WANTED.

Edgar Duncan Stewart, age 22 years, white, born in Massachusetts, who, on October 9, 1912, was shipped as seaman on the American steamship "Toledo," at Marcus Hook, Pa., for a voyage to Sabine, Texas, but who did not join the vessel the next day, and has not since been heard from. The undersigned will highly appreciate your kind co-operation: Augustin R. Smith, United States Shipping Commissioner, or Shipping Commissioner, Appraisers Building, San Francisco.—5-13-14.

John S. Bickel, a sailor supposing to be sailing on the Pacific Coast, is inquired for by his sister, who has important news for him. Address Laura Bickel, 8817 Birchdale Ave., Cleveland, Ohio.—5-13-14.

Alex McDonald, formerly of Dundee, Scotland, who has not been heard of for 22 years, but is thought to be sailing on the Pacific Coast, is inquired for by Jas. Perry, 30 Bridge End, Buckpool, Buckie, Eng. —5-13-14.

Johan Hilmar Hansen, a seaman who was last heard from in Seattle, Wash., in 1911, is inquired for by his father, Anton Hansen, Nygaten 34, Moss, Norway.—5-13-14.

Carl Kristianson, who shipped on the bark "Nuana" in September, 1912, from Honolulu to San Pedro, was on the bark "Allen" and schooner "Kepeat" previously. Anybody knowing his whereabouts please notify his mother, Mrs. Anna Kristianson, Majornas, Route 6, M. 27, Littra B. Nystrama St., Goteborg, Sweden.—5-13-14.

Home News.

Removal of the snow for the two severe storms last winter cost the city of New York $2,440,000, according to the report of John T. Featherston, Street Cleaning Commissioner.

The Navy Department has just contracted for the purchase of 300,000 pounds of butter, to be delivered in five-pound tins. The contract calls for immediate delivery at the Brooklyn Navy Yard of 150,000 pounds, which will be shipped at once to various points by transports.

According to figures just compiled by the officials of the California Raisin Association, 2730 tons of raisins were shipped from this State by rail and water during the month of April. This record is very encouraging to the association, as it is double that of the same month last year.

Recapitalized for $125,000,000 and incorporated for a period of fifty years, the Butte, Boise and San Francisco Railway Company has filed articles of incorporation with the Secretary of State of Idaho, taking the first step in the plans of capitalists of prominence to build a railroad from Butte to San Francisco via Boise.

A gangplank leading to the Scandinavian-American line steamer Frederick VIII gave way on May 22 just before the vessel sailed from Hoboken, N J., and more than twenty persons, men, women and children, fell into the Hudson River. Many were rescued, but three are missing. Seven persons were badly injured and were rushed to hospitals.

Estimates place the loss from forest fires in the neighborhood of Vancouver at $200,000. Eight cottages and a shingle mill have been burned at north Vancouver, where a blaze is sweeping up Grouse Mountain. A special steamer with Government fire fighters aboard was sent to Sliamon, forty miles north of Vancouver, to combat a blaze in great timber limits.

In celebration of the eleventh anniversary of the Ford Motor Company, an extra cash dividend of 100 per cent. or $2,000,000 was declared. Henry Ford, owning 58.5 per cent. of 20,000 shares of stock at the par value of $2,000,000, receives $1,170,000 of the sum distributed. The anniversary distribution at this time last year amounted to $10,000,000, Henry Ford, president, profiting by over $5,800,000.

A great decrease in the bubonic plague infection among ground squirrels in California is shown by the report of the field inspectors in that work made to Dr. Donald H. Currie, Secretary of the State Board of Health. For the year ending April 30, only three infected squirrels were found, among thousands killed, two in San Benito County and one in Monterey. The inspectors treated 1,922,476 acres to rid them of ground squirrels.

In addition to doubling his guards from four to eight, John D. Rockefeller has had installed about the grounds of his Pocantico Hills estate a system of electric lights which he can flash by pressing a button at the head of his bed. Before the recent demonstrations at the downtown offices of the Standard Oil Company, Rockefeller was content with four guards. A similar system is being installed at the home of John D. Rockefeller, Jr.

Domestic and Naval.

Messrs. Dunn & Elliott, of New York, have purchased the three-masted schooner "Marion N. Cobb," 360 tons; she will be employed in the general coasting trade.

Oil ranges for cooking purposes are to be used on the United States ship "Pennsylvania" and on battleship 39. In the matter of first cost there will be a saving by the use of oil for cooking, it is calculated, of about $8,500 for each ship. The relative costs of cooking by the different methods have been found to be as follows per day: Electric range, $22.50; coal range, $16; oil range, $5.65.

In February, 1914, the total number of passengers who landed in the United Kingdom from other countries was 69,828, and the number who embarked for other countries was 75,200. In the two months January and February the inward passengers numbered 148,645, and the outward passengers 164,521, the inward being 4,541 more, and the outward 16,512 less than in the corresponding period of 1913.

The "Vaterland" of the Hamburg-American Line, the biggest steamer in service, arrived in New York harbor on May 21 on her maiden voyage from Hamburg. Her last day's run was 594 miles and her average speed an hour was 23.9 knots. The "Vaterland" was launched on April 3, 1913. She is 959 feet in length, and 100 foot beam. She carries one commodore and four captains and a total crew of 1234.

Apple shipments from Boston to foreign ports during the season 1913-14 show a falling off of nearly 209,000 barrels as compared with the shipments of the preceding season. Boston is not alone in this drop, though, for other ports that show a similar falling off are New York, Portland, Montreal, Halifax, and St. John, N. B. The figures of the apple shipments from Boston are as follows: 1913-14, 344,142 barrels; 1912-13, 553,095 barrels; 1911-12, 499,519. Of this season's shipments 183,866 barrels were sent to Liverpool.

The great steel locks in the Panama Canal are as strong and as safe as engineering skill can make them, and there is not the slightest danger to life or property in their use, notwithstanding the disclosure of attempted fraud in the supply of proper metal for their construction. This statement was made at Washington when attention was called to criminal presentments found by the grand jury in Pittsburg against five steel makers on a charge of conspiracy to furnish inferior material for the locks.

The two colliers which the Maryland Steel Company, Sparrow's Point, have contracted to build for the Isthmian Canal Commission, will be built on the Isherwood system of construction. The dimensions are 514 feet by 65 feet by 39 feet 6 inches. It will be remembered that some time ago two colliers of practically the same dimensions—viz., the "Orion" and "Jason"—were delivered to the United States Navy, both of which vessels were built on the Isherwood system by the Maryland Steel Company. The experience with these two vessels has apparently been sufficiently satisfactory to induce the United States government to adopt the system again.

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Members whose mail is advertised in these columns should at once notify Jack Rosen, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

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Netras, Rudolf
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Klocker, Theo.
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Kolodyig, Josif Geo.
Konopacki, Martin
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Krishjan, Arthur W.
Kristiansen, L. P.
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INFORMATION WANTED.

Nils Johnson, who was wrecked in the American bark "Oasis," Sept. 2, 1887, is inquired for by W. F. Hohenschild, Berkeley, Cal.

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INFORMATION WANTED.

Samuel Dickson, a seaman, aged about 40 years, son of Moffett Dickson, deceased, of Belfast, Ireland, or any person knowing his whereabouts, is requested to communicate at once with the undersigned in connection with a legacy. A. R. Smith, U. S. Shipping Commissioner, Philadelphia, Pa.

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News from Abroad.

Marines from a Dutch cruiser were landed at Tampico to protect the oil interests of the Netherlands.

Captain Bierer of the United States gunboat "Wheeling," in Dominican waters, reported that the Federal blockade of the port of Monte Christi had been raised.

Prince Mestchersky, editor and proprietor of the newspaper Grashdanin at St. Petersburg, was sentenced by court-martial to a week's imprisonment for publishing certain details in regard to a mutiny on the vessels of the Russian Baltic fleet in 1913.

The Constitutionalists at Mazatlan, finding little salvage in the wreck of the Federal gunboat "Morelos," which was abandoned under a raking fire from the enemy after it had been beached, dynamited the hulk on May 22, and the late Huerta warship now is only a mass of junk.

Credible advices from Mexico City report that the Federals at Topilejo, 18 miles south of the capital, were attacked by the Zapatistas. No details of the fighting were received, but the incident is regarded as an important development by the United States authorities at Vera Cruz.

The Russian authorities are now ready to consider any agreement or convention for the protection of the walrus, according to Hoffman Nickerson, who has just returned from a trip to Russia as the representative of the New York Zoological Society to suggest that a treaty be entered into with this country.

The steamboat "Vidette," the first this year from Lower Lake Lebarge, arrived at Dawson on May 19 with forty passengers and fifty tons of freight which had been freighted across Lebarge on the ice. The "Vidette" was followed into Dawson by the steamer "Nasutlin," bringing the first mail of the season by water. It is believed that Lake Lebarge will be open to navigation within ten days, when navigation will be established the full length of the Yukon.

A threatening complication to the mediation conference at Niagara Falls was removed when definite word reached there that Vice-Consul John R. Silliman, arrested at Saltillo, and long sought for, had arrived safely at Mexico City, accompanied by the British Vice-Consul at Saltillo, Mr. MacMillan. The news of Silliman's safety became known at the moment when Secretary of State Bryan was making public reports received from refugees that Silliman had been executed on May 18th by Federals at Saltillo.

The political crisis in Sweden is said to have passed with the holding of the general election, but the results do not indicate a permanent solution of the question of natural defense on which the election hinged. The number of Conservative members has been increased from 65 to 85, the Socialists 65 to 75, and the Liberals, hitherto the dominant party, have been reduced from 100 to 70 in the second chamber. The increase of the Conservative poll was due to the general feeling of unrest in regard to the foreign situation, which is believed at least to menace the territorial integrity of Sweden. The Conservatives went to the polls with the cry of national safety first, and this rather overshadowed the other issue of the constitutional conflict between the King and Parliament.

With the Wits.

A sage is a man who will sit up all night and worry over things that a fool never heard of.—Cincinnati Enquirer.

This story is credited to Bill Bowen of Atchison: A man entered a store and bought three cigars and lighted one.

"Lord, this is a rotten cigar!" he screamed.

"Say, man, what are you complaining about?" replied the dealer. "You have only three of those, and I have a thousand. Be reasonable."—Kansas City Star.

Obedient Willie.—Willie was struggling through the story in his reading lesson. "'No,' said the captain," he read, "'it was not a sloop. It was a larger vessel. By the rig I judged her to be a-a-a-a-a—'"

The word was new to him.

"Barque," supplied the teacher.

Still Willie hesitated.

"Barque!" repeated the teacher, this time sharply.

Willie looked as though he had not heard aright. Then, with an apprehensive glance around the class, he shouted:

"Bow-wow!"—Detroit Free Press.

A gentleman from the North was enjoying the excitement of a bear hunt down in Mississippi. The bear was surrounded in a small cane thicket. The dogs could not get the bear out, and the planter who was at the head of the hunt called to one of the negroes.

"Sam, go in there and get that bear out."

The negro hesitated for a moment and then plunged into the cane. A few moments later the negro, the bear, and the dogs were rolling upon the ground outside. After the hunt was over the visitor said to the negro:

"Were you not afraid to go into that thicket with that bear?"

"Cap'n," replied the negro, "it was jest dis way: 'I neber had met dat b'ar, but I was pussonally 'quainted wid de old boss, so I jest naturally took dat b'ar."—Montreal Herald.

Children's Accounts

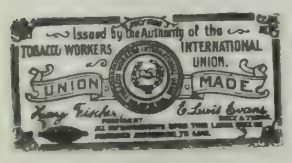
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VOL. XXVII, No. 38. SAN FRANCISCO, WEDNESDAY, JUNE 3, 1914. Whole No. 2280.

THE "LONDON TREATY" ANALYZED.

Reasons for the Anxiety of Foreign Shipping Interests to Throttle the Seamen's Bill.

The recent London convention, while ostensibly dealing with safety of life at sea, in reality adopted rules under which the United States will be prevented from becoming a serious competitor in the world's oversea commerce. The conference was mainly commercial, and it was so recognized by the European nations by sending commercial experts as their leading representatives. Experts on matters relative to actual sea conditions in the mercantile marine were sent by these nations mainly in the capacity of advisers to the plenipotentiaries.

The merchant marine of the United States, a high-wage country, cannot compete, in the oversea trade, with the vessels of lower-wage countries because of the special privileges already granted to foreign vessels under treaties entered into with foreign nations and laws made in pursuance thereof.

The "special privileges" are the means by which, while in our ports, foreign ships are enabled to forcibly hold the crews secured at the lower-wage rates of foreign ports. Under treaties and statutes our Government uses its police powers, at the request of foreign shipowners, to capture and return seamen who attempt to quit the service of their ships. Thus the wage rate of foreign ships is forcibly kept lower than that prevailing at American ports.

This marks the one advantage which foreign ships now hold over American ships in the foreign trade and which prevents the proper growth of our merchant marine. Other conditions have been equalized.

The building cost was equalized by a clause in the Panama Canal act permitting American register to foreign-built ships for purposes of the foreign trade.

The cost of supplies is equal to all. An American ship trading between New York and Antwerp, for instance, purchases her supplies in Antwerp if the cost there is lower than in New York.

The remaining item, and the most important, is that of labor cost on the vessel itself, i. e., the wages of the crew. If conditions can be brought about whereby the wage cost of operation will be equalized the development of our merchant marine and our sea power will be unhampered.

This is within the power of our Government. The present situation is entirely artificial. The remedy is to set free the economic laws governing wages, economic laws which, in their application to seamen, are now obstructed by treaties and statute law.

There has been a very common misapprehension that wages of seamen depend upon the flag under which they work. Their wages depend upon the port in which they are hired and sign shipping articles, regardless of the nationality of the vessel, and the wages in that port depend upon the standards of living in the country where the port is located. In other words, the economic law governing wages of seamen is exactly the same as that governing wages of any other class of workers.

Imagine two ships, one flying the American flag, the other a foreign flag, moored at the same dock in New York. The crew of the American vessel has been hired in New York at American wages. That of the foreign ship at some low-wage port in the Mediterranean. The two crews come into contact, each discovering the wages and conditions of the other.

What is the natural result? Unless prevented by force the crew of the foreign vessel would either get the same wages as paid on the American vessel or they would quit. The foreigner would then have to hire a new crew at the wages of the port. Not as the result of any organized action by the men, but as the result of individual desire inherent in human nature.

The foreign owner would have gained no advantage by his refusal to pay the higher wages to the crew he brought here. Under such conditions ordinary business sense would quickly induce him to pay his crew in accordance with American standards, in advance of arrival in an American port, as the only way to retain their services and thus avoid the cost involved in delaying his vessel for a new crew.

In 1884 Congress enacted a law intended to enable American shipowners to hire their crews in foreign ports where wages were lowest and to hold these crews in American ports where wages were higher. It was an attempt to force wages down to the foreign standard, but it failed to accomplish its purpose. The whole pressure of American life was against it.

The way to successfully equalize the wage cost of operation is to permit the men on all vessels in our ports to release themselves, instead of assisting shipowners to forcibly hold them. Equalization will then follow a natural course upward to the higher level in response to economic conditions. Equalization downward by artificial means is impossible, and results only in men quitting the sea.

Let Congress reassert and maintain domestic jurisdiction over all vessels in our ports, enact standards of safety and skill based upon American conceptions, equally applicable to all and kept under control of our own Government, thus depriving foreign vessels of any special privileges. The wage cost of operation will be equalized and so remain, and there will be no need of subsidies to rebuild the American merchant marine.

Safety of life at sea depends upon, first, a vessel well built and equipped; second, a sufficient number of seaworthy lifeboats; third, a crew sufficient in number and skill to manage the vessel properly in order to avoid disaster, and to man and handle the lifeboats when the vessel must be abandoned.

These conditions may be attained—

(1) By setting up our own standards of safety and requiring all foreign vessels to comply with them when in our waters. This, together with freedom granted to seamen,

will equalize the cost of operation and tend to build up an American over-sea merchant marine.

(2) By adoption of international standards sufficiently high for safety, if such were possible in face of international commercial rivalries.

The adoption of national standards by each country for its own vessels to be recognized by other nations when the vessel is in their waters, tend through pressure of competition to the least degree of safety in equipment, the lowest skill, and cheapest men in manning. The London convention proposes a few definite international standards, but in the main depends upon the adoption of national standards which must be recognized by all the signatory powers. Thus the change of policy by the United States would be prevented. The seamen's bill was well known at the conference.

The articles of the proposed treaty which are of the greatest importance from this point of view are published herewith together with comment in blackface type:

CHAPTER I.—SAFETY OF LIFE AT SEA.

ARTICLE 1.

The High Contracting Parties undertake to give effect to the provisions of this Convention, for the purpose of securing safety of life at sea, to promulgate all regulations and to take all steps which may be necessary to give the Convention full and complete effect.

The provisions of this Convention are completed by Regulations which have the same force and take effect at the same time as the Convention. Every reference to the Convention implies at the same time a reference to the Regulations annexed thereto.

An agreement to enforce the convention through domestic legislation and to refrain from passing any legislation contrary thereto.

CHAPTER II.—VESSELS TO WHICH THIS CONVENTION APPLIES.

ARTICLE 2.

Except where otherwise provided by this Convention, the merchant vessels of any of the States of the High Contracting Parties which are mechanically propelled, which carry more than 12 passengers and which proceed from a port of one of the said States to a port situated outside that State, or conversely, are subject to the provisions of this Convention. Ports situated in the Colonies, Possessions or Protectorates of the High Contracting Parties are considered to be ports outside the States of the High Contracting Parties.

Persons who are on board by reason of force majeure or in consequence of the obligation laid upon the master to carry shipwrecked or other persons are not deemed to be passengers.

Definition of vessels to which convention shall apply. Note exception in article 3.

ARTICLE 3.

There are excepted from ths Convention, save in the cases where the Convention otherwise provides, vessels making voyages specified in a schedule to be communicated by each High Contracting Party to the British Government at the time of ratifying the Convention.

No schedule may include voyages in the course of which the vessels go more than 200 sea miles from the nearest coast.

Each High Contracting Party has the right subsequently to modify its schedule of voyages in conformity with this Article on condition that it notifies the British Government of such modification.

Each High Contracting Party has the right to claim from another Contracting Party the benefit of the privileges of the Convention for all of its vessels which are engaged in any one of the voyages mentioned in its own schedule. For this purpose the Party claiming such benefit shall impose on the said vessels the obligations prescribed by the Convention in so far as, having regard to the nature of the voyage, these obligations would not be unnecessary or unreasonable.

Specific exceptions. Right of each nation to hold obligations of convention unnecessary or unreasonable.

ARTICLE 4.

No vessel, not subject to the provisions of the Convention at the time of its departure, can be subjected to the Convention in the course of its voyage, if stress of weather or any other cause of force majeure compels it to take refuge in a port of one of the States of the High Contracting Parties.

ARTICLE 8.

The master of every vessel which meets with dangerous ice or a dangerous derelict is bound to communicate the information by all the means of communication at his disposal to the vessels in the vicinity, and also to the competent authorties at the first point of the coast with which he can communicate.

Every Administration which receives intelligence of dangerous ice or a dangerous derelict shall take all steps which it thinks necessary for bringing the information to the knowledge of those concerned and for communicating it to other Administrations.

The transmission of messages respecting ice and derelicts is free of cost to the vessels concerned.

It is desirable that the said information should be sent in a uniform manner. For this purpose, a code, the use of which is optional, appears in Article I of the Regulations annexed hereto.

This is the unwritten law of the sea and does not change present practices.

ARTICLE 9.

The master of every vessel fitted with a radiotelegraph installation, on becoming aware of the existence of an imminent and serious danger to navigation, shall report it immediately in the manner prescribed by Article II of the Regulations annexed hereto.

Nothing new, except the code.

ARTICLE 10.

When ice is reported on, or near, his course, the master of every vessel is bound to proceed at night at a moderate speed, or to alter his course so as to go well clear of the danger zone.

A rule followed by seamen unless under pressure from management on shore. Failure to define "moderate speed" leaves conditions as they are.

ARTICLE 11.

The vessels defined by Article 2 shall have on board a Morse signalling lamp of sufficient range.

The use of Morse signals is regulated by the Code appearing in Article III, as well as by Article IV of the Regulations annexed hereto.

Neither new nor important.

ARTICLE 12.

The use of the international distress signals for any other purpose than that of signals of distress is prohibited on every vessel.

The use of private signals which are liable to be mistaken for the international distress signals is prohibited on every vessel.

Signals of distress are never misused by seamen.

ARTICLE 13.

The selection of the routes across the North Atlantic in both directions is left to the responsibility of the steamship companies. Nevertheless the High Contracting Parties undertake to impose on these companies the obligation to give public notice of the regular routes which they propose their vessel should follow, and of any changes which they make in them.

The High Contracting Parties undertake, further, to use their influence to induce the owners of all vessels crossing the Atlantic to follow as far as possible the routes adopted by the principal companies.

No change from existing conditions. Prevents any joint agreement or individual legislation on the subject. Consideration of expense even prevented rules to keep off the Banks of Newfoundland in the height of the fishing season where large number of lives are sacrificed yearly by fishing vessels being run down in fog.

ARTICLE 14.

The High Contracting Parties undertake to use all diligence to obtain from the Governments which are not parties to this Convention their agreement to the revision of the International Regulations for Preventing Collisions at Sea as indicated below.

(A) The Regulations shall be completed or revised in regard to the following points:

(1) The second white light.
(2) The stern light.
(3) A day signal for motor vessels.
(4) A sound signal for a vessel towed.
(5) The prohibition of signals similar to distress signals.

(B) Articles 2, 10, 14, 15, 31 of the said Regulations shall be amended in accordance with the following provisions:

Article 2. The second white mast-head light to be compulsory.

Article 10. A permanent fixed stern light to be compulsory.

Article 14. A special day signal to be compulsory for motor vessels.

Article 15. A special sound signal to be established for use by a vessel in tow, or if the tow is composed of several vessels by the last vessel of the tow.

Article 31. Article 31 to be modified in the following manner: Add to the list of both day and night signals the international radiotelegraph distress signal.

These are proposed changes in the rules of the road, and will have no binding force until adopted by all the nations who have agreed to the International Rules for Preventing Collisions at Sea.

CHAPTER IV.—CONSTRUCTION.

ARTICLE 16.

New Vessels and Existing Vessels.

For the application of the Articles contained in this Chapter and in the corresponding part of the Regulations annexed hereto, the vessels defined in Article 2 are divided into "new vessels" and "existing vessels."

New vessels are those the keel of which is laid after the 1st of July, 1915. The following Articles of this Chapter, namely, Articles 17 to 30, are applicable to them in full.

Other vessels are considered as existing vessels. Existing arrangements on each of these vessels shall be considered by the Administration of the State to which the vessel belongs, with a view to improvements providing increased safety where practicable and reasonable.

Vessels now built or building exempted and may run 20 to 40 years in unsafe condition that might be remedied without serious expense.

CHAPTER VI.—LIFE-SAVING APPLIANCES AND FIRE PROTECTION.

ARTICLE 39.

New Vessels and Existing Vessels.

For the application of the Articles contained in this Chapter and of the corresponding part of the Regulations annexed hereto the vessels defined in Article 2 are divided into new vessels and existing vessels.

New vessels are those of which the keel is laid after the 31st December, 1914.

Other vessels are considered as existing vessels.

This division is dictated by consideration of expense. Existing vessels are in greater need of standard life-saving appliances than new vessels will be.

CHAPTER V.—RADIOTELEGRAPHY.

ARTICLE 31.

All merchant vessels belonging to any of the Contracting States, whether they are propelled by machinery or by sails, and whether they carry passengers or not, shall, when engaged on the voyages specified in Article 2, be fitted with a radiotelegraph installation, if they have on board 50 or more persons in all.

Advantage may not be taken of the provisions of Articles 2 and 3 of this Convention to exempt a vessel from the requirements of this Chapter.

On the question of keeping a constant watch, vessels having 25 or more passengers and an average speed of 15 knots or more, or vessels of an average speed of 13 knots and having on board 200 persons or more and on a voyage extending 500 miles between two consecutive ports, shall keep a constant watch. Others are regulated in a different way; that is to say, they need not have two skilled wireless operators. This is in direct opposition to our law, approved June 23, 1912, which provides in an act to amend an act entitled, "An act to require apparatus and operators for radio communication on certain steamers," approved June 24, 1910:

"That from and after October first, nineteen hundred and twelve, it shall be unlawful for any steamer of the United States or of any foreign country navigating the ocean or the Great Lakes and licensed to carry, or carrying, fifty or more persons, including passengers or crew or both, to leave or attempt to leave any port of the United States unless such steamer shall be equipped with an efficient apparatus for radio communication, in good working order, capable of transmitting and receiving messages over a distance of at least one hundred miles, day or night. . . . The radio equipment must be in charge of two or more persons skilled in the use of such apparatus, one or the other of whom shall be on duty at all times while the vessel is being navigated."

To this our law has the following proviso:

"Provided, That on cargo steamers, in lieu of the second operator provided for in this act, there may be substituted a member of the crew or other person who shall be duly certified and entered in the ship's log as competent to receive and understand distress calls or other usual calls indicating danger, and to aid in maintaining a constant wireless watch so far as required for the safety of life."

It will be seen that the rules proposed by the convention are far below our own statute law, even after they are in full operation, and they may be delayed for two years.

ARTICLE 32.

Vessels on which the number of persons on board is exceptionally and temporarily increased up to or beyond 50 as the result of force majeure, or because the master is under the necessity of increasing the number of his crew to fill the places of those who are ill, or is obliged to carry shipwrecked or other persons, are exempted from the above obligation.

Moreover, the Governments of each of the Contracting States, if they consider that the route and the conditions of the voyage are such as to render a radiotelegraph installation unreasonable or unnecessary, may exempt from the above requirement the following vessels:

(1) Vessels which in the course of their voyage do not go more than 150 sea miles from the nearest coast.

(2) Vessels on which the number of persons on board is exceptionally or temporarily increased up to or beyond 50 by the carriage of cargo hands for a part of the voyage, provided that the said vessels are not going from one continent to another, and that, during that part of their voyage, they remain within the limits of latitude 30° N. and 30° S.

(Continued on Page 10.)

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

The Anti-Trust Law.

The Clayton bill, which carries provisions relating to the Sherman anti-trust law, the injunction, and direct and indirect contempts, together with two other bills of a similar nature, are now being discussed by the House of Representatives. The rules committee brought in a resolution on Tuesday, May 19, providing for the consideration of three measures, the first, known as the trade commission bill; the second, the Clayton bill, and the third, relating to government supervision of the issuance of stocks and bonds.

The Clayton bill, which deals with the Sherman anti-trust law in its relation to trade unions, together with the injunction and contempt abuse, is to be discussed immediately after the trade commission bill has been disposed of.

The provision in the Clayton bill, relating to the exemption of labor, fraternal, consumers, agricultural, and horticultural associations, is not satisfactory to the American Federation of Labor, the railroad brotherhoods, or farmers. In the rule which was adopted by the House, on May 19, it is expressly provided that the Clayton bill be left wide open for amendment. Every member of the House of Representatives has been informed of labor's desires in this matter and the indications are that the amendments which have been proposed by labor will meet with the approval of the House of Representatives and thus give labor a clear exemption from the purview and operation of the Sherman anti-trust law, the declared purpose of the Democratic party in its platforms of 1908 and 1912. The bills referred to will be disposed of in all probability before the first of June.

Tremendous pressure is being brought to bear on the members of Congress to defeat the carrying out of the platform pledge of the dominant party, but the general sentiment in the House of Representatives is for the prompt fulfillment of the promise to exempt labor and farmers' organizations from the operation of the Sherman anti-trust law.

Capital and Labor.

Organizations of labor have their origin in human need; they seek human welfare and betterment; they have to do with human labor power. Capitalistic monopolies have their origin in desire for larger profits; they seek economic control and the elimination of competitive rivals; they deal in material things, in the products of labor, in wealth.

Between capital and labor there is a vital and fundamental difference, an understanding of which is essential to those upon whom falls the responsibility of dealing with matters influencing the freedom of men.

Capital consists in material things, which are external, useful, and appropriable.

Capital is that which a man has, not what he is.

To classify skill, knowledge, labor power as capital is an error in terminology that has crept into the thinking of some economists and political scientists.

It is an error conducive to grave injury to the working people.

These attainments or attributes are not possessions of the individual; they are the individual and cannot be separated from personality. Cultivation of powers and ability increases the potential labor power, increases and enriches the resourcefulness and efficiency of the individual. But these things are subjective, immaterial, and are not in themselves capital. The individual may be able, powerful, and therefore fortunate, but it does not necessarily follow therefrom that he has capital. The wealth which he may produce and use as capital is separate and distinct from himself.

It follows, then, that to apply to voluntary associations of working people (commonly called labor organizations) which are concerned with individuals and their powers, the same regulations as are applied to organizations manipulating the products of labor leads to mischievous results and perversion of justice. Legislation recognizing the inherent difference between these two kinds of organizations could not be condemned as unconstitutional on the charge of unjustifiable discrimination.

Sickness Insurance Is Coming.

That sickness insurance is on the legislative horizon is shown by the fact that a bill has already been introduced in at least one State Legislature, and Congress was asked at the last session by a resolution to create a commission of inquiry into the subject. The practical value of sickness and burial insurance has been fully recognized in Europe. Since its introduction in Germany in 1883 it has steadily spread out, not only to new classes of persons in its parent country, but over the border into many European states. Very direct expressions of opinion as to its benefits from both employers and workmen are available.

Dr. Spicker, president of Siemens & Halske Co., and chairman of the League of German Employers' Association, says:

"It is perfectly evident to-day that we have secured higher efficiency in our industries due to increased workers' efficiency, all brought about by relieving our workers from worries and distress on account of sickness, injury, superannuation and invalidity.

"You will remember that each time when I gave voice to this sentiment during my celebration speech the whole assemblage heartily applauded and this must convince you that my sentiment and experience are in keeping with that of German industries."

The fund should provide weekly sick pay of not less than 50 per cent. of the weekly earnings of the invalid, beginning after the first week and during inability to earn, but not over the limit fixed in the charter, which should not be less than thirteen weeks.

For this purpose and for the purpose of estimating wages, the insured should be divided into classes, thus avoiding enormous difficulty and frequent dispute as to

(Continued on Page 8.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeland Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts Maritimes de France, 33 rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22. Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S, Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

In spite of the serious industrial crisis the German Building Workers' Federation sustained only a slight loss in membership. The membership amounted, on an average, to 326,631 as compared with 335,560 in the previous year. The funds increased to 18,315,300 marks although 1,850,000 marks was expended in connection with benefits and 1,070,000 marks in connection with wage and tariff movements.

The nearer relationship of the Antwerp diamond workers with the labor movement which the amalgamation with the Belgian Diamond Workers' Federation brought about last year has been further strengthened. The Antwerp diamond workers have now decided to discontinue the publication of their daily paper and to sell their printing office to the labor party, which will immediately publish the paper under a new title.

The Parisian waiters, who for many years have made but little progress with the reforming of the labor exchanges, have now decided to propagate the idea of the representative labor exchange through the union of the workers in the catering trade to which they are affiliated, instead of the private exchanges which have hitherto existed. For this purpose demonstrations are being held before the ill-paid bureaus and numerous participators have already been arrested.

Accident insurance for miners was introduced in Austria on April 7 by a royal decree. The decree stipulates that a special accident insurance office for miners shall commence operations at the latest before the end of the year. The decree corresponds with the bill which was before the Parliament the previous year. It was passed through the Parliament but was not passed by the Reichstag. The miners have fought for this reform for almost twenty-five years. Accident insurance for industrial workers has already been in existence for this number of years.

The following characteristic passage is taken from the report of the Austrian Woodworkers' Federation concerning the wages movements for the year 1913: "Seventy-six wage movements were conducted with full success and four terminated in compromise; in ten cases the workers were defeated. Among the defeats must be mentioned the lamentable end of the strike of the carpenters in Innsbruck. This strike was broken up by the 'Christian' Socialists after it had lasted one year. This act is perhaps the most contemptible of all the shameless deeds to which the 'Christian' Socialists have turned their hands."

The French union of furniture workers has recently drawn up a comparative statement of the wages and working time in this branch in Germany, Switzerland and France. According to this the average working time in 35 German towns was 54 hours 17 minutes a week, in 33 Swiss towns 56 hours 54 minutes and in 34 French towns 59 hours 40 minutes. The average hour wage is 72.3 centimes in Germany, 65.4 centimes in Switzerland and 50 centimes in France. This conspicuous difference in the wages and working times may be taken as corresponding to the differences existing between the organizations concerned.

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SAILORS' UNION OF THE PACIFIC.

List of Candidates at the semi-annual election of officers, June, 1914; also proposed amendment to Article XII, Section 48, of the Constitution.

For Treasurer
Vote for One (1).
ED. ANDERSEN (3).

For Secretary
Vote for One (1).
ANDREW FURUSETH (11).

For Assistant Secretary
Vote for One (1).
JOHN H. TENNISON (440).

For First Patrolman
Vote for One (1).
E. A. ERICKSON (185).

For Second Patrolman
Vote for One (1).
D. W. PAUL (203).
JOHN B. SWEETING (2439).

For Third Patrolman
Vote for One (1).
CHRIST. ANDERSEN (1765).
L. GRAUGAARD (775).
JOHN E. GREENWALL (38).
ROBERT TUNNELL (26).
EMIL WENDELL (1246).

For Janitor
Vote for One (1).
AUGUST EHLERT (42).
JAMES KEALY (455).
WILLIAM MALONE (497).
ROBERT McKENZIE (544).
THOMAS TORGERSEN (490).

For Victoria Agent
Vote for One (1).
REGINALD TOWNSEND (867).

For Vancouver Agent
Vote for One (1).
W. S. BURNS (1877).

For Tacoma Agent
Vote for One (1).
H. L. PETTERSON (300).

For Seattle Agent
Vote for One (1).
P. B. GILL (43).

For Seattle Patrolman
Vote for One (1).
HUGO DURHOLT (322).
WILLIAM HARDY (1325).

For Aberdeen Agent
Vote for One (1).
JOHN PEARSON (427).
JACK ROSEN (886).

For Portland Agent
Vote for One (1).
CHAS. M. ALBRIGHT (1619).
G. A. SWENSON (1453).

For Eureka Agent
Vote for One (1).
JOHN ANDERSON (1048).
OLE ANDERSEN (1178).
O. B. HOLMBERG (1299).

For San Pedro Agent
Vote for One (1).
HARRY OHLSEN (42).

For Honolulu Agent
Vote for One (1).
JACK EDWARDSON (828).
FERDINAND WRIG (1026).

For Editor Coast Seamen's Journal
Vote for One (1).
PAUL SCHARRENBERG (888).

For Manager Coast Seamen's Journal
Vote for One (1).
I. M. HOLT (2032).
ARTHUR SAYLAND (2144).

AMENDMENT TO CONSTITUTION.
Amend Article XII, Section 48, to read as follows:
"The monthly dues shall be One Dollar."

YES	.....
NO	.....

INFORMATION WANTED.

John Dickson, who left Greenock, Scotland, about 10 years ago, his last address was Melrose House, Lower Boxhill, Brooklyn, New Zealand, is inquired for by his mother. Anybody knowing if he is alive or dead please notify the Secretary of the National Sailors' and Firemen's Union, Greenock, Scotland.

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, 84 Embarcadero, San Francisco, Cal.

John Erik Nordberg, a native of Sweden, age about 26, supposed to be sailing on the Pacific Coast, is inquired for by his brother Harold, care of Sailors' Union of the Pacific, San Francisco.

INFORMATION WANTED.

Francis Robert Bassett, a native of England, last heard of in San Francisco, Cal., in 1901, was well known around the water front as "Liverpool Frank." Any information regarding this man will be gladly received at the office of the British Consulate, San Francisco, Cal.

Frank Melson, who went as fireman on the S. S. "Maye" from Philadelphia to New Orleans, in May, 1913, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. G. W. Paruin, 4309 Westminster avenue, W. Philadelphia, Pa

Alex McDonald, formerly of Dundee, Scotland, who has not been heard of for 22 years, but is thought to be sailing on the Pacific Coast, is inquired for by Jas. Perry, 30 Bridge End, Buckpool, Buckie, Eng. —5-13-14.

San Pedro Letter List.

Andersen, Martin -1894	Lindholm, Erik A.
Andersson, E. -1762	Larsson, Axel
Alexandersen, P.	Lyngard, Jorgen
Andersen, Martin	Lutzen, V.
Anderson, Gust	Lang, Charles F.
Bergh, Borge	Linduer, J. -1750
Bergstrom, C.	Muller, W. -2039
Benson, Charles	Miller, Wm.
Baardsen, George	Mayers, P. M.
Bringsrud, Harald	Mikkelsen, Harald
Bulander, Bernhard	Morris, H.
Brogard, Niels	Maki, Ivar A.
Benter, H.	Michaelsen, A. -1105
Carlson, Gustif	Mortensen, J. C. -2191
Cook, Harry	Neergard, A. -1165
Ceelan, John	Nielsen, J.
Carlson, Gustaf	Nielsen, C.
Dahlen, Gustaf	Olsen, Skutar
Ekholm, F.	Owen, Fred
Ellingson, Ivar	Olsen, Ludvig
Enstrom, Carl M.	Olsen, Nick
Eugene, John	Olsen, A.
Engebretsen, T.	Oksa, Victor
Fahlinen, Hjalmar	Olsen, Hans
Gusek, B.	Osterberg, C.
Grantley, C. W.	Olsen, Olav
Gunther, Dick	Olsen, Ole Wilhelm
Gustafson, Alf	Paulson, Gustaf
Glase, G.	Pihkip, K.
Galleberg, Martin	Pedersen, A. -1564
Hansen, Fred	Pedersen, Peder
Holmroos, W.	Philipps, K.
Hogan, Mr.	Pagel, E. H.
Hansen, Herald	Person, B. S.
Hansen, Johannes	Pearson, Ed
Heeshe, Henry	Petrich, M.
Heide, Tom	Rosten, Hugo
Hingren, H.	Rantman, R.
Hansen, H. P.	Rutel, Ernest
Hansen, Karsten	Rosten, Hugo
Hjort, K.	Sleen, Ed.
Hansen, Jacob	Salveson, Svedrup
Johansen, Gust	Saland, Hans
Jarawo, J. A.	Sandy, Oskar
Johansen, Grunner	Swenson, Axel
Johnson, J. -2266	Soderlund, Uno
Jorgensen, Jorgen	Sparkes, A.
Jensen, Jens B.	Schmidt, Geo. -1041
Jordan, Earl	Strahle, Chas.
Jurishuck, Oswald	Sievers, G. P.
Johnsen, Walfred	Stenman, A.
Johannsen, Charlie	Sundholm, Frans
Johansson, A. -1874	Schmidt, L. -2492
Johnsson, John A.	Schultz, Albert
Johnson, G.	Svenson, Nicolaus
Karstin, Hugo	Thorn, John
Kalnamm, Andvey	Thorn, Arvid -70
Kolodzie, George	Torgensen, Anton
Kallas, K. A.	Utby, Carl
Lundberg, T.	Zimmerman, Fritz
Lasen, Johan -1542	Zoe, Frank

Honolulu, H. T.

Anderson, A.	Kayser, Charles
Austin, Frank	Koskinen, S. R.
Anderson, Fred	Lundberg, T.
Anderson, Anton	Lentenon, Ernest
Anderson, O.	Lieka, Ernest
Clancy, James	Lauges, Robert
Carlson, Axe	Peron, Edmond
Edgerton, J. C.	Paty, Gerorg
Hustede, Harry	Markman, H.
Hansen, Christ	Nordling, C.
Hansen, Jorg	Nilsen, Nils
Hansen, Max	Nilsen, C. O.
Hokansen, Charley	Rasmundsen, T.
Ivars, Carl	Silverly, E.
Irwin, Robert	Sundsen, O. F.
Johansen, Ole	Slattery, W.
Jensen, Hans -2014	Schnider, Heinrek
Kjarsgaard, Hans	

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INDUSTRY

Pacific Coast Marine.

W. R. Grace & Co. have chartered the barkentine "Amazon" for lumber from Puget Sound to Callao at 40s., the lowest rate paid for this voyage in several months.

Reports received at San Francisco from the halibut fleet in northern waters state that the season promises to break all records for many years past. Fine weather on the fishing grounds has made dory work and the setting of gear possible nearly every day and there has been hardly a vessel which has not reported large catches.

The steamer "Aroline," which was reported to have been chartered by the Independent Steamship Company to run in conjunction with the steamer "Hanalei" between San Francisco and San Pedro, has not been chartered but was bought outright from the Aroline Steamship Company. The terms of the sale have not been announced.

It is reported that the Blue Funnel line intends to make Prince Rupert, B. C., a port of entry to connect with the Grank Trunk Pacific Railway, which will soon complete the connections of its transcontinental line. The arrangement will afford a trade outlet across the continent, and the Holt ships which visit Vancouver and Victoria monthly from Liverpool and the Orient, will probably make regular calls outward and inward at Prince Rupert.

The Compagnie Generale Transatlantique will extend its field of operations into the Pacific, if the French Government can be induced to lend its aid. The fact that the French Government refunds Suez Canal tolls to another French company is cited as a precedent, and gives rise to the hope that similar action will be taken by Parliament, with regard to the use of the Panama Canal by the French line. It is estimated that the canal tolls for a round trip to San Francisco will be about $7,000.

For the first time in the history of the port a vessel arrived at San Francisco during the week bringing a full cargo of Hawaiian pineapples. The vessel, the schooner "Salvator," Captain Flynn, belonging to the firm of Libby, McNeill & Libby, who own extensive pineapple interests in the islands, made the trip from Honolulu in twenty-five and a half days and brought 14,000 cases of canned pineapple. The owners of the "Salvator" will place her on the regular run between this port and Honolulu during the pineapple season.

The United States Navy collier "Saturn," which arrived at San Francisco from Mazatlan during the week, has been taken to the Mare Island Navy Yard, where she will remain two weeks to undergo a thorough overhauling. The greater portion of the work on the "Saturn" will be confined to her engines and boilers, although various minor repairs to her hull and superstructure will be made. After being turned out of the Navy Yard the vessel will proceed directly to the Government coaling station at California City, where she will take on a full cargo of coal for the vessels of the Pacific fleet now in Mexican waters.

Instead of sending the steam-schooner "Bee," the "Wasp" was sent to Bristol Bay, with a full cargo of cannery supplies to replace those that were lost when the bark "Paramita" was beached at Lost Harbor on May 18. The "Paramita's" cargo consisted of salt and other perishable goods, and, although the vessel herself is said to be in no danger and it is expected that she will soon be floated, the cargo has been so badly damaged by the water which fills her hold that it will have to be almost entirely jettisoned. The "Wasp," on her return from Bristol Bay, will stop at Lost Harbor and an attempt will be made to float the "Paramita."

An unofficial announcement of the results of the recent Govenment soundings which have been in progress at the mouth of the Columbia River states that there is at present a channel 1000 feet wide, with a depth of thirty feet at mean low water. It is also reported that Assistant Engineer Hickson discovered another channel, with a depth of thirty feet at mean low water, just south of the dredged channel. The depth of water reported last fall when the dredger "Chinook," which was employed in deepening the channel, quit work, was twenty-nine feet, and the extra foot added to the depth of the entrance has been taken as a certain indication that the day when there will be forty feet of water at the Columbia's mouth is not far distant.

The little power schooner "Admiral," carrying apparatus for salvage operations, as well as a diver with all his equipment, steamed from San Francisco on May 27 for Punta Gorda, where work will be begun on salving what remains of the ill-fated steamship "St. Paul," which was wrecked on October 5, 1905. At the time of the "St. Paul" disaster, a portion of her cargo and equipment were salved, but because the wreck took fire and her upper works were totally destroyed, no further attempt was made to do anything with her, and she later broke up during a heavy storm. John Roach, a well-known local diver, is in charge of the present expedition, and it is hoped to recover the greater part of the machinery, her boilers, anchors, chains and a quantity of cargo.

The new freighter "Atlantic," which has been building at Quincy, Mass., for the Emery Steamship Company of Boston, was launched on May 26. The "Atlantic," together with her sister ship the "Pacific," which is now nearing completion, will be operated between San Francisco and Boston via the Panama Canal. Hind, Rolph & Co., have been appointed local agents for the vessels, which are both of approximately 2000 tons burden. The vessels are constructed with the primary object of being used as lumber carriers, but will also have facilities for the handling of general merchandise. It is announced that as soon as these two vessels are in operation the Emery Steamship Company will have constructed two larger vessels, which will have passenger accommodations, as well as being cargo carriers.

Insurance for the fleet of oil tank steamers on the Pacific Coast owned by the United Steamship Company and the Union Steamship Company has just been renewed in the London market under the title of the British Union Oil Company's fleet. The values and rates are the same as those paid last year, but a new steamer, to be valued at $600,000, will be added to the 1914 policy. The fleet will therefore consist of eleven steamers and two barges. The steamer "Whittier," which was insured separately last year, is now included in the fleet and is allowed to make one voyage to and from St. Michael's, but all the rest of the steamers are warranted not to proceed to Alaskan ports. The cover provides for the American form of policy, and claims are only payable in excess of $2,500. The steamer "Mills," formerly owned by Ogden Mills, which was used as a floating fish factory on the Atlantic Coast at one time, will be added to the fleet after alterations at New York are completed.

That the "Great Northern," the first of the steamships being built to ply between San Francisco and Astoria by the Northern Pacific and Great Northern Railways, will be launched on July 1st and her mate, the "Northern Pacific," will follow her a month later, was the statement of local representatives of the roads. The work of constructing the two ships at Cramp's shipyards in Philadelphia has been pushed forward with more rapidity than was at first planned and both vessels will be in readiness to enter into the coast run early next spring. No rate schedules have yet been discussed further than the matter of the proportion which the two rail lines will share in the passenger business routed from the East to San Francisco by way of the new steamships. Work will be commenced upon the docks for the new vessels at Astoria within the next thirty days, and will be hurried through in order that everything will be in readiness for the new service to commence immediately upon the arrival of the vessels from the East coast. It is anticipated that the new steamship line will handle a large proportion of the Exposition traffic during 1915.

The power schooner "C. S. Holmes," Captain John Backland, sailed from Seattle on May 25 for points along the Arctic coast of Alaska as far north as Point Barrow, with a cargo of supplies for missions, Government schools and trading posts in the far north. Among the interesting shipments aboard the "Holmes" is a windmill to run an electric plant to light the mission buildings at Point Hope. The plant will not be needed during the summer, when there are twenty-four hours of daylight, but will be a boon to the residents of the little Arctic village during the long winter night. Other shipments aboard the "Holmes" include three organs for the missions at Point Hope, Oksik and Kotzebue, and equipment for a gymnasium for the Eskimos at Nome. At Weenwright, the schooner will land supplies for the school and for the Government coal mines, worked by native labor. Captain Backland has been notified that 1500 sacks of coal, mined during the winter, are awaiting distribution among the Arctic stations. Upon his arrival at Point Barrow, Captain Backland expects to regain possession of the schooner "Transit" which he took into the Arctic zone last summer, and which collided with ice floes and was beached five miles south of Barrow. Captain Backland received word before sailing that the schooner was repaired during the winter, and can be floated as soon as the ice goes out. It is said that last winter as soon as the wreck of the "Transit" was frozen in solid, the men left with the wreck cut away the ice from around the hull so the vessel was standing in an ice-hewn drydock. In this position repairs were made.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

International Seamen's Union of America.

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and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.

THOS. A. HANSON, Secretary.
570 West Lake St., Chicago, Ill.

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(Continued on Page 11.)

Coast Seamen's Journal

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JACK ROSEN.....Manager

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Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, JUNE 3, 1914.

THE "EMPRESS OF IRELAND."

The case of the ill-fated "Titanic" had just been finally disposed of by the Supreme Court of the United States when the attention of the world was focused to a spot on the St. Lawrence River, approximately thirty miles east of Father Point, where the latest tragedy of the deep took place in the early morning of May 29.

The Canadian Pacific Railway Company's liner "Empress of Ireland" was eastward bound from Quebec for Liverpool, having on board 1,387 persons, of whom 974 were passengers and 413 members of the crew.

The Norwegian collier "Storstad" was bound up river for Montreal with a cargo of coal. The two vessels met in a fog; a collision took place and the result was the sinking of the "Empress of Ireland" in about ninety feet of water with a loss of life approximating one thousand.

In view of the lack of essential details it is difficult, very difficult, to comment upon certain serious phases of this awful disaster. For instance, it has been broadly hinted in the daily press that proportionately "too many" members of the crew were saved. This aspect of the case will receive further attention in these columns when the elaborate official investigations, which invariably follow disasters of this kind, have brought to light all the facts and all the incidents which transpired in the few minutes following the collision.

It does seem quite proper, however, to briefly dwell upon that strange public manifestation, best known as public indignation, which is again in evidence just as it has been after each similar disaster.

Judging by the amount of newspaper space given to the "Empress of Ireland" disaster, and particularly by some of the editorial comment of our "leading" dailies, one would think that this will surely be the last disaster of its kind. With public indignation properly aroused and fanned by suitable editorial comment in the aforesaid leading dailies, any one who has not been through the mill is almost justified in believing that the hour has come for certain radical reforms. But let us see what has happened in the past after public indignation had run its course.

On February 22, 1901, the Pacific Mail Company's steamer "City of Rio de Janeiro" sank at the entrance to San Francisco Bay. One hundred and twenty-two lives were lost because—here follows the language of the Court—"the ship was insufficiently manned, for the reason that the Chinese sailors were unable to understand and execute the orders made imperative by the exigency that unhappily arose and resulted so disastrously to life," etc.

Of course, the traveling public and the public generally were indignant and demanded an "immediate" change—but to this date the vessels of the Pacific Mail Steamship Company in the transpacific trade carry the same kind of crews.

On June 15, 1904, the excursion steamer "General Slocum" took fire going through Hell Gate, East River, New York, and more than one thousand lives, mostly children, were lost. A Federal investigation took place and in the findings it was held "that the inefficiency and poor quality of the deck crew of this vessel, doubtless typical of the majority of the crews of excursion steamers, is one of the essential facts that caused the loss of so many lives."

As a result of the "Slocum" holocaust some improvements were made in the life-saving appliances on board ship, but although there was genuine indignation of press and public, nothing—absolutely nothing—has been done to date to remedy "one of the essential facts" directly responsible for that awful sacrifice of human lives.

On February 11, 1907, the Joy liner "Larchmont" was sunk in collision with the schooner "Harry Knowlton" in Long Island Sound and one hundred and eighty-five lives were lost. Again there were investigations to tide over the period when public indignation was rife—and again nothing was done, although the leading newspapers pointed out that it was well nigh time that something were done to prevent inefficient and insufficient manning of passenger vessels.

Then came—what was generally believed to be the climax—the sinking of the "Titanic" on April 14, 1912. All who keep informed upon maritime events still recall some of the details of that tragedy. The American and British investigations which followed the wreck of the "Titanic" were more elaborate, more comprehensive and far-reaching than any held theretofore. The statement by a committee of "Titanic" survivors, made immediately after the disaster, has not lost any of its force during the two years which have elapsed. But their statement about the "lack of trained seamen," their reference to the fact that "stokers, stewards, etc., are not efficient boat handlers," did not bring any change in the manning of ships.

The volumes of hearings and findings upon the case of the "Titanic" have been resting quietly upon the shelves for quite a long while and it seems—no, it is certain, in view of the tragedy on the St. Lawrence River, that the 1,500 men, women and children who sacrificed their lives in the "unsinkable" "Titanic" died in vain! It is true the United States Congress, at its previous session, did enact a measure (the Wilson Seamen's bill) which would have remedied the greatest evils—had not the sinister influence of "interested" parties caused ex-President Taft to veto the bill when there was no opportunity to override his veto. It is also true that the United States Senate has again adopted practically the same measure, now known as the La Follette Seamen's bill. But that is the sum total of results! The bill is still reposing in the Committee room of the House of Representatives, and in the meantime there is likely to be another "Titanic" disaster almost any day.

As a matter of fact, the "Empress of Ireland" disaster was a logical successor to the wreck of the "Titanic." Just as long as public indignation will spend itself in useless lamentations; just as long as the shipping interests are permitted to dictate the laws, rules and regulations for safety of life at sea; just as long as the manning of ships is made a secondary issue—just that long will the traveling public have to look forward to disasters of the sea, sound and river, with their awful toll of human life.

EUROPE'S SEAMEN ACTIVE.

Notwithstanding a dull freight market, there is something doing at all times among the organized seamen in Europe. The seamen of Italy, after gaining several substantial victories over the subsidized and transatlantic steamship companies, find themselves up against a lockout. A number of the licensed officers of the Italian Merchant Marine, who had been allied with the men before the mast during several previous struggles, thereupon severed their connection with the Seamen's Union. Nevertheless, the locked-out men are quite confident, as there has already been a secession from the shipowners' side—a Naples firm with five vessels having resumed operation of its fleet after conceding to an average advance in wages of about twenty per cent.

In Spain the masters and officers of merchant vessels are on strike because the shipowners refuse to live up to an agreement entered into several months ago. Efforts have been made to induce members of the British Merchant Service Guild to scab on their Spanish colleagues, but that society has so far shown a true spirit of solidarity by prohibiting members from accepting employment on Spanish vessels on any terms while the strike is in force.

The International Transport Workers' Federation, with headquarters at Hamburg, Germany, is keeping in close touch with the situation and lending every possible assistance to the men in Italy and Spain.

To the JOURNAL it is particularly gratifying to note that licensed men everywhere are slowly getting over the old time notion that they are made of different clay from the men in the forecastle. Their interests always have been and are still identical with the interests of other wage workers on board ship, and it is to their advantage to act accordingly!

According to the United States Pension Bureau about 2500 persons are still drawing pensions on account of services in the old Mexican War. It is nearly 67 years since that war ended. Bakeman, the last soldier of the American Revolution, lived for 86 years after peace was signed, or until 1869. Kronk, the last survivor of the War of 1812, did even better than that. So we will probably be well advanced in the next century before Uncle Sam has paid the last bills of the present little trouble in Mexico.

TRICKS OF "EMANCIPATORS"!

That treacherous scab sheet, masquerading under the name "Solidarity" and preaching I. W. W'ism, persists in advertising its unholy alliance wtih the plutocrats who oppose the Seamen's bill.

It is perfectly natural for the shipowning interests to oppose the Seamen's bill. The bill, when enacted, will, among other things, compel them to employ more men—and the kind of men who can not be easily imposed upon. So no one expects anything but opposition from that source. But what shall we say of the malicious and treacherous campaign of misrepresentation and deliberate lying as carried on by that filthy sheet which is known as the official organ of the "mouth revolutionists" and poses as the savior of the oppressed toilers?

The besotted mind of the contemptible knave who is responsible for that drivel can not grasp the fundamental truth which underlies the Seamen's struggle for liberty. He does not know and can not realize why seamen want to be freemen—free to quit their jobs at home and abroad, the same as other men do when for one reason or another they so desire.

It is only a few years since the highest court in the land, in a decision upholding the law of imprisonment for desertion, declared that the Thirteenth Amendment to the Constitution of the United States, which gave legal effect to the victory of the Union forces in the Civil War, applied only to the negro, the Chinese coolie and the Mexican peon and was not intended to alter the condition of the seamen, who had always been regarded as a "peculiar class."

Thus the seaman remained to all intents and purposes a slave. When he decided to quit his job—that is, when he deserted—he became a fugitive. He was hunted down, and when caught was returned to his ship in irons and at the end of his period of servitude he was compelled to pay the cost of his own capture!

The seamen learned by bitter experience—not through association with I. W. W. emancipators—that progress was impossible under such conditions. Both as a matter of necessity to material improvement and as matter of moral right, it was determined that the laws should be altered so as to give the seaman that measure of personal liberty—liberty to dispose of his own person—which is his right as a human being and which is absolutely essential to real and permanent progress.

Of course everyone, except I. W. W. leaders, knows that this reform in the maritime law of the United States has already been accomplished to a great extent. Through the efforts of the organized seamen all American seamen (both organized and unorganized) are now as free to leave their employment in any port of the United States or nearby foreign country, as any other men in these countries. However, the seaman who leaves his vessel before the expiration of his agreement still remains subject to forfeiture of wages due and clothing left on board.

But there remains on the statute books a penalty for desertion in foreign ports, viz: one month's imprisonment.

The Seamen's bill provides for the entire abolition of imprisonment for desertion in foreign ports.

The same measure contains a clause for the abrogation of that provision of the treaties with other maritime nations under which the United States is obligated to act as the slave-hunter for other countries.

So when the bill is passed, as we hope and believe it will be, the American seaman will be able, for the first time, to proclaim himself a free man—and the seamen of all nations will be freemen at least while in the waters of the United States.

Can that be the reason for I. W. W. opposition to the Seamen's bill? Do they dislike freedom? Or have they made common cause with the shipowner on a purely commercial basis?

Oh, for a tongue to curse the slave
Whose treason, like a deadly blight,
Comes o'er the councils of the brave,
And blasts them in their hour of might!

THE TALE OF THE "FOLDER."

Most of the unfortunates who lost their lives in the "Empress of Ireland" disaster doubtless consulted the handsome folder which is issued gratis by the Canadian Pacific Railway Company to acquaint prospective patrons with the excellence, reliability and superiority of its transatlantic service.

Here is a deeply significant extract from one of the prettiest pieces of advertising literature that has ever been issued:

The Canadian Pacific Railway Company have attained a pre-eminent position as the greatest transportation system in the world, and **this Company's name has always been the synonym for all that is best, safest and most reliable for the use of the traveling public. The "Empresses of the Atlantic" are an example of the best in construction** and a model of excellence and taste in furnishings. They are big graceful ships well proportioned, built to meet every possible requirement of the service and also remarkably steady in rough weather. Length, 570 feet; breadth, 65 feet 6 inches; and 14,500 tons register. They accommodate 350 first-cabin, 350 second-cabin and 1,000 third-class passengers. They have a sea speed easily establishing their right to the title "Express Steamships." The cabins throughout are roomy and luxuriously furnished. The ventilation, a special feature, is scientifically complete in every detail.

So the story goes on and on—twenty-four pages of it—all about the "safest" and "most reliable" steamers afloat.

"Safe and reliable" and "an example of the best in construction" until the contrary is shown to be the case. Then, of course, it is too late. The surviving passengers of the "Empress of Ireland" know better now! That pretty folder was a cruel deceiver for the boasted "example of the best in construction" proved to be only a shell.

Who is to blame? Is it the advertising man who wrote the folder, or is it the man that hired the man who wrote the folder? Or can it be the Government whose agents issue licenses and certificates to every old ship afloat and permit advertising that does not tell the truth?

According to the "Railroad Trainman" there is no railway in this country with the same mileage and number of employes that can show a greater degree of efficiency than the Pennsylvania system. It is therefore particularly gratifying to learn that the general manager of the Pennsylvania recently expressed himself as follows: "The strength of this railroad is in its men." What a marked difference between the admirably frank statement of this general manager and the testimony given before Congressional committees recently by certain managers of large steamship companies. The latter frequently referred to their employes as a bothersome lot, unworthy of serious consideration. Why is it that the steamship magnates hate to concede any virtues or commendable qualities to the men who man their ships?

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., June 1, 1914.
Regular weekly meeting came to order at 7 p. m., E. A. Erickson elected chairman. Secretary reported shipping dull; more vessels laid up. A telegram of fraternal greetings was ordered sent to the International Seamen's Union Convention now in session at Boston, Mass.
D. W. PAUL, Secretary pro tem.
84 Embarcadero. Phone Kearny 2228.

Victoria, B. C., May 25, 1914.
No meeting. Shipping dull.
CHAS. J. DOLAN, Agent pro tem.
518 Yates St.

Vancouver, B. C., May 18, 1914.
No meeting. Shipping dull; prospects uncertain.
W. S. BURNS, Agent.
231 Hastings St., E. corner of Hastings and Main, P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, May 25, 1914.
No meeting. Shipping dull; prospects uncertain.
H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, May 25, 1914.
Shipping and prospects poor.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, May 25, 1914.
Shipping dull; prospects uncertain.
J. PEARSON, Agent.
P. O. Box 6. Tel. Main 557.

Portland Agency, May 25, 1914.
Shipping dull; prospects uncertain.
G. A. SVENSON, Agent.
P. O. Box 2100. 51 Union Ave. Tel. East 4912.

Eureka Agency, May 25, 1914.
No meeting. Shipping medium; prospects uncertain.
JOHN ANDERSON, Agent.
227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, May 25, 1914.
Shipping good; prospects good.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, May 18, 1914.
No meeting. Shipping medium; prospects poor.
JACK EDWARDSON, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., May 28, 1914.
The regular weekly meeting was called to order at 7 p. m., Harry Frazer in the chair. Secretary reported shipping slow.
EUGENE STEIDLE, Secretary.
Phone Kearny 5955.

Seattle Agency, May 21, 1914.
No meeting. Shipping slow; plenty of men ashore.
LEONARD NORKGAUER, Agent.
Phone Main 2233. P. O. Box 214. Grand Trunk Dock, Rooms 203-205.

San Pedro Agency, May 20, 1914.
No meeting. Shipping dull; prospects poor.
HARRY POTHOFF, Agent.
P. O. B. No. 54.

Portland Agency, May 25, 1914.
No meeting; shipping fair; few men ashore.
THOMAS BAKER, Agent.
27½ Second St., Bickle Bldg., Room 10, Phone Main 9731.

DIED.

Daniel Blanco, No. 2053, a native of Porto Rico, West Indies, age 28, died at San Francisco, Cal., on May 30, 1914.

COLORADO'S MILITIA EXPOSED.

New evidence that eleven children and two women, whose charred bodies were taken from one "Death Hole" at Ludlow were not all suffocated, has been unearthed in Trinidad. Preachers and newspaper men who helped take the mutilated bodies from the hole are available as witnesses.

If they are called they will testify that the condition of the bodies and the condition of the lumber-lined cellar indicated clearly that they did not all die in the "Death Hole."

They will testify that they are sure that the burned bodies of women and children were gathered from various parts of the colony and dumped in one hole. Many of the children were so burned that their flesh fell from their bones when the bodies were removed.

Other evidence may be produced to show that a carload of quicklime was dumped at Ludlow the day after the massacre.

Quicklime has been used following mine accidents, in southern Colorado to destroy all trace of those killed and many investigators who have been at Ludlow believe the gunmen destroyed many victims in that way. Strength was lent to that belief when General Chase ordered Trinidad ministers and newspaper men away from the colony when they sought to poke around the ruins. Colorado and Southern trainmen know of the quicklime shipment.

Of all the rotten methods used by the operators and militia to discredit the striking coal miners, the attempt of Lieutenant Elliot to defame the character of the wives and mothers of Ludlow is the most despicable.

Elliot is a member of the militia. He was at the Ludlow massacre. He was one of those hired assassins who kept up a merciless fire of machine guns on the helpless women and children, finally burned the tented city to the ground, murdering and cremating 19 men, women and children and witnesses say many more who were burned in quicklime to hide the story of the terrible holocaust.

Elliot is an officer in the Colorado National Guard, many of whose members were gleaned from the red light district of many cities, where men's lives can be bought for a half pint of rotten liquor or dope, where the dregs of the earth drive women into lower depths of immorality that they may live on the returns of this prostitution and Elliot is even a stench in the nostrils of these vermin of civic cesspools.

Whatever might be said about this person Elliot suffice it to say that he was at Ludlow, that he is a member of the band who murdered and cremated innocent women and children. Isn't it natural that such a fiend should not hesitate to defame the character of some of these women and children whom the militia did not wipe out in their whirlwind of slaughter?

The Colorado militia and operators' gunmen not only slaughtered the men, women and children at Ludlow and destroyed their homes, but robbed the dead bodies and tents of everythng the living and dead had, according to testimony obtained during the past week.

James Fyler, secretary of the local union at Ludlow had $300 in his pocket when the shooting started April 20. When his body was found, his pockets revealed nothing. Louis Tikas and others were robbed of smaller amounts. Mrs. Mary Thomas lost $1500 in furnishings and money.

Judge Ben B. Lindsey of the Juvenile Court, Mrs. Lee Champion, wife of a former judge, and five survivors of the Ludlow horror are now in Washington explaining the terrible situation in Colorado to President Wilson.

The survivors are Mrs. Mary Petrucci, who lost three children, Mrs. Mary Thomas and two children and Mrs. Pearl Jolly who has been called the heroine of Ludlow. She, with Louis Tikas, rescued the women and children until the Greek was murdered by the militiamen under the command of Major Pat Hamrock and Lieutenant K. E. Linderfelt.

Judge Lindsey and members of his party will visit the principal cities of the East and let citizens know the horrors of the coal miners' strike for the enforcement of the laws of the United States and Colorado.

The newest thing framed up by the corporations in Colorado is the Law and Order League. This organization is composed of wives and daughters of men who have been responsible for the horrors of Colorado's industrial war.

A meeting held this week shows how frantic these women are to win over public opinion now so strongly entrenched on the strikers' side. One of the women calmly announced that the miners had purchased five machine guns and had them shipped into the State since the arrival of the Federal troops. This statement illustrates how absurdly the operators' tools will lie to discredit the miners.

At the same meeting Captain W. C. Danks is reported to have said that "if the residents of Ludlow tent colony had been American citizens they would have gone back to work on request of the militia." The miners have always claimed that the Colorado National Guard was sent to Southern Colorado to break the strike and not to preserve the peace. This is the first admission by an officer of the militia that this was the real purpose of sending the State troopers to the strike zone.

Federal troops continue to keep perfect order in Colorado. This is the first time in a decade that constitutional government has existed in certain sections of the State.—Furnished by the Publicity Bureau, District 15, United Mine Workers of America.

There are probably six named peaks in Montana which have elevations exceeding 12,000 feet and several unnamed peaks with altitudes greater than that height, according to the United States Geological Survey. These peaks are all in Carbon county, in the southern part of the State, and are included in the Beartooth National Forest. The highest of these is Granite Peak, with an altitude of 12,850 feet. The next highest are Mt. Wood, 12,750 feet; Cold Mountain, 12,610 feet; Mt. Villa, 12,200 feet; Mt. Hague, 12,100 feet, and Snobank Mountain, 12,000 feet.

When you stay away from your union meeting you are then playing into the hands of the enemy.

Demand the union label upon all purchases!

WEEKLY NEWS LETTER.

(Continued from Page 3.)

the exact earnings of each insured. Division into classes is usual in Europe and is the regular rule on American railroads paying sick benefits. While insured persons are in hospitals, their whole sick pay, if only 50 per cent. of their wages, should go to their families.

Maternity insurance must finally be made a part of sick insurance. The incidents of childbirth and of sickness are much the same. Even if sickness does not accompany or follow childbirth, the same machinery of doctors, nurses, medicines, etc., is needed in both cases and the interest of society is perhaps even more involved in childbirth than in sickness. It is partly to provide for the payment of this benefit that the public contribution is made. The employer is in fact made to pay part of the German system and no point of his being freed was made in England, but the interest of the public is clear and the public should bear its share of this burden. The benefit should consist in medical care at the time of the delivery and for a proper time before and after, as well as all medicine needed. In the case of women contributors, the regular sick pay should be granted, but the wives of insured men should have the medical aid only.

Every sickness and every accident should be given medical aid. The usual exceptions found even in mutual societes—venereal diseases, and disease arising from use of alcohol or from reckless exposure—are not to be approved, first, because such exceptions are certain to cause much confusion, and second, because it is just such diseases which, if not properly treated at the start, cause the greatest loss to individuals and to society.—Joseph P. Chamberlain before American Association for Labor Legislation.

HEIGHT STANDARD REDUCED.

The new recruiting law of the Austro-Hungarian forces stipulates a height of at least five feet for men to be enlisted in the ordinary rank and file of the territorial forces or of the navy, while for those men who will work in the workshops or arsenals or in the offices as clerks, the minimum height will be one inch less than five feet. Furthermore, the new requirements pay increased attention to the antecedents of the men, especially the mental history, and a history of previous epileptic attacks or mental instability will make the man ineligible for the service. In the last year, when, owing to the uncertainty of the political situation, preparations for war included the recruiting of large numbers of men from apparently underfed districts, it was noted that persons otherwise quite healthy did not reach the height limit. These would be lost if the old law should continue in force. At any rate, says the Vienna correspondent of "The Journal of the American Medical Association," even with the new law, the supply of men capable for service is but sparingly drawn on, not even 1 per cent of the population of fifty million being under arms in time of peace, while for war about 4 per cent are available.

Too many men would rather be recognized as "radical" than as right.

TYPHOID PREVENTION.

In an open letter, Surgeon-General Rupert Blue of the United States Public Health Service calls attention to the fact that during the fiscal year ending June 30, 1913, 392 cases of typhoid fever among seamen employed aboard United States merchant vessels were admitted to the United States marine hospitals. As in addition to this number many other patients are known to have been treated at various other hospitals and at their homes, it is evident that the incidence of typhoid fever among the personnel of our merchant marine is high. The occurrence of the disease among these men is a special danger and of great importance not only for the seamen and shipping interests, but also for the public at large. The surgeon-general calculates that, taking two and a half months as a fairly low average of the actual loss of working time during typhoid fever, and a dollar and a half as the average daily wage of the employe, the aggregate loss is some eighty years in actual working time and $44,000 in wages. "In terms of cold dollars and cents alone this is a rather heavy price to pay for an entirely preventable disease." Furthermore, each patient may become a focus for the spread of the disease or a source of no little subsequent danger even after recovery as a possible "carrier." "Carriers" on board vessels are particularly dangerous as they are an ever-present menace to fellow shipmates and to passengers. In shifting from port to port the seaman "carrier" may become a traveling focus of infection and an active agent in the spread of the disease. The War and Navy Departments have very largely reduced—indeed, almost obliterated—the incidence of typhoid fever by the introduction of preventive inoculations. The French in Algiers and Morocco have found typhoid preventive inoculations of such great value that in these countries troops which formerly suffered severely from the ravages of the disease are now comparatively free from it. Indeed, from a positive scourge the affection has become almost a negligible incident of military life. Similar favorable experiences with preventive inoculations are reported from other countries. So far, preventive inoculations for typhoid fever have been used only in military and naval circles and in hospital work among physicians and nurses. The results have been so favorable that it would seem to be time to secure the introduction of the practice of typhoid immunization to the public. Nowhere does a better opportunity exist to test it than among the United States seamen of the merchant service. Navigation on the lakes has just opened and this is the best possible time to show how much may be accomplished in preventing disorganization of traffic and financial loss from the occasional epidemics of typhoid fever that have occurred in spite of precautions. This can surely and easily be done by the institution of typhoid inoculation. Surgeon-General Blue concludes his open letter by saying that "the United States Public Health Service is ready and willing to render every assistance and advice, and at all relief stations throughout the country service officers are instructed to administer the typhoid prophylactic to all sailors applying for same."—The Journal of the American Medical Association.

SAYINGS ON WAR.

There never was a good war or a bad peace.—Dr. Benj. Franklin.

War never decided any question of right or wrong.—Thomas Jefferson.

The military profession is a damnable profession.—The Duke of Wellington, Napoleon's rival and conqueror.

A good man never makes a good soldier. The soldier is nothing but a hired legalized murderer.—Napoleon Bonaparte.

General Sherman said: "War is hell." As business men are the cause of all wars, it may be well to say: "Business is hell." —Admiral Swinburne of the United States Navy.

I do not know of a war for the last 300 years that was caused by a soldier or by a soldier's ambition. All wars have economic causes. Without a single exception all wars are wars for trade. They are all caused by bankers, merchants and business men.—The late Frederick Dent Grant of the United States Army, at the peace congress in Chicago in 1909.

I confess without shame that I am tired and sick of war. Its glory is all moonshine. Even success the most brilliant, is over dead and mangled bodies, the anguish and lamentations of distant families appealing to me for missing sons, husbands and fathers. It is only those who have not heard a shot nor heard the shrieks and groans of the wounded and lacerated, that cry aloud for more blood, more vengeance, more desolation. War is hell.—General William Tecumseh Sherman.

"THEY WERE ONLY SAILORS."

Editor Coast Seamen's Journal:

Ever since the news reached us that the missing boat of the British steamer "Columbian" was found, both sailors and landsfolk have asked me: "Why is it that boat was not found sooner?"

In a nutshell the question is answered in this one word, Greed.

Of course, captains of steamships were told to keep a bright lookout for the missing boat. Two or three deviated from their course for a few hours, and that was all.

They were only sailors, so what difference did it make. For shame's sake a weak effort was made to find the boat. Oh! Had these been passengers on the "Columbian," and that missing boat was supposed to contain a Carnegie or a Rockefeller, the boat would have been found within two days, and not two weeks. The steamship company with the help of cruisers and battleships of our government would have capsized heaven and hell to find it.

Yes, if half the effort that was put forth to find the dead body of a John Jacob Astor, and a few others like him, had been used to find that missing boat, it would have been found, and all that misery and torture would have been spared those poor fellows.

They were only sailors so who cares.
Rattle his bones all over the stones.
He's only a (sailor) who nobody owns.

Stanton H. King.

Charlestown, Mass., May 19, 1914.

Demand the union label upon all purchases!

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships. Fraternally yours,

LAKE SEAMEN'S UNION,
V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION

570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y.....55 Main Street
Telephone Seneca 936 R.
CLEVELAND, O.....1401 W. Ninth Street
Telephone Bell Main 1842.
MILWAUKEE, WIS.....133 Clinton Street
Telephone South 240.
ASHTABULA, O.....21 High Street
Telephone 552.
NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.
DETROIT, MICH.....7 Woodbridge Street, East
Telephone 3724.
SUPERIOR, WIS.....1721 N. Third Street
Telephone, New, Broad 385.
BAY CITY, MICH.....108 Fifth Avenue
OGDENSBURG, N. Y.....70 Isabella Street
CONNEAUT, O.....922 Day Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue
PORT HURON, MICH.....517 Water Street
ERIE, PA.....107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

HEADQUARTERS.

71 Main Street, Buffalo, N. Y.
Telephone Seneca 48.

BRANCHES:

CLEVELAND, O.....1185 W. Eleventh Street
CHICAGO, ILL.....445 LaSalle Avenue
MILWAUKEE, WIS.....151 Reed Street
DETROIT, MICH.....27 Jefferson Ave., East
SUPERIOR, WIS.....1814 Fourth Street
OGDENSBURG, N. Y.....70 Isabella Street
BAY CITY, MICH.....108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.

HEADQUARTERS:

BUFFALO, N. Y., 55 Main St. Tel. Seneca 2295

BRANCHES:

CLEVELAND, O.....1401 W. Ninth Street
MILWAUKEE, WIS.....151 Reed Street
CHICAGO, ILL.....314 N. Clark Street
ASHTABULA, O.....74 Bridge Street
TOLEDO, O.....54 Main Street
DETROIT, MICH.....7 East Woodbridge Street
PORT HURON, MICH.....517 Water Street
CONNEAUT, O.....922 Day Street
OGDENSBURG, N. Y.....70 Isabella Street
NORTH TONAWANDA, N. Y.....152 Main Street
SUPERIOR, WIS.....1721 N. Third Street
BAY CITY, MICH.....108 Fifth Avenue
ERIE, PA.....107 E. Third Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue

UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS.

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS.

Ashland, Wis.
Ashtabula Harbor, O.
Buffalo, N. Y.
Duluth, Minn.
Escanaba, Mich.
Grand Haven, Mich.
Green Bay, Mich.
Houghton, Mich.
Ludington, Mich.
Manistee, Mich.
Erie, Pa.
Menominee, Mich.
Ogdensburg, N. Y.
Oswego, N. Y.
Port Huron, Mich.
Manitowoc, Wis.
Marquette, Mich.
Milwaukee, Wis.
Saginaw, Mich.
Sandusky, O.
Sault St. Marie, Mich.
Sheboygan, Wis.
Superior, Wis.
Toledo, O.

THE "LONDON TREATY" ANALYZED

(Continued from Page 2.)

(3) Sailing vessels of primitive build, such as dhows, junks, etc., if it is practically impossible to install a radiotelegraph apparatus.

ARTICLE 34.

Vessels which are required by Article 31 above to be fitted with a radiotelegraph installation shall be required, by the Governments of the countries to which they belong, to maintain a continuous watch during navigation as soon as the said Governments consider that it will be of service for the purpose of safety of life at sea.

Meanwhile, the High Contracting Parties undertake to require, from the date of the ratification of the present Convention subject to the delays specified below, a continuous watch on the following vessels:

(1) Vessels whose average speed in service exceeds 13 knots, which have on board 200 persons or more, and which, in the course of their voyage, go a distance of more than 500 sea miles between two consecutive ports, when these vessels are placed in the Second Class.

ARTICLE 38.

The High Contracting Parties undertake to take all steps necessary for giving effect to the provisions of this Chapter with the least possible delay. Nevertheless, they may allow—

A delay not exceeding one year, from the date of the ratification of this Convention, for the provision and training of operators and for the installation of the apparatus on vessels placed in the First and Second Classes.

A delay not exceeding two years, from the date of the ratification of this Convention, for the provision and training of the operators and watchers on the vessels in the Third Class, for the installation of the apparatus on vessels in the Third Class and for the establishment of a continuous watch on vessels placed in the Second and Third Classes.

ARTICLE 41.

Standard Types of Boats—Pontoon Rafts.

All the lifeboats allowed for a vessel shall comply with the conditions fixed by this Convention and Articles XXVII to XXXII of the Regulations annexed hereto; the same articles describe the standard types which are divided into two classes.

The conditions required for the pontoon rafts are given in Article XXXIII of the same Regulations.

Adopts standard for boats and rafts, condemning certain pontoon lifeboats now in use.

ARTICLE 42.

Strength of Boats.

Each boat must be of sufficient strength to enable it to be safely lowered into the water when loaded with its full complement of persons and equipment.

Note sweeping exception in Article XLVI.

ARTICLE 43.

Alternative Types of Boats and Rafts.

Any type of boat may be accepted as equivalent to a boat of one of the prescribed classes and any type of raft as equivalent to an approved pontoon raft, if the Administrations concerned are satisfied by suitable trials that it is as effective as the standard types of the class in question, or as the approved type of pontoon raft, as the case may be.

National standard may take place of international standard.

ARTICLE 49.

Strength and Operation of the Davits.

The davits shall be of such strength that the boats can be lowered with their full complement of persons and equipment, the vessel being assumed to have a list of 15 degrees.

The davits must be fitted with a gear of sufficient power to insure that the boat can be turned out against the maximum list under which the lowering of the boats is possible on the vessel in question.

Note exception in Article XLVI.

ARTICLE 52.

Existing Vessels.

The Government of each of the High Contracting Parties undertakes to apply to existing vessels, as soon as possible and not later than the 1st July, 1915, all the provisions of the preceding Articles of the present Chapter, namely, Articles 40 to 51 inclusive, requiring, in the first place, accommodation for all the persons on board in boats and rafts; provided that, in cases where the strict application of these principles would not be practicable or reasonable, the Government of each of the High Contracting Parties has the right to allow the exemptions specified in Article XLVI of the Regulations annexed hereto

Authorizing exemptions under Article XLVI.

[Article XLVI.]

EXEMPTIONS APPLICABLE TO EXISTING VESSELS.

The exemptions allowed in the case of existing vessels, as provided by Article 52 of the Convention, are as follows:

(a) Until the 1st January, 1920, boats and rafts which have been accepted by the Administration of one of the Contracting States on board an existing vessel may be accepted, respectively, in lieu of the lifeboats and pontoon life rafts prescribed by this Convention.

(b) Until the 1st January, 1920, the requirements that pontoon lifeboats should have the bottom and deck made in two thicknesses with textile material between, and that they should have the minimum freeboard specified need not be insisted upon in the case of pontoon boats accepted in accordance with the preceding paragraph (a).

(c) In the case of vessels between 75 meters (245 feet) and 140 meters (460 feet) in length, the minimum number of sets of davits may be reduced by one, below the figure given in column B of the Table in Article XLIII above. In the case of vessels of 140 meters (460 feet) or more in length this number may be reduced by one on each side. These reductions shall only be allowed if proper provision is made for launching the boats.

(d) The provisions of Articles 42 and 49 of the Convention, respecting the launching of boats, shall not be applicable to existing vessels.

Considerations of expense. Permits condemned boats to be continued in use until the year 1920, and allows existing vessels to continue the use of lifeboats too weak to be lowered with passengers, and davits not of sufficient strength to carry a loaded lifeboat. It may be known that boats and davits on vessels leaving our ports are unsafe, yet the vessel may not be interfered with if the convention is ratified.

ARTICLE 54.

Certificated Lifeboat Men—Manning of the Boats.

There must be for each boat or raft required, a minimum number of certificated lifeboat men. The minimum total number of certificated lifeboat men is determined by the provisions of Article XLVII of the annexed Regulations.

The allocation of the celtificated lifeboat men to each boat and raft remains within the discretion of the master, according to the circumstances.

By "certificated lifeboat man" is meant any member of the crew who holds a certificate of efficiency issued under the authority of the Administration concerned, in accordance with the conditions laid down in the aforementioned Article of the annexed Regulations.

Article XLVIII of the Regulations deals with the manning of the boats.

The "certificated lifeboat man," getting his certificate upon recommendation from the shipowner to an examining officer, or directly from the shipmaster, as the individual nations may elect, is a new rating on shipboard—a hiding of existing unsafe conditions under a new name.

[Article XLVII.]

CERTIFICATED LIFEBOAT MEN.

In order to obtain the special lifeboat man's certificate provided for in Chapter VI, Life Saving Appliances, Article 54, of the Convention, the applicant must prove that he has been trained in all the operations connected with launching lifeboats and the use of oars; that he is acquainted with the practical handling of the boats themselves; and, further, that he is capable of understanding and answering the orders relative to lifeboat service.

There shall be for each boat or raft a number of lifeboat men at least equal to that specified in the following table:

If the boat or raft carries—	The minimum number of certificated lifeboat men shall be—
Less than 61 persons	3
From 61 to 85 persons	4
From 86 to 110 persons	5
From 11 to 160 persons	6
From 161 to 210 persons	7

and, thereafter, one additional certificated lifeboat man for each additional 50 persons.

This will permit employment of men without any experience on shipboard. A week's training in lowering empty boats into the smooth water of a river or harbor, pulling the boat around and hoisting it up again, will meet the requirement. It will further permit the employment of men who do not understand the language of the officers, and who may be orientals with their peculiar standard of the value of human life. The number provided and calculated to be the total crew is too small to manage a lifeboat even in fairly smooth water.

[Article XLVIII.]

MANNING OF BOATS.

An officer, petty officer, or seaman shall be placed in charge of each boat or pontoon raft; he shall have a list of its crew, and shall see that the men placed under his orders are acquainted with their several duties and stations.

A man capable of working the motor shall be assigned to each motor boat.

The duty of seeing that the boats, pontoon rafts, and other life-saving appliances are at all times ready for use shall be assigned to one or more officers.

The word "seaman" here means anybody who is on the ship's articles.

ARTICLE 15.

The Governments of the High Contracting Parties undertake to maintain, or, if it is necessary, to adopt, measures for the purpose of insuring that, from the point of view of safety of life at sea, the vessels defined in Article 2 shall be sufficiently and efficiently manned.

The individual nation to which the vessel belongs sets the standard of sufficiency and efficiency. Considerations of expense and desires for commercial supremacy will give additional impetus to the employment of orientals as being the cheapest.

ARTICLE 56.

Muster Roll and Drills.

Special duties for the event of an emergency shall be allotted to each member of the crew.

The muster list shows all these special duties, and indicates, in particular, the station to which each man must go, and the duties that he has to perform.

Before the vessel sails, the muster list shall be drawn up and exhibited, and the proper authority shall be satisfied that the muster list has been prepared for the vessel. It shall be posted in several parts of the vessel, and in particular in the crew's quarters.

Articles L and LI of the annexed Regulations indicate the conditions under which musters of the crew and drills shall take place.

If the "certificated lifeboatmen" be on watch in the fireroom or engine room, or if they belong to the watch whose duty it is to go to the fire and engine rooms to assist those already there, are they to desert their fireroom duties—if not, who is to prepare the boats?

[Article L.]

MUSTER LIST.

The muster list shall assign duties to the different members of the crew in connection with—

(a) The closing of the watertight doors, valves, etc.

(b) The equipment of the boats and rafts generally.

(c) The launching of the boats attached to davits.

(d) The general preparation of the other boats and the pontoon rafts.

(e) The muster of the passengers.

(f) The extinction of fire.

The muster list shall assign to the members of the stewards' department their several duties in relation to the passengers at a time of emergency. These duties shall include—

(a) Warning the passengers.

(b) Seeing that they are dressed and have put on their life-jackets in a proper manner.

(c) Assembling the passengers.

(d) Keeping order in the passages and on the stairways, and, generally, controlling the movements of the passengers.

The muster list shall specify definite alarm signals for calling all the crew to their boat and fire stations, and shall give full particulars of these signals.

If the stewards be "certificated lifeboatmen," are they to desert the duties herein provided to go and prepare the lifeboats?

Who, except the men in the deck department, are really available or can be presumed to have the skill to prepare and to handle the boats?

ARTICLE 55.

Fire Protection.

(1) The carriage, either as cargo or ballast, of goods which by reason of their nature, quantity, or mode of stowage, are, either singly or collectively, likely to endanger the lives of the passengers or the safety of the vessel, is forbidden.

This provision does not apply to the vessel's distress signals, nor to the carriage of naval or military stores for the public service of the State under authorized conditions.

(2) The Government of each High Contracting Party shall, from time to time by official notice, determine what goods are to be considered dangerous goods, and shall indicate the precautions which must be taken in the packing and stowage thereof.

(3) Article XLIX of the annexed Regulations indicates the arrangements to be made for the detection and extinction of fire.

Each Government determines for itself what is dangerous cargo. Other Governments out of whose ports the vessels sail with passengers can not interfere.

[Article XLIX.]

Fire Detection and Extinction.

1. A continuous patrol system shall be organized so that any outbreak of fire may be promptly detected.

2. Every vessel shall be provided with powerful pumps operated by steam or other means. On vessels of less than 4,000 tons there shall be two, and on larger vessels three of these pumps. The pumps shall be capable of delivering a sufficient quantity of water in two powerful jets simultaneously in any given part of the vessel, and shall be available for immediate use before the vessel leaves port.

3. The service pipes shall permit of two powerful jets of water being simultaneously directed on any given part of a deck occupied by passengers and crew, when the water tight and fireproof doors are closed. The service pipes and hoses shall be of ample size and made of suitable material. The branches of the pipes

shall be so placed on each deck that the fire hose can be easily coupled to them.

"Powerful pumps operated by steam or other means" delivering a "sufficient quantity of water." A hand pump would comply with this, and no nation can interfere.

CHAPTER VII.—SAFETY CERTIFICATES.

ARTICLE 57.

A certificate, called a "Safety Certificate," shall be issued, after inspection and survey, to every vessel which complies in an efficient manner with the requirements of the Convention.

The inspection and survey of vessels, so far as regards the enforcement of the provisions of this Convention and the annexed Regulations, shall be carried out by officers of the State to which the vessel belongs; provided always that the Government of each State may entrust the inspection and survey of vessels of its own country either to surveyors nominated by it for this purpose or to organizations recognized by it. In every case the Government concerned fully guarantees the completeness and efficiency of the inspection and survey.

The Safety Certificate shall be issued either by the officers of the State to which the vessel belongs, or by any other person duly authorized by that State. In either case the State to which the vessel belongs assumes full responsibility for the certificate.

There can be no inspection beyond ascertaining that there is a valid safety certificate on board, unless there is visible unseaworthiness. To go beyond this, after ratifying the convention, would be to question the good faith of the National Government issuing the certificate. (See also Subsection C of Article XXV on the subject of resurveys.)

ARTICLE 60.

The Safety Certificate issued under the authority of a Contracting State shall be accepted by the Governments of the other Contracting States for all purposes covered by this Convention. It shall be regarded by the Governments of the other Contracting States as having the same force as the certificates issued by them to their own vessels.

ARTICLE 61.

Every vessel holding a Safety Certificate issued by the officers of the Contracting State to which it belongs, or by persons duly authorized by that State, is subject in the ports of the other Contracting States to control by officers duly authorized by their Governments in so far as this control is directed towards verifying that there is on board a valid Safety Certificate, and, if necessary, that the conditions of the vessel's seaworthiness correspond substantially with the particulars of that certificate; that is to say, so that the vessel can proceed to sea without danger to the passengers and the crew.

[Executive Document, B, p. 106.]

Germany and France have always held that the flag carries with it full control over the ship which flies it—even in foreign ports—by the Government to which the ship belongs. The United States and Great Britain have held the contrary theory that a foreign ship in one of their ports is subject to the jurisdiction of the Government of the port. The conflict between these two theories is sharp, and for a time at the conference it seemed impossible to reconcile them. The matter was referred to the American and German delegations to effect, if possible, a compromise. These delegations after several meetings agreed upon article 61, which was adopted by the conference. It reads:

"The right of necessary inspection is affirmed. The principle of this article is essential to prevent the unnecessary duplication of inspections here and abroad. Such unnecessary duplication of inspection involves heavy expenses to each government in the maintenance of an additional inspection force, when already in the United States and possibly in other countries the inspection force is not large enough to perform its necessary duties. Such unnecessary duplication of inspection puts obstacles in the way of and causes delay to international trade, which are not merely in themselves expensive to all those concerned in the mutual promotion of exports and imports between countries, but are the frequent and fruitful source of friction between governments and irritation between nations."

So far as treaties, conventions, and arrangements relating to safety of life at sea have already been entered into by nations covering vessels excepted from the convention, such agreements will continue to have full and complete effect by article 68. Our present steamboat inspection arrangement with Canada concerning vessels on the Great Lakes is of this nature. The convention, of course, does not affect prior treaties, conventions, and arrangements relating to matters not provided for in the convention, but relating to vessels (article 68).

From the report of the American delegates signed by Hon. J. W. Alexander, the chairman. Plainly admits that the right of inspection has been surrendered, and defending action on the ground of cheapness.

ARTICLE 68.

The treaties, conventions and arrangements concluded prior to this Convention shall continue to have full and complete effect, as regards—

(1) Vessels excepted from the Convention;

(2) Vessels to which it applies, in respect of subjects for which the Convention has not expressly provided.

It is understood that, the subject of this Convention being safety of life at sea, questions relating to the well-being and health of passengers, and in particular of emigrants, as well as other matters relative to their transport, continue subject to the legislation of the different States.

Inasmuch as the word "emigrant" and not immigrant is used, is this article sufficiently clear to admit of only one construction? If this convention is ratified and a vessel comes to our ports with a crew "sufficient and efficient" in the judgment of the Government to which she belongs, under article 15, and she has the number of "lifeboatmen" specified in Article XLVII, is there not ample room to accuse the United States of bad faith if the United States shall refuse to arrest, detain, and deliver back seamen who desert? Will it not be claimed that the crew was picked for safety, regardless of the fact that they may be landsmen unacquainted with the language of the officers or with the duties of seamen, and that safety requires the crew to stay?

ARTICLE 69.

This Convention shall come into force on the 1st July, 1915, and shall remain in force without any prescribed limit of time. Nevertheless, each High Contracting Party may denounce the Convention at any time after an interval of five years from the date on which the Convention comes into force in that State.

This denunciation shall be notified through the diplomatic channel to the Government of Great Britain and by the latter to the Governments of the other Contracting Parties. It shall take effect 12 months after the day on which the notification is received by the Government of Great Britain.

A denunciation shall only affect the State which makes it, the Convention remaining fully and completely operative as regards all the other States which have ratified it, or which have acceded thereto or which thereafter acceded thereto.

ARTICLE 65.

The High Contracting Parties undertake to take, or to propose to their respective legislatures, the measures necessary for the repression of infractions of the requirements imposed by this Convention.

The High Contracting Parties will communicate mutually, as soon as possible, the laws and regulations which are issued for this purpose.

The nation to which the ship belongs makes the law and hence applies the penalty for its violation.

The United States will lose much by the ratification of this convention. It gives up the control of its own ports by permitting foreign vessels to be governed by the laws of their own nation while in waters of the United States. Equalization of the cost of operation becomes impossible, and American capital will continue to be invested under foreign flags. Americans will be kept from the sea because they neither can nor will compete with orientals in cheap living. Competition will make it certain that the cheapest, least experienced, and therefore most unsafe crews that can be obtained will be employed on foreign vessels coming to our ports. The United States can gain nothing by ratification.

Let Congress pass the Seamen's bill. Any attempt at retaliation on the part of other nations, if such be conceivable, can only result in a more speedy building of an American merchant marine.

Respectfully submitted.

ANDREW FURUSETH.

No agency for the protection and uplift of the human family has accomplished as much, in a comparatively short period in history as the trade-union movement. Battling with ignorance, gross selfishness and indifference on one side, and with arrogance, hostile opposition and greed for money on the other side, it has aroused public conscience, allayed the fears of alarmists, and gained concessions for the social betterment of the workers. It is the most potent force in the industrial development of the commonwealth.—Cigarmakers' Journal.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to bodv or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

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FEDERATED SEAMEN'S UNION OF AUSTRALASIA

89 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

The Bookkeepers, Stenographers and Accountants' Union of New York has negotiated an agreement with the Workmen's Circle providing for a workday of seven hours.

The Union Labor Temple Association of St. Paul, which will erect a $100,000 building, has filed articles of incorporation with State officials. The corporation will issue 20,000 membership certificates at $5 each, with a limit of twenty certificates to any one member. The limit of indebtedness is fixed at $100,000.

The United States Department of Labor announces that a strike of the Indianapolis street car men has been averted by the appointment of a permanent board of arbitration acceptable to both sides. Mediation has also adjusted the differences between the tugboat men on the Great Lakes and tug owners, because of differences regarding the employment of double crews, wages, and working hours.

The Missouri State Bureau of Labor Statistics has announced it will supply farmers and berry growers of that State with harvest hands and berry pickers this spring and summer. Applicants will register at either the St. Louis, Kansas City, St. Joseph, or Jefferson City free employment offices. Harvest hands will also be supplied to southwestern States. Citizens of Missouri will be given preference in the distribution of this work.

A bond of $500 must be furnished by Japanese employes of concessionaries at the Panama-Pacific Exposition, in San Francisco, to insure their departure from the United States within thirty days after the termination of the employment, according to a bulletin issued by the Bureau of Immigration Service. Photographs of aliens must be furnished by themselves, with satisfactory evidence of their employment at the exposition. Absence from the exposition grounds for more than a week must be reported and aliens failing to do so will be deported.

State Labor Commissioner Cunningham of Michigan will ask the next legislature for power to enlarge the present labor bureau system by having county supervisors establish labor bureaus that will cooperate with the State bureau. Several months ago the State official wrote to all county clerks in Michigan asking them to aid his department in finding work for the unemployed. Forty-five responded to the request and they have since kept the commissioner informed as to the demand for labor in their vicinity. The success of this movement has encouraged the commissioner to urge the enlargement of the plan.

Officials in charge of the Compensation Act in Wisconsin have published figures which show that the payments for compensation to workers injured through industrial accidents in April was at the rate of over $1,000,000 a year. The amount of compensation paid to employes was $67,175.61. The expense for medical, hospital and surgical services, which is also paid by the employers, amounted to approximately $33,587.80, making the total relief furnished to injured men $100,762.41. This was at the rate of $3,358.41 per day, or $1,209,148.92 per annum. The expense of the commission for administering the law during April was less than $900.

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Seattle, Wash., Letter List.

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Abolin, K.	Koloed, Geo.
Alonzo, J.	Kristiansen, Arnt
Andersen, Hjalmar	Kruger, J.
Anderson, Peder	Larsen, Sigurd
Alquist, E.	Lee, J. C.
Andersen, A. -1821	Lill, C.
Arbucle, Daniel	Luther, F.
Brodie, W. G.	Larsen, B.
Bjorkman, Chas.	Larsen, Ludvig A.
Boysen, J. J.	Litenberg, A.
Bishop, Patrick	Madsen, C. H.
Backman, A. A.	Make, Ivar
Cederholm, Carl	Machado, H.
Christensen, H. -1366	Martin, Christ
	Martinsohn, P. A.
Dall, Carl	Mikkelson, K. -1620
Davidsen, Jack	Morse, H. W.
Deuland, Chas.	Meitak, Mike
Dahlstrom, Arthur	Miller, James
Darker, Thos.	Moller, Walter
Erikson, Eero	Mortensen, John R.
Engstrom, F.	Naro, H.
Edvards, J.	Njosvik, J.
Fisher, Frank	Nilsen, Ludvig
Fjelman, Geo.	Nilsen, O. J. (Reg.)
Freitag, W.	Nelsen, Christ
Flynn, J.	Olsen, C. E.
Fredriksen, H.	Olsen, Martin
Gundersen, L. S.	Olsen, Jorgen
Gundersen, Peder	Ostman, Martin
Giortz, P. V.	Olsen, A. M. -944
Graae, P. C.)Reg.)	Palmer, A.
Graything, L. A.	Packwood, Wm.
Grendal, Chas.	Petersen, Chr.
Graae, P. C.	Petterson, A. K.
Hansen, C. F.	Pettersen, Harry
Henriksen, B. (Reg.)	Prigge, Albert
Herman, Axel	Pabris, L.
Hewett, P.	Samuelson, H.
Halm, Fred	Simms, G.
Hansen, Schroeder	Smith, E. C.
Hansen, John	Solness, T. J.
Iverson, Ole	Sorensen, Geo.
Jacobsen, Martin	Sorenson, C.
Jensen, Robert	Sevenson, C.
Jensen, H. -2062	Sevenson, J. -1331
Jensen, J. -1684	Stegeru, P.
Johnson, G. -1452	Swenson, L. G.
Johnson, A. W.	Sheppard, Stewart
Johnson, Ed.	St. Clair, H.
Jorgensen, Karl	Sterndock, J.
Jacobsen, Holger	Ulmar, John
Johnson, F.	Wettland, Johan
Kallas, M.	Wickstrom,
Karlson, Rudolf	Williams, Chas.
King, Frederick	

INFORMATION WANTED.

William Walker, a native of Islandmagee, Antrim Co., Ireland, is inquired for by his nephew. Any one knowing his whereabouts kindly communicate with John Walker Geddis, 7 Willowbank St., Brooklands, Winnipeg, Manitoba, Canada.

Tacoma Letter List.

Andersen, Anders	Kalberg, Wm.
Berglind, Ed.	Leander, George
Bjorklund, Eric S.	Linea, W.
Bruse, D.	Line, Wiktor
Christensen, Albert	Loren, A. L.
Englund, Gust, E.	Lundberg, Thorsten
Grove, Albert	Nielsen, W. -1054
Hansen, Johannes	Ogilvie, Wm. A.
Haugan, Arthur	Olsen, Martin E.
Johansson, Charles	Paterson, John
Johnson, Oscar	Ridderstoff, Ernest
Johannsen, Christian	Reinhardt, Werner
	Swanson, August
Jorgensen, Peter A.	Thorsen, Axel L.
Kallas, Alex.	Wene, K. J.

INFORMATION WANTED.

Axel Peterson, F. Lundberg, J. Gustafson, M. Garcia, crew of the steamer Riverside, at the time she towed in the Oceana Vance, kindly call at the office of the Charles Nelson Co. for money due them.

Any one knowing the whereabouts of Wilhelm Brannemann, born at Dockenhuden, Germany, in 1882, please communicate with Hans Martens, No. 1892, Sailors' Union of the Pacific, San Francisco.

Jacob Rokus is inquired for by his brother, Henry John Rokus, and would like to communicate with him. The last I heard from him was in 1903 at New Orleans on British steamer "Michigan," where he was shipmate. He is 32 years old and was born near Rotterdam, Holland. Any information of his whereabouts will be very thankfully received by me at 55 Main street, Buffalo, N. Y.

Carl Julius Carlson, born in Sweden in 1877, is inquired for by his mother. There is about $2000 due him from his father's estate. Last heard of in September, 1902, on the Atlantic Coast. Previously sailed on the Clifford between St. Johns and New York. Address Fru Sophia Carlson, Klubbegard, Hallands Lan, Heberg, Sweden.

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Ahlstrom, Harry	-1827 (Photo)
Bjorkman, C. H. -1771	Lomas, Richard
	Lutzen, Waldemar
Ereksen, Anton	Olsen, Alvind B. K.
Hansen, Harold	Robertson, A.
Hansen, Harry	Thorsen, Fred'rcy N.

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Anderson, A. -1645	Krohn, John A.
Anderson, Gustav	Karlson, August
Anderson, Gust -1808	Kluge, Frank
	Klungeland, Borge
Andresen, Anton -1635	Laine, Frank
	Larsen, John
Andersen, Mike	Larson, Gustaf
Bergman, Karl W.	Lewik, Karl
Berglund, Ed.	Mathson, Nils
Bjorkman, Chas.	Mathiassen, Sigurd
Brun, Mathias	Maass, R.
Boyard, C. E.	Meckerman, Ernest
Bults, Ernest	Marx, Thorwald
Bulander, B. B.	Mikalsen, Andreas
Carlsen, J.	Meinke, Rudolf
Christensen, H. P.	Nelssen, C. J.
Carlson, C. Erland	Nilsson, Axel
Carty, Casar	Nielsen, Kristian
Dahl, Henry	Narberg, John
Deswert, William	Olsen, Arthur
Day, Aca	Olsen, Ansgar
Edstrom, John	Olsen, Andy
Erman, A.	Phillip, Max
Ekham, Frans	Petterson, Einar
Fellix, Hans	Peterson, Hans
Fredriksen, Berger	PJetersson, M.
Freitag, Franz	Pettersson, W. H.
Geiger, Josef	Petrow, A.
Gordia, Piet	Pelz, Gottfried
Gynther, John	Pohland, Max
Gravier, Eugene	Petersen, John
Hansen, Max O.	Rautio, Jacob
Henriksson, William	Reincke, Herman
Hellman, Albin	Rhodes, F.
Henricks, Woldemar	Schmidt, Hans
Hedlund, Albert	Skedsmo, A.
Holm, Aage	Swanson, Carl O.
Johansen, Chris	Simens, O. L.
Jansson, L. -2166	Wieprecht, Ernest
Johansson, Arvo	Welsen, J.
Jacobson, A.	

Aberdeen, Wash., Letter List.

Anderson, -1283	Larsen, Peter
Andersen, -1118	McLean, H.
Arnell, John	Martin, James
Andersen, F. C.	Nordgren, Chas.
Behn, Alfred	Nikolin, E. Miko
Bowman, C.	Neddemeyer, John
Bjorkholm, A. M.	Olesen, Chas.
Bowen, J. J.	Olsen, Nils
Burkland, John	Oksanen, Juko
Bodahl, Hans	Olsen, Oswald, -1059
Christensen, Albert	Peterson, Axel
Eklund, Chas.	Petersen, S. J.
Ernandes, Frisco	Pettersen, Karl
Evanger, Dick	Petersen, J.
Fuller, J. H.	Pettersen, Olaf
Granberg, Eric	Rundblad, Oscar
Graf, Otto	Richardson, H.
Heinig, Johann	Sandstrom, Hugo
Holm, Arthur	Siven, Wictor
Herman, Axel	Sorensen, T. B. G.
Hansen, Ove	Sim, Gunder
Illig, Gust	Schmidt, Heinrich
Junge, Heinrich	Simensen, Isak
Hansen, Torleif	Udby, Harold
Johansen, Hans	Ulappa, K.
Kaala, G.	Wind, Jacob -1357
Laaksso, F.	Walder, Olsen N.
Loining, Hermand	Williams, J.
Lengtssen, Gottfried	Zebe, G. V.
Laine, Herman	
Lorsin, G. L.	Packages.
Larsen, Lars	Gorgensen, Olaf.
Larsen, H. P.	Hansen, John
Lindroos, A. W.	MacGuire, O. F.

INFORMATION WANTED.

Anybody knowing the whereabouts of Arne Johnsen please notify O. M. Johnsen, Mosby, Christiand S., Norway.

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INFORMATION WANTED.

Edgar Duncan Stewart, age 22 years, white, born in Massachusetts, who, on October 9, 1912, was shipped as seaman on the American steamship "Toledo," at Marcus Hook, Pa., for a voyage to Sabine, Texas, but who did not join the vessel the next day, and has not since been heard from. The undersigned will highly appreciate your kind co-operation: Augustin R. Smith, United States Shipping Commissioner, or Shipping Commissioner, Appraisers Building, San Francisco.—5-13-14.

John S. Bickel, a sailor supposing to be sailing on the Pacific Coast, is inquired for by his sister, who has important news for him. Address Laura Bickel, 8817 Birchdale Ave., Cleveland, Ohio.—5-13-14.

Any one knowing the whereabouts of John Burke No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

Home News.

Five thousand, five hundred men are engaged in construction work along the different sections of the Pacific Great Eastern Railway route between Vancouver and Fort George, it was stated at the Vancouver offices of the Pacific Great Eastern.

California's prison population is growing. Recent census reports shows that there are 3937 prisoners, including those on parole. Of this number 2125 are confined in San Quentin, 1163 in Folsom and 649 on parole. This is an increase of 450 over May 1, 1913, which is the largest year's increase in the history of the State.

Sweden was the first nation to formally break ground for its pavilion on the Panama-Pacific Exposition grounds. Other nations have begun work and the Honduras building is completed, but it remained for the Swedish-Americans to have a formal ceremony when the first pile was driven for their building. More than 200 gaily decorated autos carried the crowd in procession to the grounds, where Swedish Consul William Matson broke ground and his daughter, Miss Lurline Matson, raised the Swedish flag.

Operation of the first division of the Seattle municipal street car system was begun on May 23. The line runs from Fourth avenue and Stewart street four miles north to Ballard. Twenty-five tickets are sold for a dollar, but ordinary fare is five cents. The city is negotiating for purchase of the Seattle, Renton and Southern Railroad, which connects with the line opened recently. A car line from Youngstown, in the southern part of the city, to Lake Burien is owned by the city, but is not yet in operation. The new car line is said to have equipment more modern than any other on the Pacific Coast.

Prominent citizens of Alabama are closely watching the attack of the Federal Government on Alabama's law which permits outsiders to pay the fines of persons convicted of misdemeanor and in lieu thereof to obtain contracts for labor from the persons whose fines were paid. The Government insists that this law is in violation of the Federal peonage statute. More than a year ago a test was made by arresting several planters on charges of peonage in connection with this law. Federal Judge Toulmin sustained the State enactment and the Government has now appealed the case to the United States Supreme Court.

In ordering the Grand Jury to investigate methods employed by William J. Burns, who was referred to as an "alleged detective," Judge Ben Hill of Atlanta (Ga.) subjected this individual to a most scathing criticism. The court said: "I think it not amiss to say here that the people of this community have been wrought up by a detective alleged to be a famous sleuth. We have no room here for such men, men who come posing as seeking the truth, when they are only seeking notoriety and money. We do not want them. I think it wise for those who have the right to issue licenses to inquire into this matter and refuse such people the right to do business here. These men do not detect crime, rather they encourage crime. They are a menace to the peace of the State and an obstruction to the administration of justice."

Domestic and Naval.

The establishment of a regular steamship service between Norway and Spitzbergen is under consideration, and in the event of the service being decided upon, a steamship company has offered to negotiate a three years' contract.

The new Cunarder which is building at Wallsend is to be named "Aurania." She will be an intermediate steamer, and is intended for the company's London-Canadian service. It may be noted that her propelling machinery will consist of geared turbines.

The Argentine Minister of Public Works has approved the contract made with Orenstein & Koppel (Arthur Koppel por Deutsch Luxemburgische Bergwerks und Hutters Aktiengessellschaft of Emden, Germany) for the provision of a floating repair dock of 4,000 tons displacement at $290,530 United States currency.

Medals similar to those presented to the masters and crews of the steamships which participated in the rescue of the "Volturno's" passengers, were awarded May 1 by the Life Saving Benevolent Association of New York to the masters and crews of the French line steamship "La Touraine" and the Atlantic Transport liner "Minneapolis."

The third mail boat for the French contract service from Bordeaux to Buenos Aires, the "Massilia," was launched at La Seyne a short time ago. Her dimensions are: Length b. p. 574 feet, 65 feet beam, 17,000 tons displacement, horsepower 20,000, the motive power consisting of reciprocating engines and low-pressure turbines driving four screws.

Advices from Salvador show that the British steamer "Jiquilisco" has been totally lost by fire about thirty miles north of Acajutla. Crew and passengers were saved. The vessel is one of three ships belonging to the Salvador Railway Company, and is of 913 tons, built in 1911, and valued at £18,000. She has often carried large quantities of coffee, which is shipped throughout the year, but mainly between September and May inclusive.

Trade is reported dull in the Cape, the Transvaal, Natal, and the Orange Free State, and there is no demand for more labor. The March report of the Union Labor Department states: "There are more capable men at Johannesburg idle at the present time in every occupation than at any time during the last four years. Complaint is general all round." There is a good demand for female servants in most parts of South Africa; these, however, are advised not to go out alone.

The Bureau Veritas reports marine casualties during March as follows: Total losses, 28 steamers of 26,023 tons, viz.: 7 Japanese, 6 Norwegian, 4 German, 4 British, 2 American, 2 Italian, 1 Belgian, 1 French, 1 Swedish. The causes were: Stranding 13, collision 5, fire 1, foundered 6, missing 3. Lost sailers, 40, of 18,172 tons, viz.: 15 British, 10 American, 4 Norwegian, 4 French, 2 Danish, 2 Italian, 2 Swedish, 1 German. The causes were: Stranding 17, collision 4, fire 1, foundered 3, abandoned 6, missing 9. The accidents reported during the month affected 464 steamers and 123 sailers. Furthermore, 2 steamers and 3 sailers were broken up or converted.

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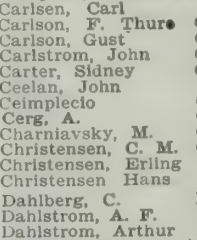
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San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify Jack Rosen, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Aalto, -1780
Abolm, Chris.
Aga, John
Anl, Theodor
Alman, P.
Amundsen, Albert
Andersen, A.
Andersen, A. Sigurd
Andersen, Andrew
Andersen, -1246
Andersen, -1620
Andersen, -1819
Andersen, Lars
Anderson, -1783
Anderson, Carl O.
Anderson, Chas.
Baare, Henry I.
Bakkinson, Peter J.
Bang, Maurice
Baumly, Jos.
Bawden, John P.
Bawder, M. A.
Beckle, B.
Behrens, Herman
Behr, H.
Belin, Erik
Beling, Oscar
Bellanger, Karl
Bendesen, Nickolia
Bendfelt, C.
Berger, J. W.
Bergholm, Edvard
Berteisen, Alf.
Cain, P.
Callahan, D. A.
Campbell, D.
Campbell, Donald
Carlsen, Carl
Carlson, F. Thure
Carlson, Gust
Carlstrom, John
Carter, Sidney
Ceelan, John
Ceimplecio
Cerg, A.
Charniavsky, M.
Christensen, C. M.
Christensen, Erling
Christensen Hans
Dahlberg, C.
Dahlstrom, A. F.
Dahlstrom, Arthur
Dallman, H.
Daubbs, Paul
Davidson, H.
Davis, Gala
De Landsheer, John
Derengowski, Julius
Dettmers, Geo.
Digman, Carl A.
Eckhoff, Otto
Ehlers, Chas.
Einardt, John
Elling, Jesse
Ellisen, Sam
Emberertson, —
Enstrom, Carl
Entomsen, Herman
Fankert, Karl
Finck, John
Finnelley, W.
Fjelman, Geo.
Fjellman, Jonas
Fjxlstadt, Olaf
Forsgren, Carl J.
Forsgren, Karl
Forshen, Otto
Forshu, Alex
Galey, J.
Garbes, Gustav
Geary, A.
Gifford, S.
Glalland, Oscar
Grantley, C. W.
Grienberg, F.
Greenbeck, John
Greene, Olav
Groat, Adam H.
Gronros, Oswald
Haggar, Fred
Hallberg, N. B.
Hallin, -1143
Halron, J.
Anderson, Edvard
Anderson, Frank
Anderson, G. G.
Anderson, Gustaf
Anderson, John E.
Anderson, H.
Anderson, -1194
Anderson, -1447
Anderson, J.
Anderson, John
Anderson, Samuel
Anderson, Viktor
Apsit, J.
Austin, Andrew
Azarov, D.
Bierstet, -1736
Bjorklund, Erick
Bjornsen, Conrad
Blummendaal, Jack
Boers, M.
Boulton, Thomas
Bowman, K. H.
Brander, Oscar
Braun, Louis
Brenjord
Brown, Dave
Brown, Frank
Brown, John R.
Bryan, John
Brynjulfson, Halvar
Buedesen, John
Bye, Sigurd
Christensen, Pete
Christensen, Robt. H.
Christenson, Willie D.
Classen, Henry
Clausen, Christ
Clausen, I.
Clausen, Jorgen
Conlon, Tom
Cook, Harry
Costa, Casimiro
Croasman, Geo
Crosiglia, G.
Cross, D. E.
Dixon, John
Doering, E. W.
Donaldson, Frank E.
Doneke, W.
Donovan, J. J.
Doose, Wm.
Dettchen, John
Dracar, E.
Dreyer, Carl
Dunn, Walter C.
Ericksson, Edward
Erickson, Konrad
Erikson, Arthur
Eriksen, Fred
Essen, Carl Axel
Eugene, John
Evensen, Louis
Forsman, Geo.
Frances, George
Franke, Karl
Freiberg, P.
Freman, F.
Froberg, Fred
Fricke, W.
Fritch, Leonard
Furlong, P.
Fuss, Henry
Guarder, O. Ch.
Guldberg, R.
Gundersen, C.
Gundersen, Chas. A.
Gundersen, Jack
Gundersen, Peder
Gustafsen, K.
Gustafsen, Olaf
Gustafson, Gus
Halvorsen, -2229
Halvorsen, Emanuel
Halvorsen, H.
Handloss, Paul
Hannus, Alex I.
Hansen, -968
Hansen -2115
Hansen, Axel
Hansen, C. F.
Hansen, C. P.
Hansen, H. C.
Hansen, Karl
Hansen, -1134
Hansen, -965
Hansen, Nils
Hansen, N. M.
Hansen, Oscar
Hansen, Walter
Hanson, Gustaf
Hanson, Harold
Haraz, Otto
Hartman, I.
Haugen, Lars
Haugland, Harold
Heesche, Henry
Illig, Gustav
Illison, Edw.
Illman, Thomas
Jacobsen, J. H.
Jacobsen, John
Jahnke, Otto
Jakobsen, Yaakim
Janson, Hans
Janson, I. A.
Jansson, Frederick
Janssen, H.
Jenhnson, Halvar
Jenkins, Fred
Jensen, C.
Jensen, Geo. L.
Jensen, Just
Jensen, Oscar
Jespersen, Martin
Jespersen, M.
Jessen, Henrich
Johannessen, -1487
Johansen, -2183
Johansen, Alf
Johansen, Axel
Kaare, P. Juhl
Kalnin, Edw.
Kansberg, V.
Kargen, T.
Karlsen, Hans
Karlsen, Martin
Karsten, Hugo B.
Kasett, F.
Kasin, Fritz
Kilve, Kaarel
Kind, Conrad
Kine, Conrad
Kive, Conrad
Klaus, August
Klemmsen, Adolf
Klette, C. F.
Klingston, S. S.
Klocker, Theo.
Laas, J.
Lacy, E. Thomas
Lagenquist, G.
Lajrowski, August
Lambert, E.
Landberg, Fred
Landtsheen, De John
Lange, de I.
Langer, Robert
Laponble, Jean P.
Larense, W.
Larsen, A. B.
Larsen, Alfred
Larsen, H.
Larsen, Herman
Larsen, Ludvig J.
Larson, John
Lartowa, I. A.
Lawrence, Wm.
Laydon, D.
Lee, Emmett
Leirovaag, H. J.
Lemberg, Fred
Macauley, Hugh
Mahoney, F. E. N.
Maksnes, Kristian
Maltti, J.
Mannonen, M.
Manss, Fred
Markman, Harry
Markus, Ben.
Markus, Gottfrid
Markwardt, Carl
Marquardt, Carl
Martens, -2262
Martin, Jack
Matheson, Alek
Matthews, John
Mathiesen, Ludwig
Neil, John
Nelsas, Rudolf
Nelson, Billy
Nelson, -912
Nelson, Harry
Nelson, Michael
Nelson, Victor
Nesbitt, J.
Nicolaison, Carl
Heiberger, M
Heirterman, Harry
Heldal, I.
Henrikson, W.
Henry, H. A.
Herman, Jack
Higgins, H.
Hiks, Gustav
Hofer, F. R.
Hogan, A.
Hoiberg, Olaf
Hollman, Martin
Holmber, Gust
Holm, Chas.
Holmes, C. A.
Holm, Stephen
Holmstrom, Carl A.
Holmstrom, O.
Hubertz, Emil
Hubner, Carl
Huhlman, L.
Ilseman, Hubert
Iverson, Tom
Johansen, -1593
Johansen, Edw.
Johansen, Louis
Johanson, Adolph
Johanson, E.
Johanson, Gotttried
Johansson, C. A.
Johansson, -880
Johnsen, A.
Johnsen, Andrew
Johnsen, Aug
Johnson, Bernhard
Johnson, Carl
Johnson, Gust
Johnson, John
Johnson, Nestor
Johnson, Valter C.
Johnson, Samt. O.
Jonston, W.
Jorgensen, Fred
Joseph Jack
Knoff, L.
Knutson, Frank
Kohlmister, Otto
Kolberg, Arvid
Kolodyig, Josif Geo.
Konopacki, Martin
Kook, Herman
Kramer, Fred
Kristiansen, Hans
Kristiansen, Jacob
Kristiansen, L. P.
Kristiansen, Johan
Krohn, John
Kuhme, Wilhelm
Kukan, Alex.
Kryger, Valdemar
Kullmann, Louis
Kychlatt, Lars
Lerston, J. O.
Lewis, Bob
Lewis, Roy B.
Lewis, Robt. W.
Limmer, F.
Linden, C. W. H.
Linderanty, Fred
Lindroos, Oskar
Lindstrom, Alex
Line, W.
Lude, Thorwald
Lundberg, G. H.
Lundberg, Harris
Lundberg, W.
Lund, Alex.
Lundgren, Richard
Lundin, Chas.
Lundmark, Helge
Lundquist, G.
Lundstrom, Chas.
Luehrs, Ludwig
Lynch, James
Mattson, Robert
Mayes, J. B.
McGoldrich, J.
McKenna, F.
Melander, G. L.
Melgand, R.
Mersman, O.
Metje, Gustav
Metzler, Louis
Midling, Marentz
Miller, Herman
Milos, Peter
Monsen, Martin
Morris, R.
Murphy, Dan
Mynshmeyer, H.
Nielsen, Ed
Nielsen, -1116
Nielsen, Ingolf
Nielsen, N. F.
Nielsen, Niels
Nielson, J. S.
Nilson, Ragnard
Nilsen, Hans
Nilsen, H. H.
Nilsen, Michael
Nilsson, -937
Nordblom, Ben
Nordo, Niels
Norris, Edw.
Oettchen, F.
Ohman, P. W.
Oksa, Victor
Olango, Pedro
Olansen, Elias
Olausen, Kristian
Oleren, Marinus
Olman, P.
Olsen, -511
Olsen, -1221
Olsen, -1229
Olsen, Alfred C.
Olsen, Alfred F.
Olsen, Chas.
Olsen, Chas. A.
Olsen, Ferdinand
Palm, A.
Parly, Frans.
Partoll, Albert
Paulson, G.
Pearson, J. T.
Pearson, Oscar
Pedersen, -1560
Pedersen, Carl
Pedersen, Eilif
Pedersen, P. -901
Pedersen, S. R.
Persson, Oscar
Peters, A.
Petersen, Aage
Peterson, Frank
Peterson, Fred
Raaum, Henry
Ramlow, Emil
Rasmussen, Anrrew
Rasmusen, Chr.
Rasmussen, Jacob
Rasmussen, Robt.
Raspersen, Henrich
Rath, H.
Reinhold, Ernest
Regan, John
Rehnstrom, Axel
Reitan, Pete
Remmert, J.
Renstrom, Axel
Renvall, Anselmi
Richard, August
Saar, John
Sabel, F. L.
Sahlman, Chas.
Saraski, W.
Salmela, Julius
Sancherd, Vincent
Sandberg, Tom
Sane, Fred
Santos, V.
Saunders, J.
Schenk, Albert
Schlobies, Ed.
Schluter, Paul
Schreader, Hans
Schroder, Gus
Schluter, Paul
Schultz, John A.
Sellers, W. G.
Selen, J.
Selin, W. H.
Seaman, Carlie
Schellenberg, E.
Schnider, H.
Shallgreen, J. -2027
Famman, Chr.
Theorin, John E.
Thorn, A. W.
Thompson, F. A.
Thompson, Thomas
Thoren, Wicktor
Thornsen, Emil
Thorsen, Jens
Udd, John
Udekull, C.
Uesair, M.
Valuer, Morris
Velson, Frank
Walker, Thos.
Wallgren, I. M.
Wash, H.
Webber, John S.
Welson, R.
Wena, Louis
Wenson, B. S.
Werner, Paul
Werth, H.
Whiteside, Fred
Wiback, Walter
Yungren, Johan A.
Zazan, G.
Zemmerling, Fred
Zimmerninks, Fritz
Novomiroff, M.
Noyes, A. F.
Nurgi, Peter
Nyman, Axel
Olsen, Fred
Olsen, James
Olsen, M.
Olsen, -1265
Olsen, Olaf
Olsen, Olaf D.
Olsen, Paulus
Olsen, Sam
Olsen, Sigurd
Olson, M.
Olson, Otto
Olsson, G. B.
O'Neil, Jas.
Opderbeck, Eugen
Ostling Emanuel
Petersen, Hennig
Peterson, J. A.
Pedersen, Johannes A.
Petersen, Olaf
Peterson, Oscar
Peterson, -1447
Peterson, -1389
Peterson, -1443
Peter, Victor B.
Petterson, -1558
Pietschman, Geo.
Pommer, A.
Prado, J. B.
Preusse, Fred
Punis, Antony
Richard, James
Richardson, Adam
Riegel, Wm. -1070
Riesbeck, Hjarmar
Rimmer, Chas.
Rippe, R.
Robertson, John N.
Rodel, Willy
Rohr, Louis
Rosenquist, A.
Roum, Henrik
Routman, Robt.
Royen, Jack
Rundgrist, O.
Rundjuist, O.
Runte, O.
Siebert, R.
Simmonds, J.
Simonsen, Thomas
Simpson, L. C.
Singleman, Ernest
Sjobborn, Karl A.
Skogtund, Harry
Sorensen, C. J. T. G.
Sorensen, -2447
Sorensen, James
Speller, Henry
Spetteland, Bent
Spooner, Emil
Stahlbaum, E.
Stahlbaum, Eberhart
Stenberg, Alfred
Stevensen, August
Stienen, J.
Stolgerman, Emil
Stogman, Arnold
Summer, A.
Sunberg, K. K.
Svending, Knud
Swanson, Lixten
Tobey, John
Tollefsen, Andreas
Tonnesen, A. -785
Tonnesen, Abraham
Torpussen, G. T.
Tovsen, Theo.
Turnquist, S.
Ulla, O. O.
Ursin, J.
Usar, M.
Vesthve, L.
Vortman, W.
Wickstrom, Anton
Wickstrom, Anton
Wifstrand, Chas. F.
Wilkinson, W. H.
Willert, Chas.
Wimmer, Geo.
Wineberg, Chas.
Winter, H. W.
Winther, Sigurd
Wirta, John
Zoe, Frank
Zornig, Harry

PACKAGES.

Apply to Secretary of Sailors' Union of the Pacific.

Abolin, M. M.
Ahrens, Walter
Anderson, A.
Anderson, Axel
Beling, Oscar
Bjorseth, Knut
Bledsing, Wm.
Carter, H.
Christoffersen, Olaf
Ellefsen, Otto
Finnelly, Wm.
Guldbrandsen, Jack
Hanmers, Alex
Hansen, Karl
Hansen, N.
Haugen, Lars
Hendriksen, Hagbart
Huebner, Carl
Gregg, Ernest
Iversen, Reidar
Johansen, Axel
Johansen, Emil
Johanson, J. -2021
Johnson, Roy W.
Jorgensen, Jorgen
Jorgensen, Oluv
Klette, E. F.
Krishyan, A. W.
Laas, J.
Laydon, D.
Lindroth, Erik
Lundberg, Oskar
Markley, Paul
Miller, I. G.
Nelson, Hasmund
Nilsen, Emil
Olsen, -1244
Olsen, Carl -1101
Petersen, Olav
Pratwijk, Von Johan
Raasch, O.
Rarly, Frans.
Rasmussen, Emil
Rathke, Reinhold
Rimmer, Chas.
Roslin, Robert
Schroder, Aug.
Summers, J. J.
Thorsen, Jens
Tonnesen, A. -785
Wakely, R. E.
Walters, Albert B
Willmann, Wilhelm
Wurthman, W. L.

INFORMATION WANTED.

Nils Johnson, who was wrecked in the American bark "Oasis," Sept. 2, 1887, is inquired for by W. F. Hohenschild, Berkeley, Cal.

Alfred Kupfer, born February 9, 1890, at Coburg, Germany, is inquired for by the German Consulate, 201 Sansome street, San Francisco, Cal.

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December 31, 1913:

Assets	$56,823,600.56
Capital actually paid up in Cash	1,000,000.00
Reserve & Contingent Funds	1,807,404.18
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News from Abroad.

Ammunition consigned to the Huerta Government in Mexico, which had been kept in the hold of the German steamship "Ypiranga" since the American occupation of Vera Cruz, was reported to have been landed at Puerto Mexico.

By a vote of 351 to 274—a majority of 77—the House of Commons on May 25 passed the Home Rule bill. The end of the hard-fought struggle came quite suddenly, the Unionists refusing to debate the bill without further information as to the Government's intentions in regard to the proposed amending measure.

The famous yacht "Princess Alice," formerly owned by the Prince of Monaco and used by him in his deep-sea researches, has been purchased by Lord Inverclyde, who will take a party of friends on her to San Francisco for the opening of the Panama-Pacific International Exposition.

What is believed to be the remains of the balloon in which Professor Salomon A. Andree ascended from Dane's Island, near Spitzbergen on July 11, 1897, in an attempt to reach the North Pole, have been found in a forest in Eastern Siberia, according to a telegram received at the Swedish Foreign Office from Yakutz.

An amber diamond of 178½ carats, which a diamond digger named Bowker found at Droogeverd, South Africa, and which he was unable to sell at London last December, has been cut at Amsterdam at a cost of $1250, and is now back in London. The cut stone weighs sixty carats. The stone is perfectly clear and resembles the Kohinoor.

Thirty-five women camp followers are said to have lost their lives with 300 Mexican Federal soldiers in the battle of Paredon, and fifty-seven Federal officers were executed after the battle. Among those who fell before the firing squad were General Munoz, a nephew of ex-President Porfirio Diaz; General Orsono and nine Colonels.

According to the new naval program Japan will keep only nine armored ships in full commission out of twenty-nine. Her first squadron consists of the "Kongo" (flagship), "Settsu," "Tsukuba," "Satsuma," "Iwami," and "Suwo," and it is probably the most heterogeneous "first line" which any seapower ever mustered. The speed ranges from 18 knots to 28 knots, and the armament from 10-inch to 14-inch guns.

Practically 400,000 immigrants arrived in Canada during the fiscal year ending March 31, 1914, according to official figures. This number is very near the previous year's high record, when 402,432 arrived. Approximately 147,000 British, 115,000 Americans, and 130,000 Europeans arrived in Canada during the past year. For the eleven months ending March 1, 136,699 British, 97,406 Americans, and 128,923 Europeans arrived.

After serving eight months' imprisonment for refusing to enforce a law conferring equal rights on Russians with Finlanders in Finland, which passed the Duma but not the Finnish Senate, the entire high court of Viborg, consisting of sixteen judges, returned to Helsingfors on May 24. An immsene crowd assembled to welcome the judges and cheered enthusiastically. Mounted gendarmes, riding on the sidewalks, used their whips on the people for "unlawful" cheering.

With the Wits.

Scorching Sarcasm.—"Phew! I put the lighted end of that cigar in my mouth."

"How lucky you were, dear, to discover it immediately."—Life.

And Vice-Versa.—"Johnny," said the teacher, "who were the two strongest men of olden times?"

"Samson and Hercules."

"Can you tell anything about them?"

"Oh, yes. Samson was a regular Hercules."—St. Louis Star.

Too Cruel.—Daniel Webster was once sued by his butcher for a bill of long standing. Before the suit was settled he met the butcher on the street and, to the man's great embarrassment, stopped to ask why he had ceased sending around for his order.

"Why, Mr. Webster," said the tradesman, "I did not think you would want to deal with me when I've brought suit against you."

"Tut! tut!" said Mr. Webster, "sue me all you wish, but for heaven's sake don't try to starve me to death!"—New York Evening Post.

An old negro parson in a Southern church was denouncing theft to his congregation, when he said:

"If there is any member of this congregation who is guilty of theft he had better repent at once and be saved."

On his way home he was stopped by old Rastus, who had listened to the sermon intently.

"Don't you think, parson, that next Sunday will do just as well as to-night to repent?" asked Rastus.

"But, Rastus, why not repent to-night and be saved, man?"

"Well, parson, it's just this way," explained Rastus. "I want just one mo' chicken fo' to-morrow's dinner, and I know wha I can get dat chicken widout bein' caught to-night."

"Well," said the parson, hesitatingly, "I don't know what to say, so I think I will take dinner with you to-morrow and then talk the matter over with you."—National Monthly.

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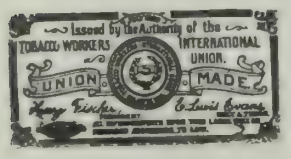
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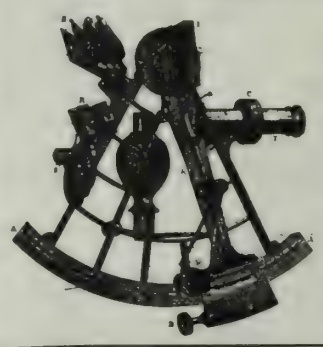
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VOL. XXVII, No. 39. SAN FRANCISCO, WEDNESDAY, JUNE 10, 1914. Whole No. 2281.

GENERAL UHLER SHOWN UP!

Head of Steamboat-Inspection Service Caught Fibbing.

The most notorious evil on shipboard is that of undermanning, especially in the matter of skilled men in the deck crews. It is responsible for more disasters than all other causes combined.

To remedy this evil the Seamen's bill now pending in Congress provides a standard of individual efficiency applicable to the members of the deck crews. This standard requires vessels to carry able seamen, and provides that no one shall be shipped as an able seaman who has not had at least three years' experience in the deck service. The number of such men to be required is to be determined by two methods, one applying to cargo vessels based upon a percentage of the deck crew as a whole, the other to passenger vessels in accordance with the number of lifeboats carried.

In each case the object in view is, first, to compel every vessel to have on board a sufficient number of skilled men in its deck crew to safely navigate and care for the ship, so that disaster may be avoided whenever possible; second, to provide a means of saving lives when the vessel itself cannot be saved.

The provision of the bill requiring at least two men of the rating of able seamen or higher for each lifeboat on passenger vessels is an "irreducible minimum" of safety, both with reference to the skill and number required in the meaning of the vessel itself and in the handling of lifeboats when the vessel must be abandoned.

The shipowning interests, employing their usual cuttle-fish methods, are attempting to cover up their shortcomings in the matter of manning of passenger vessels and are trying to reduce the whole question to one relating solely to the manning of lifeboats, hoping thus to escape any general manning provision.

While now admitting the necessity for skill in the manning of lifeboats, they contend that the peculiar kind of knowledge required in the lowering and handling of a lifeboat crowded with frantic passengers, under the very unfavorable conditions always prevailing in time of disaster, is as readily acquired by the men serving in the cabins and coalbunkers, as it is by the sailors who become inured to the most angry modes of the sea through deck service.

This, the shipowners claim, is true because all engage in "boat drills" and therefore all become equally proficient. The representatives of the Seamen's Union have made two answers to this; first, that no amount of "drilling" in the smooth water of a harbor can teach anyone the practical handling of a lifeboat; second, that in actual practice on board ship the "boat drill" is considered of value only to teach men their stations and is not used for any other purpose.

To offset these answers the shipowners told stories of wonderful drills, of alleged rigid requirements in that respect, and of prizes offered for efficiency in boat drills, in competition for which the able seamen were always badly defeated by waiters, cooks, or others.

The whole contention of the shipowners, therefore, hinges entirely upon the value of "boat drills." The shipowners have made one claim as to actual conditions in that respect, the seamen another.

Who told the truth?

Fortunately there is unquestionable evidence available, and it is herewith offered. What are the regulation of the United States Steamboat-Inspection Service in the matter of "drills"? That branch of the Government is charged with the duty of laying down rules to safeguard life on steam vessels. If it believed that "boat drills" are of any great value it is reasonable to assume, especially in view of the statements of the shipowners, that its rules on the subject would be most stringent. But the rules contain absolutely no requirements whatsoever for the lowering, manning, rowing, sailing, drifting, or other maneuvering of lifeboats in the "drills." The regulations simply provide that once each week all hands shall be called to quarters and exercised "in the discipline, and in the unlashing and swinging out of the lifeboats," that is to say, to perform the simple operation of turning out the davits with the boats and then turning them in again. That is all the regulations require and is in accordance with Section 18, Rule V, Rules and Regulations, United States Steamboat Inspection Service.

The reason why nothing more is required by the Inspection Service can only be, of course, that the officials in charge believe that practical knowledge in the actual handling of boats cannot be obtained through "drills" in port. If that is not the reason, and if those officials agree with the statements made by shipowners in reference to the alleged value of the drills, then the Inspection Service must be charged with gross neglect of its duties in that it has not enforced stricter rules on the subject.

Notwithstanding the regulation referred to, which certainly exposes the real situation, the shipowners persist in their misrepresentation of the so-called drills, hoping thus to avoid the employment of really skilled men who, very naturally, would demand better wages than the unskilled receive.

Strange to relate, also, the chief official of the United States Steamboat-Inspection Service, Mr. George Uhler, the supervising inspector general, has seen fit for some reason to support the contentions of the shipowners in their statements relative to "drills," according to the following excerpts from the hearing before the Committee on Merchant Marine and Fisheries, March 12, 1914:

Mr. Manahan—Now, one more question, reverting to your testimony as to the rules or as to the inspection drill; I understood you to say that the requirement was that they should lower the lifeboat once a week to the water?

Mr. Uhler—Yes, sir.

Congressman Manahan, who had asked the question, thereupon produced a copy of the inspection rule which showed that the "drill" requirement provided only for "the unlashing and swinging out" of the boats and not for their actual use or even for their lowering to the water. Mr. Uhler, nevertheless, contended that the "general understanding of the rule" regarding the placing of lifeboats was that they should be actually lowered into the water once a week. The following also appears in the record, and is quoted so that there may be no mistake as to just what Mr. Uhler intended to convey:

Mr. Manahan—As a matter of fact, I guess it is conceded they do not lower the boats to the water as a rule?

Mr. Uhler—No; it is not conceded that they do not lower the boats as a rule. There may be exceptions where they do not.

These statements of Mr. Uhler, tallying with the contentions of the shipowners, are directly contradicted in a very positive manner, by the evidence presented under oath during the investigation of the "Monroe"-"Nantucket" collision case, before the Board of Local Inspectors at Philadelphia. In this connection the following excerpts from the records of that case will be interesting, the questions being by Capt. Sargent, Local Inspector of Hulls, answers by the witness named:

From the record of examination of Captain Osmyn Barry, of the steamship "Nantucket":

Q. You will state what this boat drill consisted of if you know.

A. It consisted of swinging out all of the boats.

Q. Were these boats lowered to the water and rowed around?

A. No, sir.

Q. Why not?

A. Because when we are in port like that we have right alongside those lighters about all the time she is receiving cargo.

Q. During your long experience as master have you been accustomed to having boat drill in port without having the lifeboat lowered to the water and rowed around?

A. Yes, sir; many times.

Q. Is it the exception to the rule when these lifeboats are manned and rowed around?

A. Well, the way with most of our coasting ships is that they have more or less lighters alongside at times. Sometimes they are lowered down a little way and hoisted up.

From examination of First Officer Guy E. Horsley, of the steamship "Monroe":

Q. Now you will describe what sort of a boat drill is held—how it is conducted; you can take as much time as you want to on that.

A. It is conducted by the captain. The bell rings first, fire bell, and it is a signal to the engine-room to the engineers to throw water; pumps are going for a few moments and there is a second bell, alarm, for each to go to their stations. After they are all mustered, the captain gives orders to hoist the boats up and that is done, and they are swung out and hoisted in and put away. There is a bell to notify them that the drill is over.

Q. And then?

A. All back to work.

Q. Is the boat rowed around any?

A. Well, no sir.

Q. Does the keel of the boat ever touch the water in a boat drill like this?

A. No, sir.

From examination of Second Officer Joseph E. Gately, of the steamship "Monroe":

Mr. Wells—A suggestion as to the practice

in coastwise lines, instead of transatlantic lines might help us.

Captain Sargent—The witness has already testified as to vessels running down to Panama, they didn't do it.

The Witness—Not on all ships.

Q. Was each boat's crew required to swing their own boats out?

A. Yes, sir,—well, I'll qualify that, we could only swing boats out that was next to the pier.

Q. When you were in the American Line and the board of trade had fire and boat drill, did a single crew of a lifeboat hoist the boat up and lower it away and row it around?

A. No, sir.

Q. All right. Comparisons are odious. How many boat's crews in the American Line did it take to hoist one boat?

A. It wasn't exactly the boat's crew, it was the sailors. Then afterwards two boats would row around the harbor, around the basin there.

Q. When they held fire drill on the "Monroe," did they make any use whatever of the fire buckets?

A. I am not prepared to say, they didn't where I could see, I wasn't stationed on the fire buckets.

Q. Now, what we want to know is whether the firemen on this vessel went up and stood at their boats, or whether they were down on the main deck like they do in the American Line, with a chalk mark for the number of the boat?

A. I don't think so.

Q. Like they have done in the American Line: did they do that in the American Line?

A. The sailors swing out the boats in the American Line.

From examination of Nils Askildsen, boatswain of the steamship "Monroe":

Q. Is it the practice on the "Monroe" when having fire and boat drill to just clear away the boat, hoist it clear of the chocks and swing it out over the side?

A. Yes, sir.

Q. Is it the practice to lower them into the water or not?

A. Not lower into the water.

From examination of Robert L. Etheridge, wireless operator of the steamship "Monroe":

Q. Was that the first vessel you had an opportunity to participate in a fire and boat drill?

A. No, sir.

Q. What other vessels?

A. The "Princess Anne," the "Monroe," "Powhattan," "San Juan."

Q. Was the fire and boat drill conducted in all of the different vessels that you were on?

A. Yes, sir.

Q. Just describe what they done in regard to the boat drill.

A. They would get every man to his station and lower the boats down a certain distance.

Q. How far?

A. Down even with the promenade deck.

Q. After they got her down what did they do?

A. After they got her down they pulled her up again.

The above quotations from the records of sworn testimony on the subject certainly leave no room for doubt. They absolutely disprove the claims of the shipowning interests, and uphold the contentions of the seamen that in actual practice the drill is considered useful only to teach the men their stations.

The local inspectors in their report offer no criticism of the kind of boat drills described by the witnesses. The reason for that is plain. The perfunctory exhibition described is all that is required by the Rules and Regulations of the Inspection Service.

But—why did the Supervising Inspector General, the head of the United States Steamboat-Inspection Service, insist to the contrary when he testified before the Committee on Merchant Marine and Fisheries during the hearings on the Seamen's bill? Why? The Secretary of Commerce might well seek an answer to that question.

V. A. OLANDER.

The scientific world in Russia has for some time been occupied with the sinking of the Caspian Sea. The surface of the Caspian, which lies twenty-seven yards below ocean level, has since June, 1910, become continually lower. The shrinkage is now even beginning to be inconvenient for navigation, as vessels in many places cannot reach the landing stages. Technical investigations have failed to find convincing explanation, though Professor Shokaliski, commissioned by the Government to study the subject, has ascertained that the amount of water contributed by the rivers flowing into the Caspian—especially by the Volga—has considerably diminished. It is, therefore, possible that the river water flowing into the sea is not sufficient to make good the loss caused by evaporation.

THE COLORADO INDICTMENTS.

After two weeks of peace, the Colorado coal operators have renewed their campaign of misrepresentation, this time by announcing that strikers fired on Federal troops.

Union officials received news three weeks ago, through one of their sources of information that the operators would plant guns and then announce that they belonged to strikers. This information was published by the newspapers at that time. The firing on Federal troops is a similar stripe of lie.

The operators submit very "convincing" proof that the strikers did the shooting. They say the shots came from the union tent colony.

People in Colorado, however, have long since learned to know that this is no sign that the strikers created the trouble. They remember the case of Tony Langowski, who told the Congressional committee that he was hired by the operators to join the Sopris local and start trouble. He joined and became secretary of the local, receiving $3 a week from the union and $3 a day from the operators. Langowski did his work well. He planted the dynamite. It exploded and strikers were blamed for the reign of terror. His testimony showed clearly to what limits the Colorado coal operators will go in their effort to discredit union men.

This is the open season for indictments in Colorado. Fremont is the second corporation-owned county that has indicted union men. More than fifty have been arrested on charges of murder and attempt to murder and held under exorbitant bonds.

This makes 150 men indicted, with Las Animas and Huerfano counties, the centers of the conflict, to be heard from. As these are probably the worst corrupted counties in the State the entire relief list of the strikers will probably be indicted.

And while all of these men have been held on serious charges, it is interesting to note that not a single member of the militia or one of the operators' hired gunmen has even been mentioned in the reports of these grand juries.

Considering that these imported assassins in the uniform of Colorado's militia deliberately murdered nineteen men, women and children at Ludlow and that the miners killed no women and children and only such men as deliberately attacked them, the results of these grand jury investigations should certainly show the United States just how rotten is the corporation control of Colorado's county and State governments.

Adjutant-General John Chase, who at the head of the militia tyrannized the strikers for six months and kicked Sarah Slator viciously in the breast when he and his troopers tried to slaughter parading women and children in Trinidad, January 22, showed his size as a "man" in a speech at Greeley this week.

This pliant lickspittle of the operators, who made a miserable failure of trying to break the strike for the operators and was chagrined when his "melish" were forced out of the field by the U. S. troops, expressed himself as follows:

"It is with supreme satisfaction that I read that the troops of the United States are being made monkeys of and that every time President Wilson tries to make a move chaos results in the House."

Chase is now acting as an evangelist for the "Law and Order League," or citizens' alliance. That one sentence should show the people of the country what kind of law and order Chase wants.

The operators are frantically grasping every straw to win back public sentiment, lost forever when their gunmen murdered the innocents at Ludlow. C. W. Varnum, who is registered as an attorney, told the Law and Order bunch of lickspittles, for instance, that the massacre of the little children and women at Ludlow was the most magnificent battle ever fought by citizen soldiery.—Furnished by the Publicity Bureau, District 15, United Mine Workers of America.

DANES UNRECONCILED.

Half a century of effort to Prussianize the Danish population of Schleswig-Holstein, which has been passing in review with the semi-centennial celebration of the conquering of the province, is being generally considered as a failure.

The Danish people of northern Schleswig are today more unreconciled and more anti-Prussian than ever. Although the younger generation knows nothing at first hand of the days when the province was Danish, the thousands of Danes have declined to participate in the celebrations which are being held.

By a treaty of Prague, which terminated the Prusso-Austrian war, Austria renounced all claim to Schleswig-Holstein, but insisted that there should be a plebiscite in northern Schleswig and that if the inhabitants of any defined district should vote in favor of remaining Danish subjects, such territory was to be ceded back to Denmark. Twelve years later, at the Vienna conference, this paragraph was secretly revoked. Not until February, 1879, was the fact made known, as the result of which more than 60,000 Danes left the province. But northern Schleswig from the borders of Denmark as far south as Flensburg is still occupied by 160,000 Danes. Practically the only German-speaking persons in the district are the Prussian officials.

The Hamburg-American liner "Imperator" has returned to service after an extensive overhauling. Her three funnels have been reduced in height ten feet, which still leaves them a height of sixty feet above the uppermost deck. The reduction makes the "Imperator" appear longer. The "Imperator" is now equipped with a fire department made up of experienced fire fighters recruited from the fire departments of Germany. The firemen patrol the ship and have charge of all the fire signaling devices and machinery used, including a fire engine. Above the water line practically the whole interior has been reconstructed and everything has been taken out and put back on new plans, with very much lighter work throughout. The crew's quarters have also been reconstructed. Another change is in the steerage. Formerly about three-fourths of the steerage passengers could be accommodated in rooms holding from two to six persons. Now there are rooms for all.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Injunction Judges Scored.

In an address before the House of Representatives, Congressman Sherwood, of Ohio, a member of the Labor group, presented a list of 101 decisions by Federal courts on labor cases where injunctions have been issued, conspiracy and alleged violations of the Sherman anti-trust law charged. In defending Labor's right to exemption from trust classification, the speaker said:

"Labor demands, and has the right to demand, that laws be enacted making a fundamental difference between labor power and property. Labor power is not property, because it cannot be separated from the laborer. It is personal. It lives only in the life of the worker, and ends with his death. It cannot be transferred like property. The Century Dictionary defines 'labor' as follows: 'Physical or mental effort, particularly for some useful or desired end. Exertion of power for some end other than recreation or sport.'

"Property is the product of labor, applied to some substance of intrinsic value when perfected by labor. It is transferable, can be inherited, and does not die when the person who owns it or produced it dies.

"What organized labor is now seeking is the assistance of Congress and courts to restore the English common-law definition of property and restricting the jurisdiction of all courts of equity to its legitimate limitations, as it was universally recognized at the time of the adoption of the Constitution.

"What recourse have any people, even under a Constitution guaranteeing civil rights to all alike, when they find themselves in the clutches of judges, appointed for life, who are deaf to popular appeals for justice, and whose official edicts, however cruel and unjust, can not even be modified by Congress, the supreme law-making power?"

Congressman Sherwood riddled the claim that this is "class legislation," and in his most sarcastic mood declared:

"We appropriated $200,000, this session of Congress to enable the Secretary of Agriculture, who is not a farmer, to give his views to the farmers on the marketing of farm products. And when this item was passed in a jiffy there was not an orator on this floor who would make an exclamation point that it was class legislation.

"We appropriated, this session, $331,080 for the scientific investigation of insects and bugs, and the Mediterranean fruit fly, and it went through the House in less than ten minutes, with no question that insect legislation is class legislation. Yet, when the men and women who produce all the material wealth of the country ask for the protection of their civil rights, and do not ask for a dollar from the Federal treasury, the claim is made that it is class legislation.

"How does this proposed amendment compare as class legislation with the $500,000 voted slap-dab out of the treasury for the eradication of hog cholera? Is it possible that we have statesmen on this floor who believe that the health of hogs is more precious than the health and betterment of the men and women whose labor and welfare are the dependable factor in the prosperity of the country?"

The speaker commented as follows on injunction judges:

"The encroachment of the Federal judiciary, masquerading as the oracles of immutable law, upon time-honored rights guaranteed by organic law, is responsible for a large part of the popular agitation and unrest among the workers. In milder form these outrageous edicts of some of our Federal judges, notoriously Justice Wright, are patterned after the infamous Jeffreys, who voiced the aggressions of the Stuarts, which led to the uprising of the Roundheads under Oliver Cromwell.

"Call it evolution, or revolution, or what you will, a better and broader estimate of civil rights and duties has taken possession of the American people. It is the evolution of intelligence, based upon the assumption that they who toil and till should share in the harvest; that the workers in mines and mill, in steel and wool and cotton, should have a living wage and the right to organize, as all business and professional men and all religious and civic societies organize in order to better their condition. All good men and good women are interested in improving the conditions of the wage workers. It is injustice and oppression that creates anarchy and fosters revolution. This is an ethical as well as an economic question. And now, in the presence of the anarchy and bloodshed in Colorado, in Northern Michigan, and West Virginia, is the time to make a calm and diligent inquiry into the causes which provoked these deplorable conflicts."

"Class" Legislation.

Judging from the enemies that oppose it, Labor's demand to be exempt from the provisions of trust legislation is a long step ahead in legislation for the welfare of the people—the common people. Every argument that greed and exploitation, masked as business interests, could devise has been advanced to defeat this purpose. All the forces of precedent and conventional thought have been used to oppose it.

One argument has misled many—the effort to discredit, as class legislation, the removal of organizations of workingmen from classification with organizations that have as their purpose control over material things—the products made by workingmen. To call a measure class legislation is to stigmatize it as special privilege in the minds of men.

There is in every man, in some degree, a sense of justice that resents special privilege. But special privilege is something inherently different from class legislation. Special privilege violates justice. Class legislation establishes justice.

A distinctive group of individuals must contend with its own peculiar conditions and problems. All groups seek what we broadly call "life, liberty, and the pursuit of happiness," but the methods and regulations that will accord these desired ends to one group will deny them to another.

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeland Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts Maritimes de France, 33 rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22. Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S, Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

The total number of fatal accidents to seamen on British vessels reported during April, 1914, was 50, as compared with 92 a month ago and 105 a year ago.

During the four months ended April, 1914, the total number of seamen shipped in British ports was 175,062, a decrease of 334, or 0.2 per cent., on the total for the corresponding period of 1913. There were large decreases at Glasgow and Liverpool, and large increases at Southampton and Bristol.

Exclusive of seamen, the number of workpeople in the United Kingdom reported as killed in the course of their employment during April, 1914, was 236, a decrease of 25 on a month ago and of 19 on a year ago. The mean number for April during the five years 1909-13 was 222, the maximum being 255 and the minimum 189.

The average weekly number of vacancies notified to all British Labor Exchanges for the five weeks ended April 17, 1914, was 25,896, as compared with 24,774 in the previous four weeks, and with 24,840 in the five weeks ended April 18, 1913. The average weekly numbers of vacancies filled for the same period were 19,308, 18,642, and 18,024 respectively.

Returns received from certain selected ports in Great Britain (at which over 70 per cent. of the total tonnage in the foreign trade arrived and departed) show that during April, 48,822 seamen, of whom 4449 (or 9.1 per cent.) were foreigners, were shipped on foreign-going vessels. Compared with April, 1913, there was a net decrease of 1335, or 2.7 per cent. There was a large decrease at Liverpool (1183), and a large increase at Southampton (746).

The British Federation of Postmen increased its membership from 42,607 to 44,132 in the past year. This Federation in conjunction with other organizations in the postal service has been involved in a vigorous wage movement for some time. The strike has been decided upon as a last resource when all other legitimate attempts to force through the demands have failed. Their demand for the abolition of the "good conduct stripe" has recently been satisfied.

The total number of disputes which began in the Commonwealth of Australia during October, November and December was 60, the same number as in the preceding quarter. The number of workpeople involved directly or indirectly in these new disputes was 8546, and this number, when added to the number of workpeople involved in disputes which began before October, and were still in progress at the beginning of that month, gives a total of 9279 workpeople involved in disputes in the fourth quarter, as compared with 13,885 during the third quarter, 21,041 during the second quarter, and 13,825 during January to March. The number of working days lost through new disputes in the quarter was 58,505, as compared with 80,249, 126,602 and 98,601 in the third, second and first quarters respectively of 1913. The disputes which commenced prior to the beginning of October and continued into the fourth quarter were responsible for a loss of 34,388 working days.

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SAILORS' UNION OF THE PACIFIC.

List of Candidates at the semi-annual election of officers, June, 1914; also proposed amendment to Article XII, Section 48, of the Constitution.

For Treasurer
Vote for One (1).
ED. ANDERSEN (3).

For Secretary
Vote for One (1).
ANDREW FURUSETH (11).

For Assistant Secretary
Vote for One (1).
JOHN H. TENNISON (440).

For First Patrolman
Vote for One (1).
E. A. ERICKSON (185).

For Second Patrolman
Vote for One (1).
D. W. PAUL (203).
JOHN B. SWEETING (2439).

For Third Patrolman
Vote for One (1).
CHRIST. ANDERSEN (1765).
L. GRAUGAARD (775).
JOHN E. GREENWALL (38).
ROBERT TUNNELL (26).
EMIL WENDELL (1246).

For Janitor
Vote for One (1).
AUGUST EHLERT (42).
JAMES KEALY (455).
WILLIAM MALONE (497).
ROBERT McKENZIE (544).
THOMAS TORGERSEN (490).

For Victoria Agent
Vote for One (1).
REGINALD TOWNSEND (867).

For Vancouver Agent
Vote for One (1).
W. S. BURNS (1877).

For Tacoma Agent
Vote for One (1).
H. L. PETTERSON (300).

For Seattle Agent
Vote for One (1).
P. B. GILL (43).

For Seattle Patrolman
Vote for One (1).
HUGO DURHOLT (322).
WILLIAM HARDY (1325).

For Aberdeen Agent
Vote for One (1).
JOHN PEARSON (427).
JACK ROSEN (886).

For Portland Agent
Vote for One (1).
CHAS. M. ALBRIGHT (1619).
G. A. SWENSON (1453).

For Eureka Agent
Vote for One (1).
JOHN ANDERSON (1048).
OLE ANDERSEN (1178).
O. B. HOLMBERG (1299).

For San Pedro Agent
Vote for One (1).
HARRY OHLSEN (42).

For Honolulu Agent
Vote for One (1).
JACK EDWARDSON (828).
FERDINAND WRIG (1026).

For Editor Coast Seamen's Journal
Vote for One (1).
PAUL SCHARRENBERG (888).

For Manager Coast Seamen's Journal
Vote for One (1).
I. M. HOLT (2032).
ARTHUR SAYLAND (2144).

AMENDMENT TO CONSTITUTION.	YES	.....
Amend Article XII, Section 48, to read as follows: "The monthly dues shall be One Dollar."	NO	.....

INFORMATION WANTED.

John Dickson, who left Greenock, Scotland, about 10 years ago, his last address was Melrose House, Lower Boxhill, Brooklyn, New Zealand, is inquired for by his mother. Anybody knowing if he is alive or dead please notify the Secretary of the National Sailors' and Firemen's Union, Greenock, Scotland.

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, 84 Embarcadero, San Francisco, Cal.

John Erik Nordberg, a native of Sweden, age about 26, supposed to be sailing on the Pacific Coast, is inquired for by his brother Harold, care of Sailors' Union of the Pacific, San Francisco.

INFORMATION WANTED.

Francis Robert Bassett, a native of England, last heard of in San Francisco, Cal., in 1901, was well known around the water front as "Liverpool Frank." Any information regarding this man will be gladly received at the office of the British Consulate, San Francisco, Cal.

Frank Melson, who went as fireman on the S. S. "Maye" from Philadelphia to New Orleans, in May, 1913, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. G. W. Paruin, 4309 Westminster avenue, W. Philadelphia, Pa.

Alex McDonald, formerly of Dundee, Scotland, who has not been heard of for 22 years, but is thought to be sailing on the Pacific Coast, is inquired for by Jas. Perry, 30 Bridge End, Buckpool, Buckie, Eng. —5-13-14.

San Pedro Letter List.

Andersen, Martin -1894	Lindholm, Erik A.
Andersson, E. -1762	Larsson, Axel
Alexandersen, P.	Lyngard, Jorgen
Andersen, Martin	Lutzen, V.
Anderson, Gust	Lang, Charles F.
Bergh, Borge	Linduer, J. -1750
Bergstrom, C.	Muller, W. -2039
Benson, Charles	Miller, Wm.
Baardsen, George	Mayers, P. M.
Bringsrud, Harald	Mikkelsen, Harald
Bulander, Bernhard	Morris, H.
Brogard, Niels	Maki, Ivar A.
Benter, H.	Michaelsen, A. -1105
Carlson, Gustif	Mortensen, J. C. -2191
Cook, Harry	Neergard, A. -1165
Ceelan, John	Nielsen, J.
Carlson, Gustaf	Nielsen, C.
Dahlen, Gustaf	Olsen, Skutar
Ekholm, F.	Owen, Fred
Ellingson, Ivar	Olsen, Ludvig
Enstrom, Carl M.	Olsen, Nick
Eugene, John	Olsen, A.
Engebretsen, T.	Oksa, Victor
Fahlinen, Hjalmar	Olsen, Hans
Gusek, B.	Osterberg, C.
Grantley, C. W.	Olsen, Olav
Gunther, Dick	Olsen, Ole Wilhelm
Gustafson, Alf	Paulson, Gustaf
Glase, G.	Pihkip, K.
Galleberg, Martin	Pedersen, A. -1564
Hansen, Fred	Pedersen, Peder
Holmroos, W.	Philipps, K.
Hogan, Mr.	Pagel, E. H.
Hansen, Herald	Person, B. S.
Hansen, Johannes	Pearson, Ed
Heeshe, Henry	Petrich, M.
Heide, Tom	Rosten, Hugo
Hingren, H.	Rantman, R.
Hansen, H. P.	Rutel, Ernest
Hansen, Karsten	Rosten, Hugo
Hjort, K.	Sleen, Ed.
Hansen, Jacob	Salveson, Svedrup
Johansen, Gust	Saland, Hans
Jarawo, J. A.	Sandy, Oskar
Johansen, Grunner	Swenson, Axel
Johnson, J. -2266	Soderlund, Uno
Jorgensen, Jorgen	Sparkes, A.
Jensen, Jens B.	Schmidt, Geo. -1041
Jordan, Earl	Strahle, Chas.
Jurishuck, Oswald	Sievers, G. P.
Johnsen, Walfred	Stenman, A.
Johannsen, Charlie	Sundholm, Frans
Johansson, A. -1874	Schmidt, L. -2492
Johnsson, John A.	Schultz, Albert
Johnson, G.	Svenson, Nicolaus
Karstin, Hugo	Thorn, John
Kalnamm, Andvey	Thorn, Arvid -70
Kolodzie, George	Torgensen, Anton
Kallas, K. A.	Utby, Carl
Lundberg, T.	Zimmerman, Fritz
Lasen, Johan -1542	Zoe, Frank

Honolulu, H. T.

Anderson, A.	Kayser, Charles
Austin, Frank	Koskinen, S. R.
Anderson, Fred	Lundberg, T.
Anderson, Anton	Lentenon, Ernest
Anderson, O.	Lieka, Ernest
Clancy, James	Lauges, Robert
Carlson, Axe	Peron, Edmond
Edgerton, J. C.	Paty, Gerorg
Hustede, Harry	Markman, H.
Hansen, Christ	Nordling, C.
Hansen, Jorg	Nilsen, Nils
Hansen, Max	Nilsen, C. O.
Hokansen, Charley	Rasmundsen, T.
Ivars, Carl	Silverly, E.
Irwin, Robert	Sundsen, O. F.
Johansen, Ole	Slattery, W.
Jensen, Hans -2014	Schnider, Heinrek
Kjarsgaard, Hans	

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Pacific Coast Marine.

The body of J. W. Guthrie, mate of the schooner "Prosper," was picked up on May 31 in Humboldt Bay a short distance from Carson's wharf, where the schooner was loading. Absence of water on the lungs indicated he was stricken by heart failure. He joined the schooner at Seattle.

Word was received during the week that the British steam trawler "Onward Ho," bound on her maiden voyage from Newcastle-on-the-Tyne to Vancouver, has been wrecked near Montevideo and will probably prove a total loss. The vessel was recently constructed for use in the northern fisheries and was equipped with every modern convenience for her work, being considered one of the finest vessels of her type which has ever been built.

The Public Evening Navigation School in the Ferry Post Office Building, at San Francisco, closed for the spring term during the week, to reopen July 27. Certificates of graduation were given to three pupils. The location on the waterfront has been found best suited for the purpose and the school has had a good attendance. A new class will be organized on the opening of the fall term. The instruction is free, the school belonging to the public school system.

Washington officials will have a graphic representation of the importance of San Francisco in a report forwarded by Radio Inspector R. B. Wolverton. A table prepared for the Commissioner of Navigation shows that of the 290 vessels equipped with wireless that clear on the Pacific Coast either for domestic or foreign ports 75 per cent. clear from the port of San Francisco and the remaining 25 per cent. from a northern port. Of the total number of ocean going craft, 115 fly flags of foreign countries.

Williams, Dimond & Co., agents for the American-Hawaiian Steamship Company, reported that the new American-Hawaiian freighter Iowan, which was recently completed at an Eastern shipyard, steamed from New York for the Pacific coast on June 5 on her maiden voyage. The Iowan is one of the largest vessels of the company's fleet and is fully equipped with every modern contrivance for handling freight. She will come to this port via Magellan with a full cargo.

The Board of State Harbor Commissioners has approved plans and specifications submitted by Chief Engineer Jerome Newman for the superstructure on pier 39, foot of Stockton street, San Francisco. The plan calls for a two-story, steel frame, concrete structure, 104 feet wide and 900 feet long. The first story will be used for freight purposes, while the second floor will be reserved for the use of passengers. It will be provided with two elevators and two baggage chutes and contain inclines and stairways connecting the two floors.

Reports received from the representatives of the wrecking concern which has been working on the steamer "Curacao," which was wrecked in Southeastern Alaska waters, state that the entire cargo of the ill-fated vessel has been salved, in addition to the greater portion of her machinery. It is further stated that the hull is in good condition and that it is expected she will be raised by the latter part of July and towed to one of the Puget Sound shipyards, where she will be rebuilt, and will go into commission by the first part of the coming year.

Bound into San Francisco bay from Gray's Harbor, the steam schooner Fair Oaks, Captain A. Ahlin, belonging to the S. E. Slade Lumber Company, went ashore about 100 yards west of Lime Point in the morning of June 1 as the result of her steering gear refusing to respond when she was caught by a strong eddy of the ebb tide. The vessel, by what seemed almost a miracle, struck on a sandy beach, where she lay pounding on the bottom all through the day until she was pulled off by the tugs Sea Queen and Defiance at high water later in the afternoon.

That the British ship "Dalgenar," which was dismasted during a hurricane last fall while bound from Callao for Taltal, Chile, is still afloat on the Pacific and a menace to navigation, is the substance of a report received by George E. Billings, managing owner of the schooner "Inca," which arrived at East London, April 21, from Victoria. The letter received by Billings and signed by R. P. Rasmussen, master of the "Inca," states that the derelict was sighted the morning of February 4, in latitude 26.33 south, longitude 122.41 west, and that she was drifting almost due west.

A new line of river steamers, the Sacramento-Stockton Steamship Company, has been incorporated and will operate sternwheel steamers between San Francisco and the various landings of the Sacramento and San Joaquin Rivers, making Richmond, Pinole, Benicia, Port Costa and Martinez ports of call. It is understood that contracts will be let soon for the construction of several modern sternwheel freight and passenger boats. The new company, which is incorporated for $100,000, has the following directors: Nelson Andrews, W. R. Larzelere, W. W. Cope, John Wyatt and H. J. Corcoran.

A new stern-wheel steamer is under construction at the Benicia Iron Works for the San Francisco and Petaluma Railway Company, to take the place of the steamer "Petaluma," which was totally destroyed by fire last March. The new boat will be christened "Petaluma." She will be 175 feet over all, with a beam of forty feet, and will differ from other stern wheelers in that her boilers will be placed well aft and in close proximity to the engines, rather than under the pilot-house, as has been the practice in stern wheelers previously built. Work is being hurried on the new vessel, and it is expected that she will go into commission early in October.

The following report of the business transacted by the office of United States Shipping Commissioner at San Francisco during the month of May has been made by Commissioner Walter Macarthur: Shipments and re-shipments: Foreign ports—Shipped (full rate), steam, 63; sail, none; half rate, steam, 24; sail, none. Re-shipped (full rate), steam, 104; sail, none; (half rate), steam, none, sail, none. Domestic ports, shipped, steam, 575; sail, 11. Re-shipped, steam, 1416; sail, 2. Discharges—Foreign ports (full rate), steam, 202; sail, 8; (half rate), steam, 96; sail, none. Domestic ports, steam, 1859; sail, 37. Total number of men handled, 4397. Total discharges, 2202. The total number of men handled by this office during the month of April was 5065, showing a decrease of 668.

A cable received from London telling of the amalgamation of the three Japanese steamship lines, the Toyo Kisen Kaisha, the Nippon Yusen Kaisha and the Osaka Shosen Kaisha, was partially authenticated by William H. Avery, vice-president and general manager of the Toyo Kisen Kaisha Company. Avery stated, however, that no details of the amalgamation had been received by the local office and that, while he was cognizant of the fact that such an amalgamation had been discussed for some months, it might mean nothing more than a traffic agreement between the three companies in the matter of steamings and routes covered. The Nippon Yusen Kaisha operates a line of steamships between the Orient, Seattle, Europe and Australia, owning a fleet of eighty-six vessels. The Osaka Shosen Kaisha operates a fleet of steamships between Puget Sound ports and the Orient and the Toyo Kisen Kaisha a fleet between various Oriental ports and San Francisco, with a traffic arrangement with the Western Pacific Railway.

Cable dispatches from St. Michael and Nome indicate that when Stefansson's exploring ship Karluk was crushed in the Arctic ice near Herald Island, northeast of Siberia, January 16 last, the men saved all their instruments, supplies, dogs and food, and left only the crushed hulk and its coal cargo when they headed east over the ice to camp on Wrangell Island. The experience of the Karluk proves that the drift of the ice sheet from Point Barrow is not northerly, as has been supposed, but westerly. Both Stefansson and Amundsen had believed that a ship entering the pack at Point Barrow would be carried across the Pole and to Greenland. Probably the shipwrecked men passed the winter in comfort, having dogs to carry them on hunting expeditions. It is said that the Canadian Government will authorize Captain Robert A. Bartlett, who is at St. Michael, where he arrived after a dog team and sea journey from Wrangell Island, to engage a ship to go to the island and bring off the eighteen men marooned there.

Another mystery of the sea was cleared up when on May 25, C. D. Walker of Honolulu, while on a fishing trip, discovered the remains of the schooner Ada, buried in the sand on the northeast coast of the Island of Oahu. The Ada sailed from the island port several years ago for San Francisco, and as nothing further was heard of her was given up for lost, together with her officers and crew. Search parties were organized and for several weeks vessels of the United States Revenue Cutter service patrolled the waters where it was thought she had foundered. The search finally was abandoned, and not until Walker discovered and identified the buried wreck was there any clew as to what the fate of the vessel had been. The identification was made by Walker, who is a ship builder, by two catheads which he had placed in the vessel prior to her departure from Honolulu. It is reported that an attempt will be made to exhume the remains of the vessel in the hope of discovering something which will throw light upon the cause of the disaster.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

International Seamen's Union of America.

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.

THOS. A. HANSON, Secretary.
570 West Lake St., Chicago, Ill.

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(Continued on Page 11.)

Coast Seamen's Journal

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, JUNE 10, 1914.

NO NEW PROBLEM!

Senator Burton, of Ohio, has been a persistent foe of effective legislation for safety of life at sea. Yet, when questioned by a reporter regarding the "Empress of Ireland" disaster the Senator sagely remarked "that the hull of the 'Empress of Ireland' must have been a mere shell." Then he added, "if the London treaty had been in effect the hull's classification clause probably would have compelled the owners of the vessel to re-construct her."

As a man who has always opposed the clauses in the Seamen's bill which provide for efficient and sufficient manning of ships the Senator displayed good judgment in maintaining a discreet silence upon that point.

So much for the Senator from Ohio.

Lewis Nixon, the shipbuilder, stated that in his opinion there was no new problem of ship construction involved in the sinking of the Canadian Pacific liner.

To quote Mr. Nixon:

> The question of collision is one that we can not anticipate in building steamships. We don't build ships for the purpose of having them run into by other ships. So it is necessary to take adequate precautions for the protection of the passengers and crew in other ways besides in ship construction.
>
> In my opinion, the most important question now to be considered is the invention of some device that will keep the passengers and crews of vessels that are in such collisions alive and afloat until aid reaches them.

Thus, it will be noted that Mr. Nixon, the shipbuilder, and Senator Burton, the law maker, can no longer agree.

No argument or object lesson can convince a man against his will and Senator Burton is one of those who do not want to be convinced. Even though authorities on ship construction may be willing to confess that the "Empress of Ireland" disaster presents no new problem and that in such cases safety must depend upon some other device, the Senator from Ohio still clings to his exploded theory of safety in construction.

Mr. Nixon is right. Double bottoms and double hulls could not have saved the "Empress of Ireland." And it may be added that it is not necessary to look for any new device to keep passengers and crew afloat. There is a great variety of life-saving devices in the market today. There are lifeboats and liferafts guaranteed to perform almost any stunt; there are life preservers and other contrivances galore—but of what avail are all these things as long as the human element in life saving is totally ignored?

No, there is no new problem in the sinking of the "Empress of Ireland." It is the old, old story. It is the same old lesson so often taught by the sea: That the maximum of safety will be reached only when the importance of manning—of well-trained, efficient and sufficient crews—is duly recognized by the men and women who travel upon the water for business or pleasure!

LOOKING BACKWARD.

Labor's struggle for relief from Anti-Trust laws, Injunction abuse and unjust Contempts was given a boost during the past week when the House of Representatives wrote into the Clayton anti-trust bill a provision exempting labor and farmers' organizations from prosecution under the Sherman law or other trust legislation as conspiracies in restraint of trade.

It is significant that the House took this action in the face of united opposition by the modern robber barons, to wit, the Chambers of Commerce, the local and National Manufacturers and Employers' Associations and all other elements who can be depended upon always to give first consideration to property rights as distinguished from human rights.

Labor's delivery from governmental persecution in the year 1914 brings back to mind an event that looms large in the eyes of the historian. On June 15, 1215—just 699 years ago—King John of England, described by some writers as "the detestable," met the leading barons of the day in conference at a quiet spot on the river Thames, and a document of considerable interest and importance was the outcome.

It is unlikely that the King, of whom a contemporary declared, "Foul as it is, hell itself is defiled by the fouler presence of John," and whose character was said to be "deformed by the most odious vices, unredeemed, perhaps, by a single virtue," had any idea as he sat, malicious hatred in his heart, affixing his brief signature to the somewhat formidable "Keystone of British Liberty" placed before him, that the limelight of seven centuries would be turned upon him.

Many panegyrics have been said over the Great Charter. Constitutional authorities like Coke and Blackstone and Stubbs sing its praises in no uncertain voice. The Council of Barons appointed to see that the "detestable" monarch would stick to his part of the bargain gradually developed, after a number of vicissitudes, into the English Parliament, and the process of putting a brake upon the rapacity of monarchs began.

"To no man will we sell or deny or delay right or justice," declares the immortal document. Seven hundred years ago half of the population of England described as villains, hadn't risen high enough in the scale to be admitted into the category of men, and Magna Charta, excepting insofar as it treats them as the personal property of the blue-blooded barons, passed by their claims to "right and justice" with supercilious disdain. The horse dragging the plow and the serf guiding it were both vendable commodities, and the lord of the thirteenth century would have laughed as long and loud at the thought of being classed as belonging to the same species as the serf as he would at being classed as belonging to the same species as the horse.

Magna Charta stands out in history as a great achievement. Undoubtedly it was. In an age when the chimney hadn't been invented, when the prisoner at the bar was called upon to prove his innocence by dipping his bare arm into a caldron of boiling water, when the penal code included the lopping off of a hand or the clipping off of an ear as a recognized form of punishment, the production of Magna Charta was something to be marveled at. In its essence it stood for little more than the decentralizing of tyranny; the smaller tyrants, who claimed as a sort of minor divine right the privilege of tyrannizing over those who came under their baleful sway, fought and beat the greater tyrant under whose exactions they had suffered. In its results it begot a system of government that is gradually broadening out into a working constitution that will ultimately resolve itself into an instrument for completely registering and giving effect to the will of the people.

So, when at times we are inclined to become impatient with the slow progress of the world's workers; when under provocation we are tempted to listen to the siren songs of would-be revolutionists who sneer at labor's necessarily slow constructive work—we need but look backward for a few centuries and our doubts will vanish.

"Forward and Onward" has been the slogan of the world's workers since the day of Magna Charta. "Forward and Onward" is still the workers' battle cry and the future is ours!

COMMENDABLE FRANKNESS.

I expect the inquiry into the "Empress of Ireland" disaster will end in the condemnation of some unfortunate second-mate or seaman. There will be no safety for the traveling public until the directors of the companies which send 1300 people to sea in a ship capable of being destroyed in fifteen minutes are put on trial as accessories to manslaughter. I hope the Canadian government will deal with the calamity in that spirit. The people who make money by gambling in human lives ought to be punished.

Now, who said this?

It must have been a labor agitator or some other equally irresponsible person.

Wrong! Guess again.

Then it must have been a Socialist, or perhaps an Anarchist.

No!—Wrong again.

The man who is responsible for those clear-cut phrases is an eminently respectable, safe and sane pillar of society. He is none other than W. A. Holman, Premier of New South Wales.

More power to your arm, Mr. Holman! Your utterances are in striking contrast to the guarded expressions which have emanated from the lips of our own Democratic and Republican statesmen.

Here's hoping that the Canadian Government will deal with the calamity in the spirit of righteous indignation as voiced by the Premier of New South Wales!

A. F. OF L. ON RECORD!

The Executive Council of the American Federation of Labor has entered a formal protest against the adoption of the treaty drafted by the recent International Conference on Safety of Life at Sea, and now pending in the United States Senate.

At a recent meeting of the Council the following resolutions were approved and ordered forwarded to the members of the Senate Committee on Foreign Affairs, the House Committee on Merchant Marine and Fisheries, to the President of the Senate and the Speaker of the House of Representatives:

Whereas, Recent events have more clearly demonstrated the lack of precautionary measures for the protection of life and property at sea because of the fact that ships have not been properly equipped with lifeboats and other life-saving devices in case of accident and have not been sufficiently provided with seamen for the manning of the same; and

Whereas, Both the Baltimore convention of the Democratic party and the Chicago convention of the Republican party of 1912 pledged the speedy enactment of laws to safeguard human life at sea and to abolish the involuntary servitude under which seamen suffer; and

Whereas, The House of Representatives of the Sixty-second Congress, almost immediately after the close of the national conventions of all the political parties, August 3, 1912, passed a bill in accord with the promises given; and

Whereas, This bill though it received favorable action by both houses of Congress, failed to become a law in the Sixty-second Congress because it did not receive the approval of the President of the United States, and was again passed with minor amendments by the Senate of the United States in the Sixty-third Congress, October 23, 1913; and

Whereas, The International Convention of Safety at Sea, signed in London, January 20, 1914, differs from the seamen's bill in many fundamental particulars, and its ratification by the Senate of the United States would mean that the Seamen's bill will not be passed, therefore, leaving no reasonable assurance for safety of life at sea; and

Whereas, The convention in several important instances, reduces the existing standards of safety of life both in the United States and some European countries; therefore, be it

Resolved, That we, the Executive Council of the American Federation of Labor, protest against the ratification of said convention and urge the passage of the Seamen's bill, Senate 136, by the House of Representatives, before the close of this session of Congress.

There is trouble in the biggest ship afloat. As usual, in such cases, the designers of the new, majestic Hamburg-American liner "Vaterland" forgot all about the crews' quarters until she was nearly completed. As a result, the men who brought her across the Atlantic unanimously voted to demand an improvement in the quarters (referred to as holes) which have been set aside for their use. According to the spokesman of the crew, the ship, as big as she is, with stately saloons, Roman baths, beautiful dining rooms, luxurious smoking and lounging rooms, is a real old-fashioned hell below decks. There are fifty and more bunks to a compartment, located, in most cases, below the water line, where the heat is terrific and the air stifling. Needless to state, this information was not secured through the Associated Press. The slums of the sea have no charm for the general public!

For obvious reasons the British Board of Trade has issued an order prohibiting the "signing on" of Chinese seamen at any other port except the one where the ship on which they are to serve is lying. It is hoped by the Board that this order will prevent personation—but whether it will do that or not, the Chinese-loving shipowners will be seriously inconvenienced by the order.

MIGRATORY WORKERS' PROBLEMS.

A great deal of publicity has been given to the report made by Dr. Carleton H. Parker for the Federal Industrial Relations Commission, on the so-called "Hop-fields riots" which took place last August near Wheatland, Cal. Recently, substantially the same report was approved by a majority of the California Commission of Immigration and Housing. Paul Scharrenberg, a member of the latter Commission, thereupon filed a minority report—reading as follows:

Minority Report.

I cannot concur in the majority report for reasons which follow:

The report is evidently a conscientious effort to present all the sordid and sickening facts, which do not differ materially from those that have heretofore characterized the typical California hoppickers' camp. I have no criticism to offer upon that part of the report which attempts to acquaint the public with the truly deplorable condition of our casual, seasonal and migratory workers. In fact, so much of the report as deals with the investigation proper is in my judgment worthy of commendation.

But I am totally at variance with some of the deductions which appear under the subheading, "The I. W. W.," and I am inclined to think that those parts of the report entitled "The Problem" and "The Remedy" are not based upon that practical knowledge and experience which are after all essential to the solution of the problems of labor.

The man of theory who undertakes to write a treatise upon I. W. W.ism is likely to become somewhat affected by the "curiously attractive" philosophy of that impossible cult if he listens "for hours" to the "intellectuals" who pose as I. W. W. leaders.

For example, the report refers to the "new" method of I. W. W. warfare and says that therein "lies danger for organized society."

Yet, there is nothing "new" about I. W. W. methods of warfare. The labor movement both in America and Europe has tried out and discarded many similar "flash in the pan" methods. Throughout history the workers have frequently adopted "new" methods of warfare only to learn that it is of little consequence what particular methods are used. The really important thing is to get permanent results and there can be no permanent results from a strike unless it is based upon reason and backed by an organization of stability.

C. Osborne Ward, in "The Ancient Lowly," tells us about direct action and I. W. W. methods, 413 years before the birth of Christ. In that year "20,000 miners, mechanics, teamsters and laborers suddenly struck work in and about the silver mines at Laurim, near Athens, and at a moment of Athens' greatest peril."

That strike was just as successful as were the widely heralded I. W. W. strikes of recent years. But neither the ancient nor the modern strikes of that type brought lasting or permanent results.

Strikes Among Unorganized.

The report refers to 5000 apostles of I. W. W.ism in California. The statement coming from a State Commission will be pleasing to the I. W. W's., who themselves claim but a slightly larger following. It would be interesting to know upon what evidence this statement is based. And, while relatively of no importance, it would also be interesting to learn the source of the information that one-half of the hoboes in California can sing I. W. W. songs "without the book."

The report credits the I. W. W. leaders with remarkable influence and power. According to the report it is "suggestive" that thirty of those men "dominated an unhomogenous mass of 2800 unskilled laborers in three days." But no evidence is produced to show that there was such domination. The report fails to take into consideration the fact that there have been other sudden strikes among unorganized workers in this State—strikes in which I. W. W.ism was not even heard of. The strike of unorganized alien workers at the McCloud Lumber Company's camp in June, 1909 (which, by the way, also brought out the State militia), showed conclusively that in California as elsewhere unorganized labor will revolt if sufficiently oppressed. Revolts in such instances grow out of the facts without reference to any question of leadership.

It should be borne in mind that I. W. W.ism or other form of leadership is but an incident of the unorganized strike. The only real significance of this incident lies in the proof which it affords of the conditions which make possible such leadership. I. W. W.ism is possible only among unorganized workers. It moves in mental darkness and its counsels are naturally fitted to the desperation of its circumstances.

The report says that I. W. W. leaders "have

(Continued on Page 8.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., June 8, 1914.
Regular weekly meeting came to order at 7 p. m., E. A. Erickson in the chair. Secretary reported shipping dull. Balloting for officers for the ensuing term was proceeded with.

D. W. PAUL, Secretary pro tem.
84 Embarcadero. Phone Kearny 2228.

Victoria, B. C., June 1, 1914.
No meeting. Shipping dull.

CHAS. J. DOLAN, Agent pro tem.
518 Yates St.

Vancouver, B. C., June 1, 1914.
No meeting. Shipping dull; prospects uncertain.

W. S. BURNS, Agent.
231 Hastings St., E. corner of Hastings and Main, P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, June 1, 1914.
No meeting. Shipping medium; prospects uncertain.

H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, June 1, 1914.
Shipping and prospects poor.

P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, June 1, 1914.
Shipping fair; prospects uncertain.

J. PEARSON, Agent.
P. O. Box 6. Tel. Main 557.

Portland Agency, June 1, 1914.
Shipping poor; prospects poor.

G. A. SVENSON, Agent.
P. O. Box 2100. 51 Union Ave. Tel. East 4912.

Eureka Agency, June 1, 1914.
Shipping dull; prospects uncertain.

JOHN ANDERSON, Agent.
227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, June 1, 1914.
Shipping good; prospects good.

HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, May 25, 1914.
Shipping poor; prospects poor.

JACK EDWARDSON, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., June 4, 1914.
Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping fair for waiters.

EUGENE STEIDLE, Secretary.
Phone Kearny 5955.

Seattle Agency, May 27, 1914.
No meeting. Shipping slow.

LEONARD NORKGAUER, Agent.
Phone Main 2233. P. O. Box 214. Grand Trunk Dock, Rooms 203-205.

San Pedro Agency, May 27, 1914.
No meeting. Shipping slow.

HARRY POTHOFF, Agent.
P. O. B. No. 54.

Portland Agency, June 1, 1914.
Shipping fair; few men ashore.

THOMAS BAKER, Agent.
27½ Second St., Bickle Bldg., Room 10, Phone Main 9731.

DIED.

Hans Felix, No. 703, a native of Norway, age 48, died at Fort Stanton, New Mexico, on May 29, 1914.

John Johannessen, No. 169, a native of Norway, age 41, died at San Francisco, Cal., on June 5, 1914.

MIGRATORY WORKERS' PROBLEMS.

(Continued from Page 7.)

voluntered the beginning of a cure; it is to clean up the housing and wage problem of the seasonal worker." Why not give credit where credit is due and acknowledge that the labor movement of California—the 80,000 men and women under the banner of the American Federation of Labor—has already actually cured some of the worst evils under which the unorganized seasonal workers have suffered?

The labor movement has spent thousands of dollars in an effort to inculcate the spirit of self-help (i. e., rational and permanent organization) among the casual and migratory workers of the State. The very law regulating the sanitation and ventilation in the camps upon which the report dwells in detail and which it is hoped will make impossible a recurrence of the Wheatland riot, was drafted and placed upon the statute books mainly through the efforts of organized labor.

I fully agree with the views set forth in the report that I. W. W. strike methods are not to be accepted as a solution of the problem which presents itself in the Wheatland tragedy. But I have little faith in the efficacy of the suggested remedy.

The "great problem of the growing dangerous friction between the men who hire and those who work" will never be solved by the "intrusion" of a third party.

The lessons of history, and particularly the bitter lessons taught by the many heart-rending struggles of the world's workers afford ample proof that neither a philosophy born of ignorance, impatience and despair nor an "intrusion" plan, finely spun and mixed with legal lore, will cure the social ills which showed their symptoms in the Wheatland riot.

Solving the Problem.

There is, however, a well proven system whereby the problem of this class of labor can be largely solved, and whereby the unemployment evil which has become so acute of late can be materially lessened. This system involves the establishment of a number of information bureaus, under the control of the workers themselves, for the purpose of gathering and receiving information regarding the conditions of employment throughout the country—the number of workers needed in various localities, the number of men responding, the wages offered, the hours of labor, and working conditions generally.

Information thus received would be regarded as entirely trustworthy by the workers, and they would soon learn where the best opportunities existed during given periods, and as a result would distribute themselves accordingly. They would, of course, as a most natural and necessary consequence use the information thus obtained to secure better wages, shorter hours of labor, and improved housing, living and working conditions.

The result would be beneficial also to the employers of migratory and casual labor, for by this method they would be able to secure at short notice, not cheaper, but far more dependable workers than under present conditions. The result would benefit the cities too, by greatly relieving them of the present burden of unemployed workers of this class. It would make better citizens of the workers themselves, and thus benefit both the State and the nation.

I realize that this method may not be popular with some employers, but it is the one practical method that will bring real results. It is right here that I. W. W.ism serves its only useful function. If the propaganda of that movement shall bear any fruit the average California employer will probably soon come to the conclusion that it is decidedly bad policy on his part to discourage organization among migratory workers for legitimate purposes. He must have workers and if he can secure organized workers—men who respect themselves and have some respect for the rights of others—they are surely to be preferred over the unorganized, who are likely at any time to fall an easy prey to the destructive teachings of irresponsible mouth-revolutionists.

"Things That Can't Be Done."

Of course, it may be contended that the "migratories" can not be effectively organized. But the list of "things that can't be done" is being shortened from year to year. No class of workers move about over larger areas than do seamen. The offices of the seamen's organization in the principal ports on the Pacific Coast are so many information bureaus. Weekly reports are exchanged between these offices, giving general information as to the number of men idle in each port and the opportunities for securing employment. As a result of this constant exchange of reliable information, the members are enabled to keep themselves evenly distributed. When men are needed suddenly and are not obtainable locally, they are sent by the organization from the nearest port where they can be obtained. The employers reimburse the organization for the transportation of the men who report for work. In cases where men change their minds about going to work after accepting transportation the settlement is made between the member and the organization.

Practically every large organization maintains a system of information similar to that just described and a number pay traveling and unemployed benefits.

It is, in my judgment, based upon some years of serious thought and earnest attention to the problem, that the migratory and casual laborers will remain in their present deplorable condition, victims of graft and greed, a burden to the cities, and often impossible to obtain when needed, until they are given an opportunity to help themselves. In this they must be encouraged. No other real help can be given them. In the interest of all our citizens I believe the Commission of Immigration and Housing should call public attention to this fact.

Again, I realize fully that such action on the part of the Commission would be a departure from the course usually pursued by even the best intentioned investigating bodies. But we are living in a progressive commonwealth and if social justice is ever to materialize it will not be by legislation alone.

The remedies for the ills of the migratory workers, as usually advocated by "trained" investigators, are more poor houses and soup kitchens, more regulation of the present employment agency system, or occasionally—when during the winter there is an exceptionally pressing problem—suggesting that public work of various kinds be started for the purpose of giving employment to at least some of the idle workers. All of which is very charitable, to be sure, and is so regarded by those whom it is assumed will be benefited. But any such methods often aggravate the situation, induce larger numbers to congregate in the large cities, and at best are but temporary expedients or palliatives.

Workers Must Help Themselves.

The real remedy can only be applied by the workers themselves. But the Commission of Immigration and Housing can, if it will, help to point the way. If the suggestion here offered—that of encouraging this class of labor in the essentially necessary duty of self-help—will serve to make conditions better, then it ought to be made public plainly and emphatically. If, on the other hand, it is believed that the migratory workers are unfitted to take care of themselves, incapable of even participating in the attempts at a solution of the problems confronting them, then the Commission ought not to hesitate to announce its opinion of these men. In the latter case it would seem to me entirely fitting that the Commission should not only rely upon existing statutes but recommend more laws, rules and regulations to govern the workers' everyday life, more municipal lodging-houses, larger county institutions for the poor, increased public charities of various kinds, free or nearly free public employment bureaus, and other means whereby the workers may be persuaded that the practice of self-help and the rendering of mutual aid among their own class, is an unnecessary virtue.

Would it not be much better to consider these workers as men who have duties to perform to themselves and to their fellows, rather than to view them as a species of wards who, together with their jobs, must accept endless "nursing" from the State and charity from public or private institutions?

Surplus Labor and Idle Land.

There is an important detail of the Wheatland case which has not been adequately dealt with in the report. The fact seems to be clearly established that a little advertising brought a surplus of workers to Wheatland—in the month of August. This incident is important in view of the threatened influx of labor following the opening of the Panama Canal. If casual and migratory laborers in California were in "pressing need" during the month of August before the opening of the canal—what is going to be the situation when the surplus labor of the Mediterranean countries begins to swarm to the Pacific Coast?

Surely it will not be disputed that this increase of immigration will further complicate the solution of the problem under discussion. Why not be frank, and admit that California is already well supplied with common, casual or migratory labor?

It may be readily admitted that California can support many times her present population but it is plain that something must be done to enable the man with small means to "get on the land." And in order to do this effectively something must be done to deal with those who "hold" large areas of land for purely speculative purposes.

To me it appears that the problem of the migratory and seasonal workers is inseparably linked with the fact of idle land. I therefore take this opporunity to call attention to Assembly Constitutional Amendment No. 7, now pending before the people of California. This measure, if adopted at the November election, will help immeasurably to put to use the idle land of the State. When we shall have done this—when we shall have attacked land monopoly—we will have attacked at its source the evil which has created the problem, not only of our migratory and seasonal workers, but of all other classes of labor.

(Signed) PAUL SCHARRENBERG.

NO MORE TYPHOID IN THE ARMY.

Typhoid fever has been banished from the United States army. In the entire enrollment of over 90,000 men in barracks or camps in the United States, Philippines, China, Porto Rico, Cuba and Hawaii, there were during 1913 only three cases of typhoid fever. Two of these were new recruits who developed the disease four and five days after they enlisted. Only a single case of typhoid fever in an inoculated soldier occurred during the entire year out of the entire body of 90,000 men. This case occurred in a soldier in the battalion on duty in China. All three of these cases recovered, so that not a single death in the army during the year resulted from this disease. When it is remembered that typhoid has been for centuries the most dangerous disease to the soldiers and that every army, whether on garrison duty or in the field, has expected to pay a heavy toll of sickness and death to this disease, the record of our troops is all the more remarkable. The disappearance of typhoid is due directly to typhoid vaccination, which has been practiced in the army since 1909. Previous to the introduction of vaccination the best record which had been obtained by sanitary precautions was in 1908, in which, out of 74,692 men, there were 239 cases of typhoid with twenty-four deaths. Vaccination, begun in the army in 1909, was at first voluntary, but later was made universal. In 1910, with 81,434 officers and men in the army, there were 198 cases of typhoid with fourteen deaths. In 1911, with 82,802 men in the army, there were seventy cases and eight deaths. In 1912, with 88,478 men enrolled, there were only twenty-seven cases and four deaths, while in 1913, with 90,646 officers and men in the army, there were three cases and no deaths, and as has been shown above, two of the three cases were in recruits who had just joined the army. As the sanitary conditions, food, water and all the surroundings were practically the same in 1913 as in 1908, the only cause for such a remarkable record is the general enforcement of typhoid vaccination. These startling and gratifying facts are from an article by Major F. F. Russell in a recent issue of The Journal of the American Medical Association.

From a Hudson Bay trading post with a population of 213 in 1870, Winnipeg has grown to be a first-class city with a population approximating 276,177. The city has exceptionally wide asphalted streets and pavements, several public parks, good buildings, street car system, and is modern and up to date. The winters are exceptionally long and rigorous, the thermometer going at times as low as 55 degrees below zero.

Arrangements have just been made for the sale of 40,000,000 feet of lumber on the Tongass National Forest in Alaska. This forest is cut up by bays and inlets, some of which give an opportunity for taking the timber from the mill to the decks of ocean-going steamers. The Tongass forest is now self-supporting, its lumber product being used largely in local industries, much going into boxes for canned salmon.

ONE MAN'S VIEWS.

The increase in the population of our cities since 1890 amounts to nearly 100 per cent., while that of the country has been only one-fifth as much. There's a reason—several. For instance, tenant farming increased 50 per cent. between 1880 and 1910. The increased mortgage per farm for the ten years ending 1910 was 40 per cent. The average debt per farm in 1890 was $1,224. In 1910 it was $1,715. The rate of interest paid is usually greater than the net profits on the farm. This, as Prof. Brooks, of the Mississippi State Agricultural College, says, "can have but one final result—confiscation. Wealth that comes by appreciation is social wealth, but it goes to the account of a few under unearned increment."

According to the same authority there are 10,000 fewer farms operated by the owners in Iowa than there were ten years ago; in Indiana, 8,000; in Illinois, 13,000.

In Texas, 55 per cent. of the farms are operated by tenants. In Mississippi and Georgia two-thirds of all farms are cultivated by those who have no share in the ownership. The percentage for South Carolina is 63; for Louisiana and Oklahoma 55.

It is clear from these figures that people are driven to herd in the cities because farming in this free country of ours is fast becoming a sort of slavery, slavery under a landlord. Landlordism is the oldest and most accursed form of private monopoly. It is therefore absolutely "indefensible and intolerable." It is the root and trunk of all other private monopolies. Unless soon checked it will eventually reduce 99 per cent. of us to the status of homeless wage-slaves. Already has it brought about here in America conditions such as only slavery-cursed, imperial Rome ever approximately matched. For we now have 10,000 families whose combined wealth is $100,000,000,000. This leaves less than $40,000,000,000 for the other ninety-odd millions—one-half of whom are homeless.

N. B.—If you are a voter in California don't forget these things when you go to vote this fall on the home rule in taxation amendment to the State Constitution. If that amendment carries, the landlords and speculators will get the jar of their lives. Let's jar 'em good and hard, fellow citizens.

Knock; don't boost. Good wine needs no bush. 'Ware the booster. Ten to one he wants to put one over on you—and as many more as you'll fall for. Every real estate shark, every wildcat mining promoter, every get-rich-quick Wallingford is a booster. P. T. Barnum was the king of boosters; likewise the king of humbugs. On the other hand, every great champion of human rights, every great crusader against slavery, every tribune of the plain people, every red-blooded hater of tyranny was a knocker; a knocker of evil. Jesus Christ was a knocker. Wherefore, be ye also knockers as long as there is one evil left in the world to knock.

Dean Davenport of the University of Illinois says that "the country must cut down its expenditures for clothes and amusements." Must have confounded "the country" with New York's "400." "Hawserlaid Bill" tells me that he has no more expenditures, or anything else, to cut down. He's down to overalls and a blue shirt as it is. If he can afford it he takes in a nickel show on Sundays. In fact, Bill is a heap more concerned these days about getting an occasional square meal than he is about either clothes or amusements. When I suggested that Prof. Davenport might be interested in getting his views on the subject he became profane, and muttered something about wishing he "had that blankety-blanked stiff onboard of a hard Blue-noser goin' aroun' the Horn." The experience, "Hawserlaid Bill" allowed, would "knock a little common sense" into the professor—"an' make him go on a ten-day drunk the first chance he got."

It is not in human nature to take the same interest in a business in the conduct of which one has not the least say, as it is in one's own business. The exhortation to "joy in your work" is never made by a wage-slave to other wage-slaves. Only the man whose toil satisfies the creative instinct in him can truly joy in his work. Wage-slavery is not that kind of work. For the satisfying of the creative instinct in man is only possible when the element of proprietorship in the thing created enters more or less into the general equation. No; it takes an academic-minded simpleton, engrossed in an all-absorbing "life work," to rush in where angels fear to tread, and vociferate, "Joy in your work, toilers. Don't look at the clock."

Bad as the capitalistic pictures of the alleged failures of municipal ownership may look, they shape up like an "old master" alongside of a cheap chromo when compared with the universal failure of privately owned and managed utilities. It is this universal failure which is gradually but surely forcing the whole civilized world into social and industrial bankruptcy. Every expert liar retained by Big Biz to bolster its shoddy ethics knows this. That's why they're experts. You can't lie expertly unless you know the truth.

I believe in the equality of man. The world is my country. All mankind are my brethren. To do good is my religion.—Thomas Paine.

Minister Brands Carnegie as Atheist.—Newspaper headline.

Oh, wad some fairy the giftie hand me
To feel sae godly as ithers "brand" me.
(Carnegie's comeback.)

Great shipwrecks come, great shipwrecks go,
And dead men tell no tales; no, never.
But, be the death list high or low,
The Seamen's bill sleeps on forever.

There was an old gunman said, "Shucks!
For a bottle of booze an' five bucks
I'd shoot me own mother, an' ditto me brother—
An' burn 'em in coaloil de luxe."

Private monopoly has no rights which the industrially disinherited are bound to respect.

If, as they claim, "there are no classes,"
What mean they then, pray, by "the masses"?

There may be "57 varieties" of capitalists, but there is only one capitalism.

EL TUERTO.

It is easy enough to arouse enthusiasm with a new idea, but not so easy to compel thought by the expression of an old truth.

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships. Fraternally yours,

LAKE SEAMEN'S UNION,
V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION

570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y.....55 Main Street
Telephone Seneca 936 R.

CLEVELAND, O.....1401 W. Ninth Street
Telephone Bell Main 1842.

MILWAUKEE, WIS.....133 Clinton Street
Telephone South 240.

ASHTABULA, O.....21 High Street
Telephone 552.

NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

DETROIT, MICH.....7 Woodbridge Street, East
Telephone 3724.

SUPERIOR, WIS.....1721 N. Third Street
Telephone, New, Broad 385.

BAY CITY, MICH.....108 Fifth Avenue
OGDENSBURG, N. Y.....70 Isabella Street
CONNEAUT, O.....922 Day Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue
PORT HURON, MICH.....517 Water Street
ERIE, PA.....107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

HEADQUARTERS.

71 Main Street, Buffalo, N. Y.
Telephone Seneca 48.

BRANCHES:

CLEVELAND, O.....1185 W. Eleventh Street
CHICAGO, ILL.....445 LaSalle Avenue
MILWAUKEE, WIS.....151 Reed Street
DETROIT, MICH.....27 Jefferson Ave., East
SUPERIOR, WIS.....1814 Fourth Street
OGDENSBURG, N. Y.....70 Isabella Street
BAY CITY, MICH.....108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.

HEADQUARTERS:

BUFFALO, N. Y., 55 Main St. Tel. Seneca 2295

BRANCHES:

CLEVELAND, O.....1401 W. Ninth Street
MILWAUKEE, WIS.....151 Reed Street
CHICAGO, ILL.....314 N. Clark Street
ASHTABULA, O.....74 Bridge Street
TOLEDO, O.....54 Main Street
DETROIT, MICH.....7 East Woodbridge Street
PORT HURON, MICH.....517 Water Street
CONNEAUT, O.....922 Day Street
OGDENSBURG, N. Y.....70 Isabella Street
NORTH TONAWANDA, N. Y.....152 Main Street
SUPERIOR, WIS.....1721 N. Third Street
BAY CITY, MICH.....108 Fifth Avenue
ERIE, PA.....107 E. Third Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue

UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS.

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS.

Ashland, Wis.
Ashtabula Harbor, O.
Buffalo, N. Y.
Duluth, Minn.
Escanaba, Mich.
Grand Haven, Mich.
Green Bay, Mich.
Houghton, Mich.
Ludington, Mich.
Manistee, Mich.
Erie, Pa.
Menominee, Mich.
Ogdensburg, N. Y.
Oswego, N. Y.
Port Huron, Mich.
Manitowoc, Wis.
Marquette, Mich.
Milwaukee, Wis.
Saginaw, Mich.
Sandusky, O.
Sault St. Marie, Mich.
Sheboygan, Wis.
Superior, Wis.
Toledo, O.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

The same regulation applied to widely different situations produces not similar but different results.

We do not try to teach blind children as we do those who have sight. We give different exercises to physically weak children from what we give the strong. Each nation makes its laws specially adapted to its own needs. Each industry must have regulations that have been evolved out of its industrial necessity and welfare.

If human beings are to be accorded justice, are to be permitted in the fullest sense of the term, "life, liberty, and the pursuit of happiness" they must have such regulations as will secure them their rights.

But where shall justice be found when the same concept of "freedom of contract" that applies to a millionaire factory operator is "bestowed" upon his fourteen-year-old employe who works for five dollars a week?

And where shall the workingman receive justice when the courts apply to organizations of workingmen who seek to further their own welfare by control over their own personal powers, the same regulations that apply to those who seek to control the supply of coal?

The workers in industry have no real freedom of contract or real equality of opportunity except through the power of organization. The right to organization must be given effectiveness by establishing the legal right to activities necessary to make organization a force for the betterment of the lives of the people.

No one ventures to deny the value of labor organizations. No one denies that these organizations are necessary to the welfare of those who do the world's toil. Even the most unsympathetic grant labor organizations theoretical justification and intellectual approval. But they not infrequently emasculate approval by the qualification, "if properly conducted." "If properly conducted" to these class-conscious minds means that the working people shall be "kept in their place." They have no conception of the rights of men to fullest development, to free, untrammeled life, liberty, and the pursuit of happiness.

The legal attitude toward labor organizations reflects the same class prejudice. Judicial opinions that approve labor organizations hold as "conspiracy" normal, necessary operations of such organizations. These opinions are legal applications of the mother's homely advice to the daughter who would swim: "Yes, but do not go near the water."

Labor organizations that do things destroy the special privilege of the vested interests. They enable workers to secure their rights and thus establish justice. They are essential for the welfare of the millions who work in America's industries.

The Sherman anti-trust law has hampered the operations of labor organizations. It has menaced their very existence.

Justice demands that labor organizations be removed from a classification with trusts that seek to establish a monopoly in material things in order to pile up profits and dividends. Labor organizations seek to secure for the workers longer and better lives, greater happiness, more opportunities.

The men and women of labor do not ask special privilege, but equal opportunity. They demand freedom from regulations that deny them justice.

To Impeach Federal Judge.

Impeachment proposals are contained in a resolution introduced in Congress by Representative Neely, of West Virginia, which asks the Judiciary Committee to consider charges against Federal Judge Dayton, who has been jailing West Virginia workers on contempt proceedings because of a miners' strike in that section. The Representative said he had received petitions from 9,000 laboring men urging the removal of Judge Dayton, who is charged with the following:

"That he has issued injunctions against labor unions, which place them beyond the pale of the law, and which make their deliberate actions conspiracy and their members miscreants and felons;

"That he has had men and women arrested on the sole charge of asking other men to join the union;

"That by the use of injunction he has prevented the exercise of the constitutional right of the people to assemble peaceably to petition for redress of wrongs;

"That under prosecution by contempt proceedings he recently found Mayor Schwartz guilty of contempt of court and sentenced him to serve sixty days in jail for the sole reason that said Schwartz rented his property to a labor man;

"That he has publicly declared his antagonism to persons not yet on trial, whom he expected to be tried before him;

"That in the hearing of contempt proceedings he ignores the West Virginia laws and the Federal Constitution, and refuses to follow the decisions of the Supreme Court;

"That his decisions have been such as to result in their reveral by a higher court, but that such appeals are so costly as to be prohibitive to some, and that this puts a price upon justice which keeps it out of the reach of poor people."

Two impeachment cases are already pending before the House Judiciary Committee, involving Judge Emory Speer, of the Georgia Federal District Court, and Daniel Thew Wright, of the District of Columbia Supreme Court.

Poisoning the Public Mind.

A suggestion hinted; an insinuation deftly dropped; facts suppressed or misinterpreted—the result is the poison press. Quietly, secretly, powers are at work to control the sources of public information in order to direct public action. Occasionally these powers work a little less perfectly and a little less secretly and the trail of the Beast is plainly seen. Out in Colorado machine guns, bloodshed, damage, have forced the Beast from his hiding and revealed his hideousness. His footprints have defiled the places sacred to human liberty. He gains entrance through the counting room.

Despite the fact that conditions in Colorado have been made known to the world with all their horrifying details, the Denver Chamber of Commerce, in craven allegiance to the Beast, ventures to issue a statement that misrepresents conditions and causes. To attack truth is to attack the foundations of liberty and justice. The workers of Colorado must contend against such attempts to poison the press of which the following is only one illustration:

"The deplorable conditions arising out of the coal strike in Colorado have necessitated the calling of Federal troops to the assistance of the Governor and local authorities, and have attracted attention of the whole country. Certain newspapers of Denver, the capital of the State, have grossly misrepresented the actual facts. They have published accounts of so-called battles in the coal fields and sent them broadcast over the country. In these accounts they have charged the State militia with massacring women and children and by their lurid statements have incited ignorant men to commit acts of lawlessness in attacking coal mines and the defenders thereof, including the State militia, which attacks have resulted in great destruction of life and property.

"In truth and in fact the State militia have killed no women or children, and none have been killed by any person or persons. Two women and eleven children were found dead from suffocation in a cellar under a tent, where they had gone without the knowledge of the militia. Others were discovered by the State militia in similar places and were rescued by them at great risks to themselves. One boy of twelve was shot in one of the fights, but by whom and under what circumstances is not yet known.

"Because of this situation the Chamber deems it to be its duty to enter its vigorous protest against the misrepresentation and incitements to violence which have gone out from newspapers of this city, and to support the Governor and the authorities, State and National, in the enforcement of law and order. While some things have been done by individuals which are not to be defended, which is always the case when industrial contests reach an acute stage, this Chamber asks the affiliated organizations to urge their members and through them the people of the country to reserve their judgment and give full credit to the Governor and all those acting under him, including the State militia, for an honest purpose and effort to maintain law and order and the protection of life and property in this State, under peculiarly trying circumstances."

Official approval of the Lundin Housed Life Boat and the Lundin Power Life Boat has been received by the builders, the Welin Marine Equipment Company of Long Island City, from the U. S. Steamboat Inspection Service. This approval is based on the tests conducted at the Company's docks in the East River, March 13 and out at sea on the following day. Sixty-seven men, fifty inside and seventeen more standing on one side, outside, tested the flotation and stability of the 30 ft. by 10 ft. power boat and sixty-one men were lowered from a pair of Welin davits mounted on the dock into the water in a 28 ft. Lundin Decked Life Boat. Eight members of the Steamboat Inspection Service, besides Supervising Inspector-General Geo. Uhler, witnessed the test, and on the following day watched the boats maneuver out at sea from an ocean tug.

Union men and women can materially assist the cause by demanding the label on the products they consume.

MINERAL WATERS.

The intelligent individual eager to avail himself of the best aids that modern medical science affords cannot help being baffled by the conflicting claims made regarding mineral waters. He sees numerous cases in which relief has unquestionably been obtained by patients who have visited one of the many springs in this country or Europe; but when he considers the possibilities—including rest, change of diet and environment—the result is a hopeless confusion of ridiculous claims. The added question arises of the relative value of the different uses of the same waters. At some of the widely known spas—for example, Saratoga—the internal use of waters takes precedence; at Mount Clemens, White Sulphur Springs and others the baths are chiefly relied on; at Hot Springs and French Lick the combined method prevails. In view of the diversity of practice and the impossibility of measuring the consequences in any precise way, "The Journal of the American Medical Association" agrees with Dr. Guy Hinsdale, Secretary of the American Climatological Association, in scouting the claims of the specific virtues of particular mineral ingredients in the waters, except in such obvious features as laxative action or the absorption of dissolved iron salts. If we assume, writes Hinsdale, that approximately equal results are achieved by a course of bathing in waters so dissimilar, we cannot avoid the inference that the chemical constitutents of these different springs are not per se the active therapeutic agents. That certain baths may be used with good results in a case of gout, ought to suggest that the hydrotherapeutic methods employed are more potent than the fact that the waters employed have a special chemical composition.

If the cultivation of the rational use of mineral waters involves an accurate knowledge of their contents, information regarding them must have some guaranty of accuracy. For the past twenty years it has not been possible in France to advertise any mineral water as such, or to exploit a mineral-water station, without the favorable recommendation of a commission under whose direction the analyses are made. If such rules were in force in the United States, fake "lithia" waters would long ago have been driven out of the market.

The damage to mineral springs resulting from uncontrolled commercial ventures is illustrated by conditions at Saratoga. The amount of mineral matter held in solution by some of the waters there obtained is dependent on the quantity of carbon dioxid which impregnates the water and the pressure exerted at the mineral-water vein. For over twenty years an exhaustive pumping of the gas was carried on by a carbonic gas industry, and a great depletion of the mineral-water basin took place, depriving the entire area of materials which Nature had furnished for the maintenance of her natural fountains. Since New York State, through its Reservation Commission, has undertaken a protective policy with regard to the springs, and the pumping operations have been stopped, the restoration of the mineral waters to the Saratoga basin is being accomplished. Examinations by the State Hygienic Laboratory at Albany show the return of a steady flow and fairly constant mineralization varying only with physical disturbances. A few years must elapse before the springs will have returned to all the natural conditions which were present before the gas companies began their operations. These facts serve to show that scientific control may sometimes be a beneficent procedure, and that, presumably through the Public Health Service, it ought to be applied more widely in the United States.

COAXING THE SEA TO BUILD.

Programs for conservation, in this country, at least, have dealt principally with water for power purposes, and with timber and coal lands, so that in proposing the creation of a Federal department of foreshore protection, Elmer L. Corthell calls attention to a subject the seriousness of which is not generally appreciated even by engineers, says the Engineering Record. The waves are making a constant assault on our coasts, and if this country would profit by the experiences of Holland, Belgium and other European countries it will need to adopt more vigorous measures than are displayed by the isolated and unscientific methods which now prevail.

In his article reviewing his 44 years' experience in sea defense works, Mr. Corthell makes the definite statement that any sandy coasts can be permanently protected at reasonable cost, but it is useless to expect that vertical pile bulkheads with an unprotected shore in front of them will be effective in resisting the smashing blows of heavy storms. The Continental method of shore protection is by gentle slopes, covered with clay, straw and stone blocks. If properly built, spur jetties, extending out beyond the main slopes, may be used to make the sea deposit its burden of sand, thereby building up the coast line instead of washing it away.

The principle on which the engineers of the last half century have based their plans and methods are simple and effective. The great destructive forces of nature have been skilfully turned into constructive forces. They did not place an artifiical wall or "bulkhead" against the encroachments of the sea, but coaxed it to deposit its sands on the shore and so build it up, rather than throw them inland, and then, hungry for more, eat into the shore.

Recently the foundation stone of the new School of Tropical Medicine at Calcutta was laid by the Governor of Bengal. The government of India provided $195,000 for the site and laboratory and is to contribute for the upkeep of the school. The institution is unique in the tropics. The special work of the laboratory will be to investigate on practical lines the causes of tropical diseases in the Calcutta hospitals, with a view to finding more accurate methods of diagnosis and improved treatment. Tropical diseases cause over one-third of the deaths in Calcutta, and at least a large proportion in India as a whole, and the possibilities of carrying out practically important investigations of such diseases will be limited only by the amount of financial support afforded the new institution. The institute will accept students from all over the world.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to bodv or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

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The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia

29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

A strike against the New York Boat Owners' Association was ordered recently by the new union of scow captains, affiliated with the International Longshoremen's Association. An increase in wages from $40 to $45 a month to $50 and $60 a month and recognition of the union are asked for.

Two large unions of Longshoremen in New York have voted to affiliate with the International Longshoremen's Association. Officers of the longshoremen predict that they will have 15,000 members along New York's water front as a result of increasing solidarity under the banner of the American Federation of Labor.

Secretary Morrison reported to the recent meeting of the A. F. of L. Executive Council that the unions affiliated to the A. F. of L. had reported gains of 69,756 members. The figures are for April of this year, as compared with the same month in 1913. The total membership for April, 1914, is reported at 2,069,157, as against 1,999,401 for 1913.

Issuance of a nation-wide call for financial and moral support for the striking Colorado coal miners, indorsement of Congressman J. W. Bryan's bill calling for Federal ownership of the Colorado coal mines, and the selection of Denver for the next meeting place were the principal acts of the convention of the Rocky Mountain Association of the United Mine Workers of America, which adjourned at Seattle on May 27.

National legislation to deal with the problem of unemployed labor was urged before the House Labor Committee on June 5 by a delegation of sociological workers. The delegation supported the Murdock bill for a national employment agency and the MacDonald bill to create employment agencies at postoffices throughout the country. It is expected the committee will report some legislation along this line at this session and will press it in the House next winter.

The judgment of the United States Circuit Court of Appeals in granting new trials to Olaf A. Tveitmoe of San Francisco and Richard Houlihan of Chicago in the dynamite cases, was affirmed by that court on June 3 in an opinion handed down by Judge Seaman. The court reversed itself in granting a new trial to William Bernhardt of Cincinnati. The Government's contention that the court erred in granting Bernhardt a new trial was upheld by the court and the sentence of one year imposed by the lower court must be served, according to the opinion.

Ten thousand workmen employed by the Westinghouse interests in the plants of the Westinghouse Electric and Manufacturing Company, the Westinghouse Machine Company and the Pittsburg Meter Company struck on June 5. Not a wheel in the vast electrical works moved during the afternoon. The delegates from each of the sixty departments held a meeting to deliberate over the question of extending the strike to other industries, affecting 15,000 other workers. The men are demanding recognition of the union, better working conditions, and the elimination of the bonus, premium and piece system.

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Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Abolin, K.
Alquist, E.
Andersen, -1797
Barker, Thos.
Bohm, Aug.
Bodsten, S.
Brodie, W. G.
Bjorkman, Chas.
Bishop, Patrick
Backman, A. A.
Christensen, H. -1366
Daniels, Chas.
Deuland, Chas.
Dahlstrom, Arthur
Echlin, L. W.
Edsen, Frank
Eriksen, E.
Eriksen, C. -872
Erikson, Eric
Engstrom, F.
Fjelstad, Karl
Framnes, I.
Fisher, Frank
Freitag, W.
Gundersen, L. S.
Giortz, P. V.
Grendal, Chas.
Hansen, Ragnvald
Holst, Rudolf
Hood, W.
Holm, Hans
Hopke, P.
Howard, Geo.
Hubner, Herman
Hansen, C. E.
Hansen, Schroeder
Hansen, John
Jacobsen, Torgils
Jacobsen, Oscar
Jensen, H. -2014
Jensen, R.
Jensen, Chr. P.
Jensen, J. -1684
Johnson, G. -1452
Johnson, A. W.
Jacobsen, Holger
Kennedy, T. I.
Klemsen, Adolf
Kohlmeister, O.
Kallas, M.
Karlson, Rudolf
King, Frederick
Kruger, J.
Larsen, O.
Landgren, Carl
Lilliland, G.
Lee, J. C.
Luther, F.
Larsen, B.
Litenberg, A.
Mattson, Rudolf
Madsen, C. H.
Moller, Walter
Mortensen, John R.
Ness, Carl
Nillsen, Ed.
Niwerth, Aug.
Nielsen, Alfons
Nordstrom, J. E. W.
Noshis, P.
Nordlof, S.
Nygaard, Olaf
Naro, H.
Njosvik, J.
Olsen, Edwin
Olsen, B. -597
Olsen, Jorgen
Olsen, A. M. -941
Paaso, A.
Peterson, J. P. -920
Palmer, A.
Packwood, Wm.
Prigge, Albert
Sund, K. A.
Stolsvik, Johan
Steele, A.
Simms, G.
Smith, E. C.
Swenson, L. G.
Sheppard, Stewart
Sterndock, J.
Townsend, R.
Torkelsen, Alf.
Thomsen, Alf.
Wiland, Johan
Wickstrom, W.
Williams, Chas.

Packages.

Wilhelm, Ewald

INFORMATION WANTED.

William Walker, a native of Islandmagee, Antrim Co., Ireland, is inquired for by his nephew. Any one knowing his whereabouts kindly communicate with John Walker Geddis, 7 Willowbank St., Brooklands, Winnipeg, Manitoba, Canada.

W. Kahlberg, No. 688, and C. Monsen, No. 1964, are inquired for at the Standard Oil Company's office, at San Francisco.

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Tacoma Letter List.

Andersen, Anders
Berglind, Ed.
Bjorklund, Eric S.
Bruse, D.
Christensen, Albert
Englund, Gust, E.
Grove, Albert
Hansen, Johannes
Haugan, Arthur
Johansson, Charles
Johnson, Oscar
Johannsen, Christian
Jorgensen, Peter A.
Kallas, Alex.
Kalberg, Wm.
Leander, George
Linea, W.
Line, Wiktor
Loren, A. L.
Lundberg, Thorsten
Nielsen, W. -1054
Ogilvie, Wm. A.
Olsen, Martin E.
Paterson, John
Ridderstoff, Ernest
Reinhardt, Werner
Swanson, August
Thorsen, Axel L.
Wene, K. J.

INFORMATION WANTED.

Axel Peterson, F. Lundberg, J. Gustafson, M. Garcia, crew of the steamer Riverside, at the time she towed in the Oceana Vance, kindly call at the office of the Charles Nelson Co. for money due them.

Any one knowing the whereabouts of Wilhelm Brannemann, born at Dockenhuden, Germany, in 1882, please communicate with Hans Martens, No. 1892, Sailors' Union of the Pacific, San Francisco.

Jacob Rokus is inquired for by his brother, Henry John Rokus, and would like to communicate with him. The last I heard from him was in 1903 at New Orleans on British steamer "Michigan," where he was shipmate. He is 32 years old and was born near Rotterdam, Holland. Any information of his whereabouts will be very thankfully received by me at 55 Main street, Buffalo, N. Y.

Carl Julius Carlson, born in Sweden in 1877, is inquired for by his mother. There is about $2000 due him from his father's estate. Last heard of in September, 1902, on the Atlantic Coast. Previously sailed on the Clifford between St. Johns and New York. Address Fru Sophia Carlson, Klubbegard, Hallands Lan, Heberg, Sweden.

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Ahlstrom, Harry -1827 (Photo)
Bjorkman, C. H. -1771
Ereksen, Anton
Hansen, Harold
Hansen, Harry
Lomas, Richard
Lutzen, Waldemar
Olsen, Alvind B. K.
Robertson, A.
Thorsen, Fred'rcy N.

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Anderson, A. -1645	Krohn, John A.
Anderson, Gustav	Karlson, August
Anderson, Gust -1808	Kluge, Frank
	Klungeland, Borge
Andresen, Anton -1635	Laine, Frank
	Larsen, John
Andersen, Mike	Larson, Gustaf
Bergman, Karl W.	Lewik, Karl
Berglund, Ed.	Mathson, Nils
Bjorkman, Chas.	Mathiassen, Sigurd
Brun, Mathias	Maass, R.
Boyard, C. E.	Meckerman, Ernest
Bults, Ernest	Marx, Thorwald
Bulander, B. B.	Mikalsen, Andreas
Carlsen, J.	Meinke, Rudolf
Christensen, H. P.	Nelssen, C. J.
Carlson, C. Erland	Nilsson, Axel
Carty, Casar	Nielsen, Kristian
Dahl, Henry	Narberg, John
Deswert, William	Olsen, Arthur
Day, Aca	Olsen, Ansgar
Edstrom, John	Olsen, Andy
Erman, A.	Phillip, Max
Ekham, Frans	Petterson, Einar
Fellix, Hans	Peterson, Hans
Fredriksen, Berger	PJetersson, M.
Freitag, Franz	Pettersson, W. H.
Geiger, Josef	Petrow, A.
Gordia, Piet	Pelz, Gottfried
Gynther, John	Pohland, Max
Gravier, Eugene	Petersen, John
Hansen, Max O.	Rautio, Jacob
Henriksson, William	Reincke, Herman
Hellman, Albin	Rhodes, F.
Henricks, Woldemar	Schmidt, Hans
Hedlund, Albert	Skedsmo, A.
Holm, Aage	Swanson, Carl O.
Johansen, Chris	Simens, O. L.
Jansson, L. -2166	Wieprecht, Ernest
Johansson, Arvo	Welsen, J.
Jacobson, A.	

Aberdeen, Wash., Letter List.

Anderson, -1283	Larsen, Peter
Andersen, -1118	McLean, H.
Arnell, John	Martin, James
Andersen, F. C.	Nordgren, Chas.
Behn, Alfred	Nikolin, E. Miko
Bowman, C.	Neddemeyer, John
Bjorkholm, A. M.	Olesen, Chas.
Bowen, J. J.	Olsen, Nils
Burkland, John	Oksanen, Juko
Bodahl, Hans	Olsen, Oswald, -1059
Christensen, Albert	Peterson, Axel
Eklund, Chas.	Petersen, S. J.
Ernandes, Frisco	Pettersen, Karl
Evanger, Dick	Petersen, J.
Fuller, J. H.	Pettersen, Olaf
Granberg, Eric	Rundblad, Oscar
Graf, Otto	Richardson, H.
Heinig, Johann	Sandstrom, Hugo
Holm, Arthur	Siven, Wictor
Herman, Axel	Sorensen, T. B. G.
Hansen, Ove	Sim, Gunder
Illig, Gust	Schmidt, Heinrich
Junge, Heinrich	Simensen, Isak
Hansen, Torleif	Udby, Harold
Johansen, Hans	Ulappa, K.
Kaala, G.	Wind, Jacob -1357
Laaksso, F.	Walder, Olsen N.
Loining, Hermand	Williams, J.
Lengtssen, Gottfried	Zebe, G. V.
Laine, Herman	

Packages.

Lorsin, G. L.	
Larsen, Lars	Gorgensen, Olaf.
Larsen, H. P.	Hansen, John
Lindroos, A. W.	MacGuire, O. F.

INFORMATION WANTED.

Anybody knowing the whereabouts of Arne Johnsen please notify O. M. Johnsen, Mosby, Christiand S., Norway.

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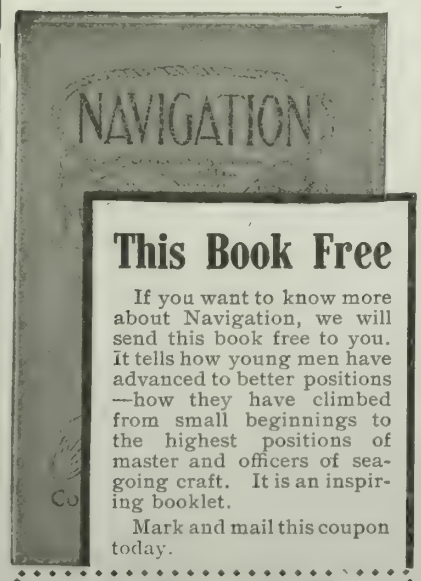
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Home News.

No personal property tax return having been made by John D. Rockefeller as a resident of Cleveland, an arbitrary valuation of $300,000,000 was returned for him by the deputy tax commissioner on May 20. Mr. Rockefeller claims non-residence.

Actual work on the surveys of possible routes for the Government's railroad in Alaska was begun on June 2 when the first stake was driven at Chitina by the reconnaissance party, which will survey the route from Chitina, where the Fairbanks trail leaves the Copper River and Northwestern Railroad, to the Matanuska coal fields.

The seventh annual conference of Governors of the various States was held from June 9 to 13 at the New Park Hotel, Madison, Wis. The subjects for discussion were rural credits; State control of natural resources, uniformity of laws regarding foreign corporations, extradition, and uniformity of safety and sanitation laws for factories.

Lassen Peak, in Shasta County, Cal., is in eruption. The ancient volcano awoke from its sleep of centuries on May 30 and opened up a new crater on the north side of the mountain, from which a great column of steam is still rising and hiding the summit from view. The cloud covering the mountain is visible all over the upper end of the Sacramento valley.

A decision by which the Iron Chief Mining Company, a subsidiary of the Southern Pacific Railway Company, and the Government divide title to mineral lands in Riverside County, Cal., valued at several hundred million dollars, was handed down during the week by Frank Buren and O. R. W. Robinson, Registrar and Receiver, respectively, of the United States Land Office in Los Angeles.

In a report sent to Senator Pittman and Congressman Houston, chairmen of the Senate and House Committees on Territories respectively, Secretary Lane of the Interior Department urges the creation of a development board to have complete control of the natural resources of Alaska, and makes a severe arraignment of the present red tape methods in the administration of government affairs in that territory. Bills for the creation of boards or commissions to administer the government of Alaska, have been introduced in the Senate by Senator Chamberlain of Oregon, and in the House by Delegate Wickersham of Alaska.

In a bulletin just issued by the Census Bureau it is shown that of the 32,243,382 persons of foreign white stock in the United States in 1910, the English and Celtic, including Irish, Scotch, and Welsh, had the largest representation. As reported to the census bureau the total foreign white stock whose mother tongue was English and Celtic, numbered 10,037,420. This number represented 12.3 per cent. of the total white population of the United States in 1910, which was 81,731,957. The German group numbered 8,817,271, or 10.8 per cent.; Italian, 2,151,422, or 2.6 per cent.; Polish, 1,707,640, or 2.1 per cent.; Yiddish and Hebrew, 1,676,762, or 2.1 per cent.; Swedish, 1,445,869, or 1.8 per cent.; French, 1;357,169, or 1.7 per cent., and Norwegian, 1,069,854, or 1.2 per cent.

Domestic and Naval.

The Hamburg-American and North German Lloyd lines have signed a 15-years' agreement with respect to their passenger and freight service across the Atlantic and to the Far East.

The steamship "Banffshire" arrived in Boston May 18 with almost 5000 tons of frozen Australian meats. This is the first direct shipment of the kind to Boston from Australia, and is the beginning of a regular service.

A society for the classification of ships, under the auspices of Baltic shipbuilders and shipowners, has been founded at St. Petersburg and entitled "Russian Lloyd." It is to be modeled after the pattern of the Germanic Lloyd.

The United States naval tug "Potomac," which was recently abandoned in the ice in the Gulf of St. Lawrence, has been remanned by an engineer, United States Consular Agent Gould and a party of Newfoundlanders.

The order has been placed by the White Star line with Harland & Wolff, at Belfast, for building the steamship of 32,600 tons, for use in the transatlantic service, as announced some time ago. The new liner will be called the "Germanic."

After a few months' trial the Building Risk agreement for vessels under £250,000 has been abandoned, and was formally canceled at a meeting of the Institute in London. There has been a good deal of difficulty experienced in carrying out the various conditions, especially for small-valued risks, and the actual rupture was only a question of time.

So far as underwriters are concerned, the installation of wireless has not proved an unmixed blessing. In the present year there have been at least three cases where high rates were paid for reinsurance on wireless reports that vessels were in distress, and the following day it was found that some mistake had been made, and the vessels were all right.

Letters received from Shanghai describe the launching of the river gunboat "Palos," which with her sister ship, the "Monocacy," was built at Mare (Cal.) Island navy yard last year, and afterward knocked down and shipped to Shanghai for reassembling and launching. The wife of Assistant Naval Constructor Lee S. Border christened the "Palos." The two vessels are designed for service on the rivers of China.

A somewhat unusual risk has recently been covered on the London market, this being a large train ferry for service at Quebec. The insurance was for the voyage from Birkenhead to Quebec on the hull and structure, the total value of which amounts to £100,000. She will leave for this side probably in July, to ensure, as far as possible, fine weather for the passage. The craft was built by Messrs. Cammell, Laird & Co., Birkenhead.

The revenue cutter "Seminole," after two years' patrol of the coast from Cape Hatteras to Charleston, S. C., rendering assistance to distressed shipping, has been directed to proceed to the revenue cutter depot, at South Baltimore, Md., for general repairs. The repairs, it is understood, involve giving increased bunker capacity and an alteration to the boilers. It is not expected that the cutter will return to service until late in the summer.

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Members whose mail is advertised in these columns should at once notify Jack Rosen, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Abolin, Chris.
Aga, John
Ahl, Theodor
Alman, P.
Amundsen, Albert
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Andersen, Andrew
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Andersen, Prter
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Andersson, -1819
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Azarov, D.

Baare, Henry I.
Bakkinson, Peter J.
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Bartch, W.
Baumly, Jos.
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Bawder, M. A.
Beckle, B.
Behrend, Karl
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Beling, Oscar
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Ceimplecio
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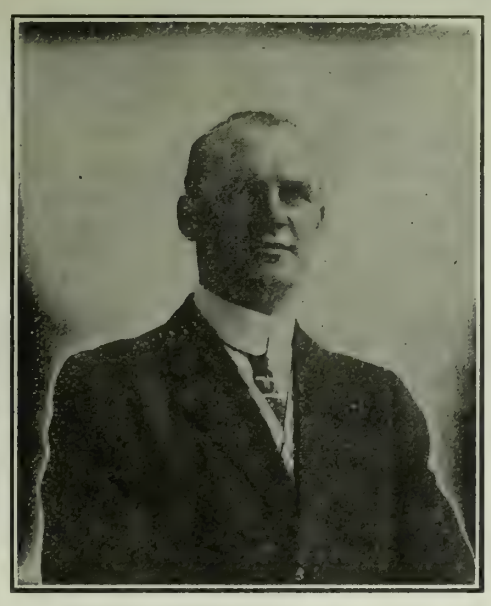
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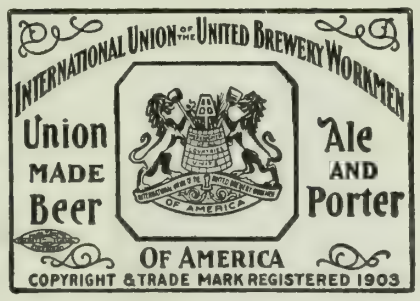
$10.00 reward will be paid by Johnson & Higgins, 244 California street, for information locating John Anderson and George T. Nelson, who were members of the crew of the steamship "Asuncion" in October, 1908.



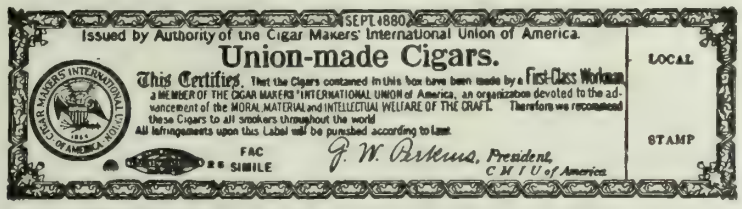
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INFORMATION WANTED.

Samuel Dickson, a seaman, aged about 40 years, son of Moffett Dickson, deceased, of Belfast, Ireland, or any person knowing his whereabouts, is requested to communicate at once with the undersigned in connection with a legacy. A. R. Smith, U. S. Shipping Commissioner, Philadelphia, Pa.

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News from Abroad.

In 1906 the Socialist party of France polled 877,999 votes. In 1910 the vote rose to 1,110,561, and in 1914 to 1,398,771.

The French Colonial Office announced the annexation by France of the Wallis Islands in the South Pacific. The group, consisting of about forty squares miles of territory with 4500 inhabitants, has been a French protectorate since 1887. It lies northeast of Fiji.

The Earl of Shrewsbury and Talbot heads a syndicate which plans to build a magnificent casino in Panama City. Efforts are now being made in France to raise $2,000,000 for the project. According to the circular signed by a London banking firm, which issued it in Paris, the plans provide for a roulette palace, "second not even to Monte Carlo casino."

The Russian Council of Ministers has decided to introduce a Shipping Bounties bill in the Duma. The following bounties per ton and mile are proposed: 600ths of a kopeck for ships mechanically propelled, 300ths of a kopeck for wooden sailing ships, 400ths of a kopeck for metal sailing ships. For regular voyages of companies which receive State subventions no bounties will be granted.

The Japanese-American arbitration treaty has been ratified by Japan. The treaty is one of a number of similar tenor that have been negotiated by the State Department. The treaties were ratified by the United States Senate on February 22d last. As ratified, the treaty pledges the contracting governments to arbitrate all questions, excepting only those affecting vital interests, independence or national honor, and the rights of third parties.

Construction will shortly begin at Cristobal, Canal zone, of the new $50,000 building for the Hamburg-American line, the offices of which are now in Colon. It will adjoin the building under construction for the United Fruit Company, and will be of reinforced concrete and steel, two stories, with galvanized-iron roof, and covering 70 by 100 feet. The first floor will be used for offices, having tiled and hardwood floors and a fireproof vault.

Following conferences held between Secretary of Foreign Relations Lefevre of Panama and Colonel George W. Goethals at Panama City recently, it was learned that the United States and Panama have agreed on the permanent delimitation of the canal zone. The convention to be signed between the two countries will provide for the retrocession to Panama of the district of Lassabanos, now within the jurisdiction of the canal zone. This territory has been in dispute in the original treaty ceding the zone to the United States.

That the Dominion Government has no intention of relaxing in any way the regulations with regard to the entry of Orientals into British Columbia is indicated by the fact that a new order in council has been passed, making still more rigid the present prohibitions. The present order in council prohibiting the entry of all artisans and laborers for six months has been extended to include two new ports in British Columbia—namely, Newport, near Vancouver, and Alberni, on Vancouver Island.

With the Wits.

He—They say, dear, that people who live together get in time to look exactly alike.

She—Then you may consider my refusal final.

Too Dear.—Chick—Mama, can't I have a little brother?

Mrs. Hen—Great Scott, child! don't you know that eggs are fifty-five cents a dozen?—Judge.

The Real Spouter.—"What is a gusher in an oil field?" asked the Old Fogy.

"The man who writes the prospectus," replied the Grouch.—Cincinnati Inquirer.

Remote.—"You are a relation of the Richleighs, aren't you?"

"Yes, a distant relation."

"How distant?"

"Well, as distant as they can keep me."—New York Mail.

"Is this the man we are to initiate to-night?" asked the illustrious conductor.

"It is," replied the outside guard. The illustrious conductor walked around the 350-pound candidate, inspected him carefully and turned to his assistant.

"Put the goat back," he said, "and bring me a mule."

Veracity Paid.—Once upon a time there was a boy, and he applied for a job.

"We don't want lazy boys here, Are you fond of work?" asked the boss.

"No, sir," answered the boy—looking the boss straight in the face.

"Oh, you're not, aren't you? Well, we want a boy that is."

"There ain't any," insisted the boy, doggedly.

"Oh, yes, there are. We have had a dozen of that kind here this morning looking for a situation with us."

"How do you know they are not lazy?" persisted the boy.

"Why, they told me so."

"So I could have told you so; but I'm not a liar."

He got the job.—New York Call.

An Invitation

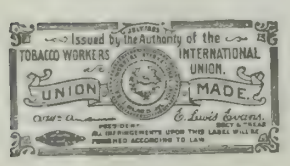
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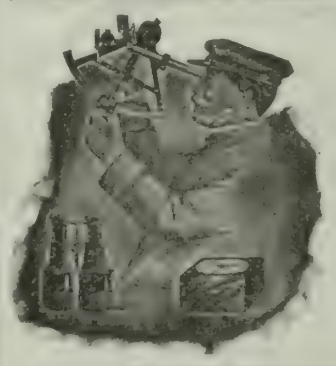


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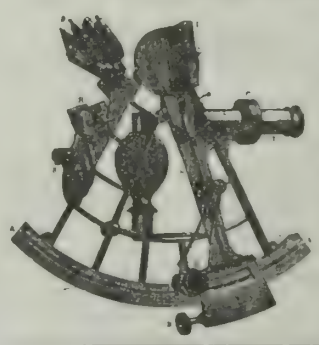
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COAST SEAMEN'S JOURNAL



FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XXVII, No. 40. SAN FRANCISCO, WEDNESDAY, JUNE 17, 1914. Whole No. 2282.

COMMENT OF THE PRESS.

What Editors Say About the St. Lawrence River Tragedy.

THE OCEAN JUGGERNAUT.

The world again stands aghast at a sea horror, this time the sinking of the ocean liner "Empress of Ireland" with its cargo of human freight.

Whatever the lesson of the "Titanic" may have taught us, it was not sufficient to avoid a repetition of the appalling tragedy.

In the dense fog of the St. Lawrence River, with hearing blurred and objects obscured, the Norwegian collier "Storstad" rammed its way into the "Empress of Ireland," cutting its heart out and leaving the ocean to complete the work.

The mind revolts at the picture of the 1,400 persons on aboard, hurled from their berths, crowding hysterically on deck, struggling for the lifeboats or leaping overboard, as the proud liner, done to death, settled quickly to its tomb in the bosom of the ocean.

Is man wholly helpless to prevent such tragedies? Have we, in the light of past experience, done everything that can be done to minimize the toll of the ocean juggernaut? Is the repetition of the "Titanic" holocaust something that could not have been prevented?

Man stands helpless before the dangers that lurk behind the dark curtains of the fog. Nothing that he has ever invented has solved the problem of the fog. Some things that might be done, however, have not been done—some things which would minimize the dangers of fog, icebergs, smashing storms and sudden fires.

Even at this moment there is pending before Congress bills which, if enacted into law, would reduce the dangers of the sea. At the same time there is also pending an international convention which, if ratified, will tie the hands of the United States and prevent the adoption of such arbitrary rules as will minimize the danger.

The nations of the world, in congress at London, adopted a convention which was the result of so many compromises that its efficacy is seriously doubted. Regardless of what the rest of the world may do, the United States government should do its duty. Regardless of how far the rest of the world may want to go to appease the demands of shipowners, the United States government should go the limit to protect human life at sea. That is the overwhelming issue.

Mention was made in hearings before the House committee which considered the Seaman's bill that the "Empress of Britain" was deficient in her crew, both in number and skill of men, and the same statement was made before the Senate committee on foreign relations.

The "Empress of Ireland" is a sister ship of the "Empress of Britain," and what applies to one applies, in all probability, to the other.

The "Empress of Ireland" had a deck crew of fifty-three or fifty-four men, half of them ordinary seamen or of lesser rating. The deck crew should have numbered at least sixty able-bodied seamen or men of higher rating.

The figures as to the complement of the "Empress of Ireland" were obtained from the London Board of Trade, and cannot be questioned. The difference in cost per voyage at present and with adequate crew is estimated at $150. If an adequate crew meant the saving of only one more life, $150 would have been a cheap price to pay for it.

The "Empress of Ireland" sank nineteen minutes after the collision. With a full deck crew all lifeboats on the lee side could have been launched with ease in this time, and probably some of the boats on the other side.

Under the present English law it is thought that the "Empress of Ireland" had sufficient lifeboats, so that with an adequate crew, had only the lee side boats been launched, at least half of the persons on board might have been saved.

Perhaps there was no way to avoid the disaster that lurked behind the fog, but the fact that we are leaving undone precautionary things that should be done stands as an indictment against the nation.—The Washington Post.

ANDREW FURUSETH'S VERDICT.

Andrew Furuseth is probably as good an authority on matters concerning ships and shipping as one may find in the course of a long journey. Andrew Furuseth is a man who knows ships because he has worked on ships. He knows the men who man the ships because he has worked with them; he is the president of their great union. For years this man has kept up a wonderful fight for safety at sea, and at every turn he has found himself facing those whose object it is to make profit at sea.

Over in Boston the International Seamen's Union was holding a convention. At that convention Furuseth declared that the crew of the ill-fated "Empress" was insufficient, and that, furthermore, half of the men in the crew were unskilled, inefficient and inexperienced. Then comes the key to the situation. Three hundred dollars a month would have been the cost of bringing the crew up to what it should have been, he says.

These words of Furuseth should be weighed well by the official investigators. But is it likely that they will be?

For if it were the honest object of those who make the rules of the sea to compel conditions that would measure up to the standards asked by the Seamen's Union, it is plain that those standards could have been established long ago. But very effort of the seamen to compel conditions that will mean safety at sea is fought not only by shipowners, but in this country at least by elected officials as well. Through session after session, Congress has been adamant against the entreaties of the seamen!

It is about time that the public itself became aroused to the true situation in sea travel. Every great disaster brings with it its terrible tale of undermanned ships, rotten life preservers or unseaworthy life craft. Lives and profit are sadly out of balance in the minds of those who own the ships. The public should join with the seamen in their fight to make the sea as safe as it is humanly possible to make it.

When the seamen send Andrew Furuseth to Washington again, let it be known everywhere that the sentiment of the nation is back of what he demands. And let the nation see that Congress listens to the side that pleads for humanity and safety.—New York Call.

ANOTHER SEA DISASTER.

The sea has again taken its toll of lives. Last week the steamship "Empress of Ireland" of the C. P. R. line was rammed and sunk in the St. Lawrence River. Nearly a thousand lives were lost. When I read the dispatch announcing this disaster I was reminded of the statement and action of Andrew Furuseth of the Seamen's Union when he left the so-called "Safety at Sea Congress" recently held in London. "Andy" soon learned that the function of this congress was not to provide additional safeguards for those who travel at sea, but was to lull the general public into a belief that everything was being done that could be done to protect life.

"Andy" is a plain-spoken sort of an individual. He spoke his mind and then packed his grip and came home, refusing to lend countenance to the doings of the profit-mongers by longer sitting in the congress. If anything were needed to emphasize the correctness of Furuseth's position it is furnished in this latest horror. Will it do any good? I am inclined to think not. Most of the people will adopt the attitude of the comfortable old lady at the armory last week—so long as none of their friends or relatives were drowned, why should they worry? And so the merry game of life-taking in the interest of profit will go on.—The Timber Worker.

THAT "LONDON TREATY" AGAIN.

Senator Burton is quoted as intimating that if the London Convention on Safety of Life at Sea had been adopted, the construction provisions of that convention would have prevented the disaster. Senator Lewis is quoted as saying that the "Empress of Ireland" would not have been permitted to leave port if the convention had been in force. Congressman Alexander, chairman of the Committee on Merchant Marine and Fisheries, tells of the construction provisions made by the London convention, and intimates that through its recommendations vessels are to be made more nearly unsinkable than at present.

The "Empress of Ireland" was built in 1906, she had all modern improvements, and in the construction of bottom and watertight bulkheads she comes up to the provisions made by the London convention.

The official figures of the deck crew of the sister ship of the ill-fated "Empress of Ireland," the "Empress of Britain," are available. Out of a total of forty-eight in the deck crew, exclusive of the five officers, only twenty are able-seamen. That means ten able-seamen on each watch, two of whom are quartermasters doing duty at the wheel and on the bridge, two on the lookout, thus leaving only six able-seamen for emergency deck duties. And the vessel has five passenger decks. That's where the trouble is. The London conference did not provide a larger crew, nor did it provide a more efficient crew. It makes no change in the deck crews whatever. It simply gives legal endorsement to the selection of some men from the stewards' department and the engineers' department to be "certified" as capable of handling lifeboats.

And that is just what is being done now, under another name.

The "Empress of Ireland" had as many boats as the London convention provides; she had as good a crew as that convention provides; indeed, a better crew, because her crew could understand the language of the officers, whereas the London conference would permit her to carry a crew that could not, and provides that orders may be transmitted through interpreters.

There was nothing about the "Empress of Ireland" that could have justified her being held up and refused a clearance if the convention had been in force. There is nothing in the terms of the convention to justify any man familiar with ships to make the statement that she could have been prevented from clearing had it been in force.

The great loss of life attending the sinking of this vessel proves that the London convention does not improve safety of life at sea. There must be better manning of these ships, both as to skill and number of deck crew, and that the convention does not provide for.—American Federation of Labor News Letter.

A SAILOR'S EXPERIENCE.

Some of the trials and tribulations of men sent out by employment agencies at San Francisco are related in a communication just received by the JOURNAL from a sailor who wanted to get away from salt water and try his hand at construction work.

Excerpts from his letter follow:

"I started from San Francisco, Tuesday, at 7:45 a. m.; got to Dos Rios at about 5 p. m., and waited there on side of the track till 10 p. m. for a work train to take us to the end of the rail. There were about 90 men altogether, most all of them came from the employment offices. The work train took us from Dos Rios to the end of the rail (about 15 miles) in a little more than seven hours. Some speed, huh? They then dumped the whole bunch out alongside of the track and let them shift for themselves the best they could. There was no place to go to get anything to eat and no place to sleep; so all the bunch could do was build a fire and sit around and let the frost pile up on one side of you while you warmed the other side. We made out till morning and then saw there was a camp near by so that we could get something to eat before starting the hike of about 10 miles out to camp. It was one of E. J. Hunt's camps and not a bite did any one of us get. They wouldn't let us get even a cup of coffee and would not even sell us anything out of the commissary in the line of food. There were lots of men in the crowd who were shipping to Hunt's other camps farther up the line, and they had a 15 mile hike before them, but they got no breakfast. The only excuse they made for not feeding us was that the cooks wouldn't stand for it. So we started out with an empty basket for our 10 mile hike. We tried at the U. C. camp No. 5 to get a little something to eat, but nothing doing, and then went to the commissary, and they refused to sell us anything, the same as Hunt's camp had done. I don't think that it is a right way to treat men and I would like to see some of these fellows jerked up about it, if that is possible, for there are men coming in every day from the employment offices and they are treated like a lot of dogs. Lots of them probably didn't have anything to eat leaving San Francisco, and when they get up here they are made to stay out all night and hike about 10 or 15 miles on an empty stomach is not a pleasant experience, etc. Fraternally,

E. J. H."

Demand the union label upon all purchases!

THE "BIGGEST" SHIPS.

The total number of persons on board the new Hamburg-American liner "Vaterland," when full is 5,360; they are made up as follows: First class, 750; second class, 600; third class, 1,050; steerage, 1,700; crew, 1,250. Brunel was the first to give practical demonstration of his faith in the economy and improved sea-going qualities of the big ship more than a half century ago, in his famous "Great Eastern." It was not until almost the end of the last century that a bigger vessel was built, but since then size has developed very rapidly, and an increasingly large number of vessels of great dimensions have come into being. It may, therefore, be worth while to take a brief review of the present trend of increase of size in the huge liners of the mercantile marine in the light of recent developments. The gradual and continuous increase is well illustrated by the following table:

Name of Vessel.	Year of completion.	Length between perpendiculars. Ft.	Length over all. Ft.	Gross Tonnage. Tons.
Great Eastern....	1858	..	680	19,000
Umbria	1884	501	..	8,100
Teutonic	1889	565	.	10,000
Oceanic	1899	685	.	17,000
Baltic	1904	709		24,000
Mauretania	1907	762	790	31,000
Olympic	1911	852	883	45,000
Aquitania	1914	865	901	47,000
Britannic	1914	870	903	50,000
Imperator	1913	880	910	52,000
Vaterland	1914	920	950	58,000

It is perhaps almost superfluous to remark that such vessels as these are at present only commercially possible in one particular service, namely, the transatlantic, the largest vessels engaged on other routes being considerably smaller than any of those given in the table, which have been completed within the last ten years.

MARINE INSURANCE.

It is understood that the "Vaterland" cost about £1,725,000 to build. About £300,000 has been insured in Hamburg against all risks, about £160,000 against the risk of total loss, and about £140,000 has been effected in London. On this basis about £600,000 has been insured with underwriters, leaving a value of £1,125,000 still to be accounted for. Part of this amount may be expected to be insured in the new insurance combination in which the Hamburg-American, North German Lloyd, Cunard, and White Star companies participate, and part will no doubt be borne by the Hamburg-American Line itself. London underwriters will only be called upon to pay any claim there may be in excess of no less a sum than £300,000. The insurance effected in London is of a strictly limited nature, for underwriters will only be called upon to pay any claim there may be in excess of no less a sum than £300,000. Yet they have only been accepting very moderate lines. Their attitude toward the insurances on the "Vaterland" and on similar giant ships is interesting. Briefly, they recognize that everything that is humanly possible will be done to prevent the occurrence of any mishap to these huge vessels. The amount of capital expended in the ships is so immense that it is obviously to the interests of their owners to keep them actively employed; they cannot afford them to be laid up. Further, the popularity of a boat with the public counts for a very great deal. These considerations do not apply to the same extent at any rate to ordinary cases of steamers, especially when freights are severely depressed. But, on the other hand, it has been proved on more than one occasion, on more than two occasions, that great liners do meet with mishaps. And it has been shown that when they do a comparatively small casualty costs a very great deal. Their fittings are so costly that huge sums are soon swallowed up in damages.—"Shipping" Illustrated, New York.

THEIR OWN FRANKENSTEIN.

The terrible condition of affairs in the Colorado coal fields again should warn inhumanitarian employing syndicates that those who sow the wind shall reap the whirlwind.

The Rockefellers and capitalists of their kidney established and continued a demand for a class of labor requiring but the lowest standards of living—they did this, because they found it cheaper.

As that class became more and more a part of unified labor in the great melting pot, and began to demand what American laborers demanded—and then some—the Rockefellers saw they had created a Frankenstein possessing all the determination for easier conditions and higher wages possessed by those they had supplanted; while at the same time retaining nearly all of their own elemental brutality and savagery.

But when these Rockefellers flood the country with probably truthful accounts of the vandalism of their employes, they are silent upon the fact that they themselves created the very monster which has become to them a nightmare.—Sacramento Bee.

LOOKING FOR "EASY" MONEY.

A recent attempt by a seamen's outfitter at Savannah to secure some "easy" money was nearly successful. Three sailors belonging to the steamer "Foxton Hall" were for some reason fined, two $10 each and one $15. While in prison the sailors' outfitter referred to approached the men and informed them that he would pay their fines and have them released. In the meantime, however, an appeal had been lodged on behalf of the men, as a result of which they were released on condition that they would be kept on board the vessel and not allowed ashore. The captain of the steamer was then presented with a bill by the outfitter for $41 for the fines which he stated he had paid and the expenses incurred by him in securing the release of the men. The money would, it is stated, have in all probability been paid but for the fact that the attention of the British Consulate was drawn to the case, and he at once obtained affidavits showing that the men had been unconditionally released. The outfitter was then prosecuted and was fined $300 and costs.

The man who knows least about the strike talks loudest about its evils. The man who knows most about the strike most clearly perceives the "soul of good in things miscalled evil."

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Gompers Issues a Stirring Call.

President Gompers has issued the following call to the organized workers that the unskilled as well as the skilled workers, both women and men, may be told the gospel of trades-unionism and the benefits of organization:

"At no time in the history of our country has the duty devolved so keenly as now upon the men of labor to put forth their best efforts to help the more thorough organization of all of our fellow workers, men and women, skilled and unskilled, in every occupation in which they are employed; at no time have the forces of antagonism been more active to prevent organization or to crush out the spirit of organized associated effort among the toilers. It therefore all the more devolves upon all engaged in our great humane and uplift work to put forth every energy to bring the unorganized within the beneficent fold of the organized labor movement of America.

"You will recall the fact that at the Seattle Convention of the A. F. of L., special emphasis was placed upon the determined effort which should be put forth by all to accomplish this result. Our movement has been crowned with more success than can here be recorded, but they are simply achievements which whet our purposes to still greater efforts.

"We must organize the unskilled workers as well as the skilled.

"We must organize the worker permanently domiciled in his locality, as well as the itinerant worker who travels from place to place in search of employment.

"We must organize the women workers in all branches of industry in which they are engaged. We must organize the office employes in the various branches of their occupations.

"We must concentrate our effort to achieve greater benefits in wages, hours, and conditions of employment of the toiling masses of America.

"We must secure for the toilers the rights to which they are justly entitled on the economic, on the political, on the legislative field. There is no effort which must be left untried to organize our fellow-workers everywhere, to place them in a position where they will be best able to help themselves, to help their already organized fellow-workers, and in turn to receive the assistance and co-operation of those already within the ranks.

"The unions affiliated to the A. F. of L. have already passed the 2,000,000 mark. It is our bounden duty to see that at the earliest possible date we have reached and passed the 3,000,000 mark. Let every man of labor, and particularly our organizers, do their share in the work and bring better conditions, comfort, hope and encouragement to the toilers of America, for their own advancement and for the betterment of the generations yet unborn.

"Organizers will please report to me from time to time as to what has been accomplished upon this renewed field of activity."

A Questionable Treaty.

The Washington Post is opposed to the treaty agreed to by a recent London conference of the world's maritime nations, and which is now being considered by the United States Senate. This treaty is vigorously opposed by the Executive Council of the American Federation of Labor and the International Seamen's Union of America. The influential Washington journal accepts the unionists' viewpoint, and says:

"The Senate committee on foreign relations is reported to be in disagreement regarding the international convention for the safety of life at sea, signed at London on January 20 and now pending in the Senate for ratification.

"This convention covers a very wide range, and if ratified would tie the hands of the United States in several important matters. Among other things, it would be difficult for the United States to terminate certain treaties which are conceded to be burdensome to this country, and which will be terminated in due time if the pending treaty is not ratified.

"Moreover, the convention, apparently, takes out of the hands of the United States the power to regulate conditions under which immigrants shall be handled when brought to this country in foreign vessels. Under the immigration laws, this country requires certain rules to be observed by the steamship companies. Immigrants must be permitted to have sufficient air in their staterooms, wholesome food, medical attention, etc., and steamships violating the law may be fined. If the pending convention be ratified, these matters will be taken from the jurisdiction of the United States. Each country will decide for itself the conditions under which immigrants leave its shores, and the United States will not acquire jurisdiction over these conditions until the immigrant is actually ashore.

"The treaty, furthermore, fixes a low standard of safety on ships already built. There may be an insufficient number of boats, weak or inadequate davits, inefficient crews, and other defects. The standard fixed for vessels whose keels are laid July 1, 1915, is very high, but this standard does not apply to vessels now operating or which may be in operation at that date, and which, presumably, will be in operation for at least twenty years after that date.

"Recent experience in treaty-making, very properly, makes the Senate extremely cautious in scrutinizing new proposals which would bind this country for a long term of years. The pending sea safety convention is one which merits critical examination. On its face, it seems to be framed against the best interests of the United States."

Does America Appreciate?

Few fully realize the vitally important work that teachers perform for our nation. With the development of the public school system and the constant widening and deepening of the scope of school instruction, the power and the influence of the teachers have increased until now they

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeland Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts Maritimes de France, 33 rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22. Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S, Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

The National Union of Railwaymen in Great Britain by 102,270 to 34,953 has decided to make a levy of 1s. upon its members for political purposes. It is expected that the levy will realize £8,000 per annum.

A municipal labor exchange with waiting rooms, shower baths, and first aid station now exists in the Harbor of Ghent (Belgium). The dockers may take shower baths free. A dining room has also been erected for the dockers.

The South African estimates provide £260,000 to cover the cost of repressing the July and January strikes. The taxpayers would have been saved all that had they compelled the Government to see that the workers got a square deal.

In March, 1914, the total number of passengers who landed in the United Kingdom from other countries was 93,574, and the number who embarked for other countries was 95,103. In the three months ending March the inward passengers numbered 242,219, and the outward passengers 260,878, the inward being 9827 and the outward 53,976 less than in the corresponding period of 1913.

Returns relating to unemployment were furnished to the German Labor Department by 49 trade unions, with an aggregate membership of 2.018,890. Omitting branches which failed to make returns, the membership covered was 1,961,625, of whom 55,028, or 2.8 per cent., were stated to be unemployed at the end of March, as compared with 3.7 per cent. in the previous month and 2.3 per cent. in March, 1913.

The Dockers' strike in Stockholm which lasted three months and involved about 1000 men, has been settled. An agreement has been arrived at according to which the piece-work rates and the lowest (hourly) wages have been increased, the latter from 55 to 58 oere. The working time has been shortened in the summer months. Instead of work beginning at 6 a. m. it is to begin at 7 a. m. The new agreement is valid for 4½ years.

The "Bond van Christelijke Noordzeevisschers" (Christian North Sea Fishermen) in Holland, an organization founded along religious lines and without any great importance, which as yet has existed in the sections of Scheveningen, Maassluis and Vlaardingen, has recently joined hands with the Christian seamen's unions in Noordwijk, Katwijk, Ymuiden, Bunschoten and Urk. The seat of the Christian federation remains in Vlaardingen. Besides this, the federation decided to publish a paper under the name of the "Christian Seamen."

The strike of the Ships' Officers in the Spanish merchant marine still continues and the end is by no means near. In Barcelona the firemen and sailors have joined the strikers. The quays in the various ports are piled up with goods. Only the Transatlantica and the Pinillos Companies are letting mail and cargo steamers sail. The officers on these ships are doing strike-breaking service. A boycott has been declared on the Transatlantica ships. A number of Spanish vessels are lying-up in the Tyne and in various continental ports. Shipping along the Spanish coast is completely at a standstill.

SAN PEDRO, CAL.

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Established 1904 at the Los Angeles "Waterfront" SAN PEDRO, CALIFORNIA

SAILORS' UNION OF THE PACIFIC.

List of Candidates at the semi-annual election of officers, June, 1914; also proposed amendment to Article XII, Section 48, of the Constitution.

For Treasurer
Vote for One (1).
ED. ANDERSEN (3).

For Secretary
Vote for One (1).
ANDREW FURUSETH (11).

For Assistant Secretary
Vote for One (1).
JOHN H. TENNISON (440).

For First Patrolman
Vote for One (1).
E. A. ERICKSON (185).

For Second Patrolman
Vote for One (1).
D. W. PAUL (203).
JOHN B. SWEETING (2439).

For Third Patrolman
Vote for One (1).
CHRIST. ANDERSEN (1765).
L. GRAUGAARD (775).
JOHN E. GREENWALL (38).
ROBERT TUNNELL (26).
EMIL WENDELL (1246).

For Janitor
Vote for One (1).
AUGUST EHLERT (42).
JAMES KEALY (455).
WILLIAM MALONE (497).
ROBERT McKENZIE (544).
THOMAS TORGERSEN (490).

For Victoria Agent
Vote for One (1).
REGINALD TOWNSEND (867).

For Vancouver Agent
Vote for One (1).
W. S. BURNS (1877).

For Tacoma Agent
Vote for One (1).
H. L. PETTERSON (300).

For Seattle Agent
Vote for One (1).
P. B. GILL (43).

For Seattle Patrolman
Vote for One (1).
HUGO DURHOLT (322).
WILLIAM HARDY (1325).

For Aberdeen Agent
Vote for One (1).
JOHN PEARSON (427).
JACK ROSEN (886).

For Portland Agent
Vote for One (1).
CHAS. M. ALBRIGHT (1619).
G. A. SWENSON (1453).

For Eureka Agent
Vote for One (1).
JOHN ANDERSON (1048).
OLE ANDERSEN (1178).
O. B. HOLMBERG (1299).

For San Pedro Agent
Vote for One (1).
HARRY OHLSEN (42).

For Honolulu Agent
Vote for One (1).
JACK EDWARDSON (828).
FERDINAND WRIG (1026).

For Editor Coast Seamen's Journal
Vote for One (1).
PAUL SCHARRENBERG (888).

For Manager Coast Seamen's Journal
Vote for One (1).
I. M. HOLT (2032).
ARTHUR SAYLAND (2144).

AMENDMENT TO CONSTITUTION.
Amend Article XII, Section 48, to read as follows:
"The monthly dues shall be One Dollar."

YES .....
NO .....

INFORMATION WANTED.

John Dickson, who left Greenock, Scotland, about 10 years ago, his last address was Melrose House, Lower Boxhill, Brooklyn, New Zealand, is inquired for by his mother. Anybody knowing if he is alive or dead please notify the Secretary of the National Sailors' and Firemen's Union, Greenock, Scotland.

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, 84 Embarcadero, San Francisco, Cal.

John Erik Nordberg, a native of Sweden, age about 26, supposed to be sailing on the Pacific Coast, is inquired for by his brother Harold, care of Sailors' Union of the Pacific, San Francisco.

INFORMATION WANTED.

Francis Robert Bassett, a native of England, last heard of in San Francisco, Cal., in 1901, was well known around the water front as "Liverpool Frank." Any information regarding this man will be gladly received at the office of the British Consulate, San Francisco, Cal.

Frank Melson, who went as fireman on the S. S. "Maye" from Philadelphia to New Orleans, in May, 1913, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. G. W. Paruin, 4309 Westminster avenue, W. Philadelphia, Pa.

Alex McDonald, formerly of Dundee, Scotland, who has not been heard of for 22 years, but is thought to be sailing on the Pacific Coast, is inquired for by Jas. Perry, 30 Bridge End, Buckpool, Buckie, Eng. —5-13-14.

San Pedro Letter List.

Andersen, Martin -1894
Andersson, E. -1762
Alexandersen, P.
Anderson, Gust
Andersen, A. -1645
Benson, Charles
Baardsen, George
Bringsrud, Harald
Bukander, Bernhard
Bylander, B. B.
Brien, Hans
Bartels, Otto
Brusbard, E.
Berg, S.
Carlson, Gustif
Ceelan, John
Claessen, Henry
Clausen, J.
Dallman, H.
Ekholm, F.
Ellingson, Ivar
Enstrom, Carl M.
Eugene, John
Eklund, Sven
Fahlinen, Hjalmar
Gunther, Dick
Gustafson, Alf
Galleberg, Martin
Gronlund, Oscar
Grigoleit, E.
Hansen, Fred
Holmroos, W.
Hansen, Johannes
Heeshe, Henry
Hansen, H. P.
Hansen, Sigworth
Hakonsen, P. O.
Haro, Aarp
Harrold, Henry
Hansen, H. -2060
Johansen, Grunner
Jordan, Earl
Johnsen, Walfred
Johannsen, Charlie
Johansson, A. -1874
Johnsson, J. A. -1659
Johansson, N. A. -280
Johansen, Leonard
Johansen, Leonard
Jalonen, John
Kalnamm, Andvey
Kolodzie, George
Kallas, K. A.
Krause, Ernst
Klaessen, Karl A.
Kaehler, George
Lundberg, T.
Lindholm, Erik A.
Lyngard, Jorgen
Lang, Charles F.
Line, Victor
Lister, W.
Lauren, J. O.
Lucander, Hj.
Larsen, Herman
Lagovsky, Joe
Larson, J.
Lindstrom, Lilla C.
Muller, W. -2039
Miller, Wm.
Mayers, P. M.
Michaelsen, A. -1105
Morris, W. A.
Morris, M. H.
Moulas, Nick
Magnussen, E. W.
Neergard, A. -1165
Nelsen, Ernst C.
Nelson, Ernest
Nelsson, E. K.
Nelson, Frank
Owen, Fred
Olsen, Ludvig
Olsen, Nick
Olsen, Hans
Olsen, Ole Wilhelm
Osterberg, S. H. -1284
Olsen, O. Martin
Paulson, Gustaf
Pearson, Ed
Peterson, K. E. -903
Pihlstrom, Chas.
Petrow, A.
Peterson, Oscar
Petersen, Svend. Aage
Rantman, R.
Rutel, Ernest
Rajala, Victor
Repson, Ed
Rasmussen, Alfred
Sleen, Ed.
Sandy, Oskar
Schmidt, Geo. -1041
Strahle, Chas.
Schultz, Albert
Sassi, Wilhelm
Sellers, W.
Sanders, C. -1077
Samuelsen, Victor
Strand, L. C.
Saar, Conrad
Saarinen, Hemming
Valboe, Harry
Voss, Henry
Zunk, Bruno

Packages.
Johansen, Nils A.

Honolulu, H. T.

Anderson, A.
Austin, Frank
Anderson, Fred
Anderson, Anton
Anderson, O.
Clancy, James
Carlson, Axe
Edgerton, J. C.
Hustede, Harry
Hansen, Christ
Hansen, Jorg
Hansen, Max
Hokansen, Charley
Ivars, Carl
Irwin, Robert
Johansen, Ole
Jensen, Hans -2014
Kjarsgaard, Hans
Kayser, Charles
Koskinen, S. R.
Lundberg, T.
Lentenon, Ernest
Lieka, Ernest
Lauges, Robert
Peron, Edmond
Paty, Gerorg
Markman, H.
Nordling, C.
Nilsen, Nils
Nilsen, C. O.
Rasmundsen, T.
Silverly, E.
Sundsen, O. F.
Slattery, W.
Schnider, Heinrek

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Fix your clothes, sew the rips, repair the tears, fasten the buttons, etc. We really clean your clothes by our
French Dry Cleaning Process
which is entirely different from the mere "sponging and pressing" method.
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PATRONIZE
HOME
INDUSTRY

Pacific Coast Marine.

The Pacific Mail liner "Korea," which reached San Francisco on June 12, brought 610 cases, or 18,300 dozen Chinese eggs, for local consumption.

The contract has been let for improving the harbor at Victoria at a cost of $2,244,754. A breakwater is already building there, and, the present plan provides for a series of piers inside the breakwater.

President Carl L. Westerfeld of the Pacific Fisheries Society, in addressing the annual meeting of the society at Seattle, said that of the 400 edible fishes of the Pacific Coast only twenty-five species were used for food.

Fifty officers and cadets from the Japanese warships "Asamo" and "Azuma," at anchor in San Francisco harbor, during the week visited Sacramento, where they met Governor Johnson, and viewed with interest the legislative halls where the alien land bill was passed.

The Port of Astoria Commission has awarded a contract to J. A. McEachern Company, of Seattle, for the piling and timber work for the construction of the foundation for the first unit of the proposed public docks. The contract price is $135,715. The work is to be completed in 120 days.

Submarines of the F group are to enjoy the distinction of being the first vessels of their type on the Pacific Coast to be equipped with radio sets. Orders to install wireless apparatus on the little ships have been received at the Mare Island Navy Yard. They will leave shortly for Honolulu.

United States engineers sailed from Portland recently under orders to make surveys of Coos Bay, Siuslaw and Alsea bars. It will take a month to do the work. Another party is engaged in surveying the Nehalem and Tillamook bars. A large amount of bar and channel improvement is under way at most Oregon coast ports.

Chilean imports of pine lumber from Oregon and Washington average about 70,000,000 ft. annually. Practically all of it is landed at Valparaiso and northern ports. There is also some demand for railway ties. Practically all of the American lumber to Chile has been carried in sailing vessels with an agreement for a discharge of but 35,000 ft. per day.

Bringing $300,000 gold bullion, the first from Fairbanks this year, the steamship "Humboldt" arrived at Seattle on June 10 from Southeastern Alaska with 58 passengers. The refusal of fishermen at Ketchikan to accept canners' offers resulted in heavy shipments to Seattle, the "Humboldt" bringing 456 boxes of fresh king salmon from Southeastern Alaska ports.

The Board of State Harbor Commissioners at its meeting in San Francisco on June 11 directed Secretary Merle to advertise for bids for the construction of ferry slips 9 and 10, south of the Ferry building, foot of Mission street. The new slips are to be constructed and ready for use in ample time to meet the increasing demand for ferry accommodation.

Orders have been received by United States District Attorney Albert Schoonover to examine title to a tract of seventy-three and one-half acres of land at San Diego, which the Government purposes to utilize for the maintenance of a powerful radio station. The station will be conducted by the Navy Department and will be the headquarters of Government wireless operations on the coast.

The largest flagpole in the world has been raised on the grounds of the Panama-Pacific International Exposition on the site of the Oregon State building. The pole was shaped from a single fir tree given by the citizens of Astoria, Oregon. It is 230 feet long and six feet across the butt end. A flag 45 feet long was raised on it by the Queen of the Portland Rose Carnival, on June 6, 1914.

A report of the chartered tonnage on the way to San Francisco from foreign ports states that there were 242,810 tons, as against 157,779 tons reported upon the same day (June 7) last year, showing an increase of over 25 per cent. Charter rates are lower this year than they were at the same period in 1913, and shippers are taking advantage of this fact and sending large cargoes from all parts of the world.

The 8,000-ton floating drydock which was built at Port Hadlock in 1891 and which has been used at various points on Puget Sound and finally became the property of the Seattle Construction and Drydock Co., has been chartered by Grant, Smith & McDonnell of Victoria, and will be towed to that city, where it will be used in the construction of concrete work for the piers for the dock in the outer harbor.

J. R. Hanify & Co., of San Francisco, shipowners and lumber operators, have awarded the Harlan & Hollingsworth Corporation, Wilmington, Del., a contract for the construction of a steel steamer for use on the Pacific Coast, with a lumber-carrying capacity of about 2,300,000 ft. The vessel will be fitted with the most up-to-date appliances for handling of lumber, and will be delivered on the Pacific in February, next year.

The Royal Mail Steam Packet Co. has sent a letter to the Portland City Commission objecting to the shifting about in the harbor of its big vessels to pick up cargo, and asserting that a suitable loading berth must be provided with all cargo facilities, and the cargo must be taken to that berth. The letter said that it was ridiculous to shift steamers like the "Cardiganshire," from one berth to another to pick up cargo and that the cargo must be brought to the steamer if the Royal Mail service is to be continued in Portland.

The last piles in the municipal wharf in the outer harbor of San Pedro have been driven and the contractors expect to complete the work by July 1. The wharf will be one of the best on the Pacific Coast, and when the tracks and sheds for the handling of freight are completed the freight handling facilities will be second to none on the Coast. Over 1,200 piles were driven by the contractors to support the reinforced concrete wharf. All of the piles are reinforced concrete and have been arranged in such a manner that when the concrete floor and concrete stringers are in place the entire wharf will be a solid piece of concrete.

Hind, Rolph & Co., agents for the Union Steamship Company of New Zealand, have made the announcement that the British freigher "Wyandotte" has been chartered by the company and will steam from Australia for Vancouver early in August, with a large cargo of sugar. This will be discharged there and the vessel will proceed to San Francisco, arriving here in September. She will load a cargo of general merchandise for the Antipodes. The "Wyandotte" is of 2712 tons net, and was built in Belfast in 1900. She is 375 feet over all, and was formerly the "Lord Roberts." The freighter "Canada Cape" will follow the "Wyandotte."

Regarding the development of trade between Australian ports and the Pacific Coast, it is announced by the managing director of the Union Steamship Co. that "the company has decided to initiate a regular bimonthly cargo service between Australasia and Vancouver, San Francisco, Seattle, and Tacoma. The ships will carry refrigerated cargo, meat, butter, dairy produce, eggs, etc., and also fruit. We have during the last nine months been doing pioneering work on this route, and have dispatched four steamers from Australian ports. We have now decided to make the service regular and to extend this service to a weekly service if the trade warrants."

It was announced recently that the J. R. Hanify Company had let a contract for the construction of a new lumber carrier to be operated out of San Francisco in the coastwise trade between northern Pacific ports and Balboa. The new vessel, which is to be one of the largest of her kind in existence, will have a capacity of 2,500,000 feet of lumber, including the deckload and will be equipped with every modern convenience for the handling of lumber. The vessel will be constructed by the Harlan & Hollingsworth Company of Boston, Mass., and will be ready to go into commission by the first of the coming year. A feature of the vessel's equipment will be accommodations for a large number of passengers.

The movements of the following schooners of the Coast lumber fleet were reported at the marine department of the Chamber of Commerce: "Robert Hind," arrived at Iquique from Gray's Harbor on June 7th with a full cargo; "Fearless," sailed from Suva, Fiji, in ballast for Gray's Harbor on June 7, after having discharged; "Charles F. Crocker," arrived at Callao from Gray's Harbor on June 7 with a full cargo, and "William Bowden" has left Mollendo for Columbia River ports in ballast, having discharged her cargo from Gray's Harbor. The Russian ship "Lindisfarne," which arrived at San Francisco during the week, forty-one days from Callao, in ballast to Balfour, Guthrie & Co., reported that, for a week, she was in company with the schooner "Sophie Christenson" bound from the same port for Gray's Harbor, where she arrived on June 9.

The California State Civil Service Commission announces that applications for employment as section hands in the service of the State will be received at the office of the Commission, State Capitol, Sacramento, on or before July 18, 1914. The State employs section hands on the Belt Railroad in San Francisco, under the direction of the Board of State Harbor Commissioners. The salary is $3.00 per day. Two vacancies now exist. Application blanks and further information may be secured by applying to the State Civil Service Commission, State Capitol, Sacramento. Applications must be properly executed and filed with the Commission on or before July 18, 1914.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

International Seamen's Union of America.

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THOS. A. HANSON, Secretary.
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Headquarters:
NEW YORK CITY, 12 South St. Telephone 2107 Broad. Night Call 2108 Spring.
New York Branch, 400 West St. Telephone 5153 Chelsea.

Branches:
BOSTON, Mass., 258 Commercial St.
NEW ORLEANS, La., 117 Decatur St.
BALTIMORE, Md., 802-804 South Broadway.
MOBILE, Ala., 104 S. Commerce St.
PHILADELPHIA, Pa., 227 Sansom St.

MARINE FIREMEN, OILERS AND WATERTENDERS OF THE ATLANTIC AND GULF.

Headquarters (temporary):
BOSTON, Mass., 1½ Lewis St.

Branches:
PHILADELPHIA, Pa., 129 Walnut St.
NEW YORK, 40 South St. and 280 West St.
BALTIMORE, Md., 806 S. Broadway.
NORFOLK, Va., 41 Loyalls Lane.
NEW ORLEANS, La., 206 Julia St.
MOBILE, Ala., 104 S. Commerce St.

HARBOR BOATMEN'S UNION.

Headquarters:
NEW YORK CITY, 214 West St.

LAKES DISTRICT.

LAKE SEAMEN'S UNION.

Headquarters:
CHICAGO, Ill., 570 West Lake St.

Branches:
BUFFALO, N. Y., 55 Main St.
ASHTABULA HARBOR, O., 21 High St.
CLEVELAND, O., 1401 W. 9th St.
MILWAUKEE, Wis., 133 Clinton St.
N. TONAWANDA, N. Y., 152 Main St.
CONNEAUT HARBOR, O., 992 Day St.
ERIE, Pa., 107 E. Third St.
DETROIT, Mich., 7 Woodbridge St., East.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
OGDENSBURG, N. Y., 70 Isabella St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.
PORT HURON, Mich., 517 Water St.

MARINE FIREMEN, OILERS AND WATERTENDERS' BENEVOLENT ASSOCIATION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 71 Main St.

Branches:
CLEVELAND, O., 1185 W. Eleventh St.
CHICAGO, Ill., 445 La Salle Ave.
DETROIT, Mich., 27 Jefferson Ave.
MILWAUKEE, Wis., 151 Reed St.
SUPERIOR, Wis., 1814 Fourth St.
OGDENSBURG, N. Y., 70 Isabella St.
BAY CITY, Mich., 108 Fifth Ave.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 55 Main St., Tel. Seneca 2295.

BRANCHES:
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MILWAUKEE, Wis., 151 Reed St.
CHICAGO, Ill., 406 N. Clark St.
ASHTABULA, O., 74 Bridge St.
TOLEDO, O., 54 Main St.
DETROIT, Mich., 7 East Woodbridge St.
PT. HURON, Mich., 517 Water St.
CONNEAUT, O., 922 Day St.
OGDENSBURG, N. Y., 70 Isabella St.
N. TONAWANDA, N. Y., 152 Main St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
ERIE, Pa., 107 E. Third St.
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(Continued on Page 11.)

Coast Seamen's Journal

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PAUL SCHARRENBERG.....Editor
JACK ROSEN.....Manager

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, JUNE 17, 1914.

ACTION—AT LAST!

Evidently spurred into activity by the "Empress of Ireland" disaster, both the Senate and the House committees having under consideration the London treaty and the La Follette Seamen's bill, respectively, took steps during the week toward a redemption of the Democratic platform pledges which deal with greater security of life at sea and freedom for seamen.

On June 10, the Senate Committee on Foreign Relations reported favorably upon the London treaty, with an all-important proviso, as follows:

> Resolved (two-thirds of the Senators present concurring therein), That the Senate advise and consent to the ratification of the International Convention on Safety of Life at Sea, signed at London on January 20, 1914, with the regulations, final protocol, and recommendations connected therewith; **provided, that the United States reserves the right to abrogate "treaties, conventions, and agreements" indicated in Article 68, in accordance with the terms of such treaties, conventions, and agreements, and to impose upon all vessels in the waters of the United States such higher standards of safety and such provisions for the health and comfort of passengers and immigrants as the United States shall enact for vessels of the United States.**

With the foregoing qualifying proviso adopted there remains nothing in the treaty to prevent the passage of the Seamen's bill substantially as it was approved by the Senate in October of last year. Accordingly, the House Committee on Merchant Marine and Fisheries, on June 12, voted to report favorably upon the Seamen's bill and directed the chairman of the committee to ask for a rule for its consideration by the House of Representatives. The bill has doubtless been amended, but it will not be difficult to strengthen the measure in the House and in conference if any vital parts have been omitted.

All in all, the outlook for effective legislation at this session of Congress is better just now than it has been for many months.

You can not reform the physical conditions of being by means solely intellectual any more than you can appease hunger by reading a menu.

MORE FRENZIED FINANCE.

Patrick Calhoun, late president of the United Railroads of San Francisco, is the latest addition to the list of union-busters who have come to grief.

Calhoun became famous in 1906 when he was charged with corrupting the Mayor and the Board of Supervisors of San Francisco. Although the so-called graft prosecution failed to land Mr. Calhoun behind the bars, there has never been any doubt in the minds of observing people that he was guilty as charged.

His next claim to a place in the hall of fame is based upon his successful campaign of union-busting. In 1907 Calhoun engineered a strike of the San Francisco Street Railway Employees' Union. It cost the United Railroads approximately a million dollars to carry that point—but Calhoun was victorious in disrupting the Carmen's Union.

The distinguished magnate then rested upon his laurels for a number of years—but blood will tell, and in course of time some strange things "happened" in the inner circles of the United Railroads. Events of the recent past showed that Mr. Calhoun took $1,096,000 from the treasury of the United Railroads with which to promote an "irrigated land scheme" on the mud flats of the Sacramento River. For this "loan" of $1,096,000, Calhoun gave his note, which has been given a value of $1 on the books of the United Railroads, and which has led the California Railroad Commission's expert, who made the discovery of Calhoun's latest scheme, to report as follows:

> In plain terms Mr. Calhoun took from the funds of this company more than $1,000,000, when every available dollar was sorely needed to serve the community of San Francisco. This whole transaction is a fraud, and the stockholders seem to have joined in the act of plunder.

Strange indeed appear some of the phases of this deal. According to the minutes of the company's directors, Calhoun was empowered by resolution to draw such sums as he saw fit to be advanced to such persons or corporations as he chose. But two of the former directors, William M. Abbott, attorney for the company, and Tirey L. Ford, who were indicted with Calhoun in the graft scandals, insist that they have no remembrance of any such authorization.

In the meantime the irrigated lands scheme—since nicknamed Irritated lands—has come to an end with a dull thud. Calhoun has been ordered to refund that million dollar loan, but no one believes that he will refund five cents, much less a whole dollar, at which rate the loan has been valued on the books of the corporation.

Calhoun's career as a financier and union-buster has probably ended. But while he was at it he made folks sit up and take notice. And the results of "taking notice" have been gratifying indeed.

A municipal street-car system was established by the people of San Francisco because Calhoun convinced them that private ownership of that kind of public utility was indefensible from every point of view. The employes of the municipal line have reorganized a Carmen's Union which promises to become much stronger than the one disrupted by Mr. Calhoun.

So it will be seen that even Calhoun has not lived in vain. His union-busting activities mixed with frenzied financeering have convinced some of the most skeptical that private ownership of public utilities must go!

THEN AND NOW!

Before Willie Hearst was seen by certain influential gents who have money invested in "floating property," he was a very enthusiastic advocate of the Seamen's bill. It was all very clear to him then. He knew exactly what had to be done to insure greater safety of life at sea!

But since he has been seen—oh, what a different song he sings.

Note the deadly parallel:

1912.

Recent disasters at sea have taught a lesson that has thus far profited nothing.

Justice to the sailors, now enslaved by archaic laws, is imperative. As long as sailors remain serfs the lives of those who go to sea are in peril. We need a seaman's act that will do justice to the sailor and insure the lives of the hundreds of thousands of Americans who go to sea.

Every ship that crosses the sea is subjected to serious and unnecessary peril because of the low grade of efficiency that obtains among crushed and hopeless sailormen.

The time has come to restore the honor and dignity of the men of the merchant marine. This people has fought a fearful war to free slaves. The work of emancipation must be finished.

1914.

Who was to blame for the "Empress of Ireland" collision can only be ascertained by judicial inquiry.

Very likely no one was to blame, in the strict sense. The element of accident enters into all things human. The mind of man is not an automatic machine. All of us occasionally do the most incomprehensible things. Many of us have shaved death's eyelashes through some action of our own for which we never have been able afterwards to account.

As long as ships go to sea, we may be sure that from time to time there will be disasters such as that which befell the "Empress of Ireland." As a matter of fact, what we call chance and accident are very likely the phenomena of fixed law—of laws too subtle for our intelligence as yet to grasp and define.

In 1912 Willie Hearst said that "disasters of the sea have taught a lesson."

In 1914 he has forgotten all about the lesson—he is now satisfied (in advance) that very likely no one is to blame for the latest disaster of the sea.

In 1912 disasters at sea were due to "archaic laws"—and two years later we are told that accidents are due to "laws too subtle for our intelligence."

In the words of Willie Hearst's famous cartoonist: "Can you beat it?"

The Public, of Chicago, is a weekly journal without a peer. It dares to tell the truth and knows how to tell it—always. The Public is also a member of the small, but select class of publications, that have stood by the seamen, through thick and thin, in the long struggle for emancipation from slave laws. Here is an editorial leader from a recent issue of The Public:

> O men of many words and little deeds! You who are swift to serve the House of Have, but slow to help the House of Want! How long will you continue to vex the people? How long must you talk and shift and shuffle, while the ocean takes its toll? How long will you give your time to non-essentials and deny our seamen common justice? You have had your "Titanic," you have had your "Empress of Ireland"; how many thousands more must be added to these ere their cries surmount the pleas of Privilege? Have done with your everlasting palaver! Pass the Seamen's bill!

Ten of the delegates to the recent convention of the International Seamen's Union of America came home via Washington, D. C., and while in that city made a call upon President Wilson for the purpose of enlisting his support for the Seamen's bill. The President assured his visitors that he was deeply interested in legislation for greater safety of life at sea and promised to assist in furthering pending legislation.

QUESTIONING CANDIDATES.

The "glad-hand" act of would-be statesmen is rapidly coming to an end. At any rate candidates for political honors in California find it more and more difficult to dodge pending issues. The Legislative Conference representing the California State Federation of Labor and the State Building Trades Council of California will again submit a list of pertinent questions to all aspirants to the State Legislature and the United States Congress.

The replies will be carefully compiled and given wide publicity. Thus every voter will be enabled to make an intelligent choice—a choice that is based upon something far more tangible than long-winded campaign speeches and glad-hand performances.

The following questions are to be submitted to candidates for State Legislature:

(1)—When there is conflict between human rights and property rights, will you give preference to the former?
(2)—Are you in favor of prohibiting judges from issuing injunctions in labor disputes?
(3)—Are you in favor of abolishing the property qualification of jurors?
(4)—Do you favor a system whereby voters absent from their precincts may nevertheless be enabled to cast their ballots at State elections?
(5)—Are you in favor of granting a jury trial in cases of contempt of court in labor disputes?
(6)—Do you favor a more liberal appropriation for university extension work with a view of bringing the State University nearer to the needs of the working people?
(7)—Under the present compensation act injured employees must wait two weeks before being allowed any compensation. Do you favor reducing such waiting period from two weeks to one week?
(8)—Do you favor stringent State regulation of private detectives and private armed guards?
(9)—Do you favor amending the alien land law by eliminating the leasing clause?
(10)—Do you favor protective legislation for those engaged in the manufacture and handling of Portland cement?
(11)—Do you believe that the State should provide work for residents during periods of general unemployment?
(12)—Do you favor a State constitutional amendment to regulate and limit the practice of courts to declare laws unconstitutional?

The following questions are to be submitted to candidates for Congress:

(1)—Will you support and vote for a bill which will exempt the voluntary associations of working people and agriculturists from the Sherman Anti-Trust Law?
(2)—Will you support and vote for a bill regulating and limiting the issuance of injunctions differentiating between the normal and constitutional activities of man on the one hand, and property and property rights on the other, and which will carry with it a clearer and a more intelligent definition of the meaning of the term "conspiracy"?
(3)—Will you urge and vote for a bill providing for a more comprehensive Employers' Liability Law, or for a bill that will insure automatic compensation to employees injured by accident during employment in all interstate commerce?
(4)—Will you urge and favor a bill which will protect the people of one State from the ruinous competition of contract convict labor in another State?
(5)—Will you support and vote for a bill that will insure greater safety at sea for passenger and crew of the Merchant Marine; better working conditions for seamen, and the abolition of the present barbarous penal provisions confronting seamen?
(6)—Do you favor an amendment to the Constitution of the United States to regulate and limit the practice of courts to declare laws unconstitutional?
(7)—Do you favor an amendment to the Constitution of the United States providing for the Initiative, Referendum and Recall?
(8)—Do you favor the right of the people to recall federal judges?
(9)—Do you favor an extension of the Chinese Exclusion Act so as to bar all Asiatics?
(10)—Do you favor the literacy test for all immigrants to the United States?

In addition to the questioning campaign, the records of incumbents on labor issues have been carefully compiled and furnished to the labor press. By the simple process of looking up the good and bad points in the record of men who have been tried, it ought to be easy for voters to ascertain who are the friends of labor.

One thing is certain: organized labor wants no favors. It asks only justice, simple justice and fair treatment, and that every candidate come out into the open and declare how he stands on questions affecting labor.

If any candidate is afraid to try for an office in this manner, he is to be regarded with grave suspicion. If he is willing to come out in the open, declare his policies, and if his record shows him to be a man who keeps his promises, then he ought to be given a trial.

Kissing babies is a highly beautiful spectacle, even if it is rather hard on the helpless kiddies, but kissing babies doesn't better the condition of the working man.

A warm handshake is a wonderful thing to rout the blues, but it won't bring higher wages to pay the increased cost of living.

Sweet words of praise for the working man are delightful to hear, but they don't go far toward giving him money with which to buy clothes for the kissed baby.

Bowing and doffing the hat to the women is a fine and gentlemanly thing to do, but it doesn't make the cement dust any the less dangerous to hubby.

It is time for the working men and working women to study these things, ponder them seriously, and then cast their votes accordingly.

An excellent article, entitled "The 'Unsinkable' Ship Again," evidently written by a man who thoroughly understands the subject, appears in the current issue of The Star of San Francisco. Among other things the writer makes it perfectly clear "that the safety of a great ocean liner, carrying a thousand passengers, may be dependent upon the conduct of a 'mere' collier." Attention is also called to the fact that of late serious shipwrecks are becoming too numerous to mention. In proof of this assertion the losses of the "State of California," the "Volturno" and the "Monroe" are referred to as recent examples—all having taken place since the wreck of the "Titanic." Yes, the fiction of the "unsinkable" ship has very nearly run its course—but the traveling public has paid an awful penalty for a passing indulgence in that illusion.

Former President Taft in an oration at Harvard again took occasion to show his utter inability to grasp the problems confronting the workers. Born in the lap of luxury, raised with a silver spoon and fed at the public crib since he was turned loose from college, ex-President Taft is now devoting his time in roaming about among the over-educated and finding fault and criticizing every act and every movement made by America's organized workers in endeavoring to establish living conditions for those who toil. Injunction "Bill" is in a class of his own. It is too bad that he can not—just once—see himself as others see him.

The seagoing dredge "Culebra," a vessel of 3000 tons, made a complete continuous trip through the Panama Canal on June 15. The time required was about nine hours. The prospect of the early passage of large merchant vessels is said to depend upon the complete stoppage of the movement of earth into the canal at Curaracha.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., June 15, 1914.
Regular weekly meeting came to order at 7 p. m., Ed. Andersen in the chair. Secretary reported shipping dull. Shipwreck Benefit was ordered paid to the crew of the steam-schooner "Fair Oaks." Balloting for officers was proceeded with and will be continued at all regular meetings held during the month of June.
D. W. PAUL, Secretary pro tem.
84 Embarcadero. Phone Kearny 2228.

Victoria, B. C., June 8, 1914.
No meeting. Shipping dull.
CHAS. J. DOLAN, Agent pro tem.
518 Yates St.

Vancouver, B. C., June 8, 1914.
No meeting. Shipping dull; prospects uncertain.
W. S. BURNS, Agent.
231 Hastings St., E. corner of Hastings and Main, P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, June 8, 1914.
No meeting. Shipping dull; prospects uncertain.
H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, June 8, 1914.
Shipping and prospects poor.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, June 8, 1914.
Shipping medium; prospects uncertain.
J. PEARSON, Agent.
P. O. Box 6. Tel. Main 557.

Portland Agency, June 8, 1914.
Shipping poor; prospects uncertain.
G. A. SVENSON, Agent.
P. O. Box 2100. 51 Union Ave. Tel. East 4912.

Eureka Agency, June 8, 1914.
Shipping dull; prospects uncertain.
JOHN ANDERSON, Agent.
227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, June 8, 1914.
Shipping medium; prospects good.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, June 1, 1914.
Shipping poor; prospects poor.
JACK EDWARDSON, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., June 11, 1914.
Regular weekly meeting was called to order at 7 p. m., Ed. Andersen in the chair. Secretary reported shipping slow. The full Shipwreck Benefit was ordered paid to two members wrecked on the steam-schooner "Fair Oaks." Donated $50 to the United Mine Workers of America.
EUGENE STEIDLE, Secretary.
Phone Kearny 5955.

Seattle Agency, June 4, 1914.
Shipping quiet; plenty of members ashore.
LEONARD NORKGAUER, Agent.
Phone Main 2233. P. O. Box 214. Grand Trunk Dock, Rooms 203-205.

San Pedro Agency, June 4, 1914.
No meeting. Shipping slow; plenty of members ashore.
HARRY POTHOFF, Agent.
P. O. B. No. 54.

Portland Agency, June 8, 1914.
No meeting. Shipping fair; few members ashore; prospects medium.
THOMAS BAKER, Agent.
27½ Second St., Bickle Bldg., Room 10, Phone Main 9731.

DIED.

Lude Thorwald, No. 1572, a native of Norway, drowned at sea from the steamer "Matsonia" on May 25, 1914.
Louis Loas, No. 823, a native of France, age 35, drowned from the steamer "Saginaw" at Aberdeen, Wash., on June 8, 1914.

THE POWER OF LABOR.

In an article in The Progressive Thinker, Charles M. Sheldon points out what would happen to the world if the hands of those who performed the manual labor refused to perform their function. The article is too lengthy to publish, but a recent issue of the San Francisco Labor Clarion gives enough to furnish the reader with an idea of the story.

The world will never forget the great catastrophe of 1913. By the side of it, the losses by fire, earthquake, plague and battle in all the centuries fade into mere incidents. The recovery from the overwhelming disaster took years of patient and painful labor, but perhaps the lessons it taught will be worth all the tragedy that is now passed into the world's greatest chapter of loss.

It began in an absolutely obscure and unknown man who was shoveling coal in a furnace which supplied power for a machine shop in New York.

The man complained one night after work, of a strange feeling in his hands. It was not pain nor numbness, but an inability to open and shut his fingers. When he went to his work the next morning he found that he could not pick up his shovel. He was promptly discharged and another man was doing his work before he was out of the shop.

The man afflicted with the trouble went home and told his wife. She could not see any signs of trouble and scolded him for being lazy. But before night she herself was complaining of the same inability to open and shut her fingers or use her hands in housework. These people were too poor to hire a servant and the wife did all the work of cooking, washing and general house labor.

The disease spread throughout New York and the hands of all the workers were made useless.

Twenty-four hours went by, and the third day after the furnace man had found himself unable to pick up his shovel all New York papers were giving whole pages of accounts of the new and astounding disease, if disease was the right word to use; every paper in the city was hysterical over it. For once every daily was characterized as a red-ink shriek of mingled sensationalism and anger combined. One of the New York dailies contained a front editorial in letters an inch long demanding that Congress suspend all other business and that the powers of the entire nation be centered upon some solution for what promised to be, if something did not stop it, the greatest human tragedy since the world began.

In the first place, not a single daily paper in the city was fully printed. The Times appeared with four pages, and not a line of foreign news. The Tribune had an issue of three and a half. Subscribers who secured copies looked in dazed wonder at the blank spaces. The Sun had started with an issue that looked like a cheap weekly, but the net result was two pages of printed matter, nearly every line of it a hysterical account of the catastrophe.

But the papers were only an item that third day of the hand failure. The civilization of ages was beginning to come to a standstill. Before night of that day not a wheel was turning on the elevated, in the subway or on the surface railroads. Not an elevator was running, except with rare exceptions, in any of the skyscrapers or hotels. Ocean steamers lay still at the docks. Others that had been overdue could be seen tossing curiously about all over the harbor. The ferry boats were either still in their slips or floating helpless on the river. Automobiles and carriages presented the same curious picture in Broadway and throughout all the streets. Some were standing perfectly still across the car tracks. Others were being driven by men who bore on their faces marks of a white terror that before the week was over was the most vivid thing that stood out clear to the bewildered consciousness of the multitude.

For when the next twenty-four hours had passed, men and women of all ranks of life realized that the common, dirty human hand of every-day toil had ceased to do its work.

Weeks after, when the regular work of the world had been resumed, certain facts were made clear, among them the following:

The strange disease, for which no name was ever found, affected only the hands of the men and women who were engaged in what may roughly be called common labor, i. e., labor for which a day's wages is paid, or labor which was daily handling tools. It may interest our readers who have only heard of the great catastrophe to see a list of those who were afflicted all over the world. It must be remembered that the disease did not impair any other faculty or organ of the body. These were not hospital cases. The hands simply ceased work. They could no longer hold tools or do the common task required of the hands.

The people generally affected all over the world were:

Stokers, servants in hotels and private houses, railroad firemen and furnace men, elevator men, men in machine shops, newspaper men in the machinery part of the press work, cooks and their helpers, drivers of trucks, carriages and automobiles, servant men and women in every department of labor, men engaged in sewer and street construction, carpenters and sailors, firemen, garbage handlers, and in general all men and women whose living was made by doing the dirty, dangerous or common work of the world which simply calls for physical labor and the hourly use of the human hand.

It was noted afterward that men and women who lived without using their hands as the first means of a living were exempt from the strange disease.

Ministers, newspaper editors, authors, singers, lawyers, business men, financiers, magnates, Wall Street brokers, speculators, politicians, actors, and society leaders were immune.

But before another twenty-four hours of that eventful week the most astonishing sights were witnessed in New York and all over the world.

The rich people in the big houses on Fifth Avenue were trying to cook their own meals and make their own beds and scrub their own floors. Libraries of interesting books could be written about their tragic attempts to take care of their own bodies. Not a servant could be found who could use his hands to cook, drive, dress or care for these people. Men who had not blacked their own boots for years at first made the attempt, but before the week was over the tragedy about them made them forget and ignore all such superfluities of living. For New York was dropping down into literal ruin. There was no one any longer to run the machinery that brought light, heat or power to the city. No one left to provide for the carrying off of garbage, sewage or filth. No women to be found to scrub the floors of hotels at night. The churches were closed. The great hotels contained dazed, jostling half-insane, richly dressed millionaires who were going mad for common bread, which could not be bought for any price.

The money kings of Broadway and the Stock Exchange members, presidents of banks and financiers held a great meeting out of doors in Central Park.

They were absolutely powerless to suggest a single remedy for the tragedy. The value of money was absolutely nil. One of the richest men in New York offered $100,000,000 for a cook to come to his house and start a fire in a little coal stove and bake a loaf of bread. The richest man offered to do it for $200,000,000 if the other would make five cents' worth of fresh yeast, and the man was unable to find a single hand in New York that was able to bring forth the materials for such a ferment.

This was at the close of the fifth day, when New York began to be aware that it was starving to death.

Food, fresh food, of any sort was not to be obtained at any price. Those human hands that ordinarily worked so incessantly and unknown to bring food luxuries to the leisure and pampered and the idle class, and common food to the poor as well, failed to produce food of any sort.

Civilization was dying. And all on account of a failure on the part of common human hands to open and shut their fingers and handle tools of labor and bear back and forth burdens. And there was no plague. No pestilence. No famine. No war. The men and women affected, for the most part plain, common, unknown people, were not suffering any pain and were not in need of hospital attendance. They walked the streets with the rest of the multitudes that swarmed there, driven from their homes for lack of light and heat and comfort, out of the houses and hotels that were with bewildering rapidity becoming uninhabitable on account of absolute neglect, the neglect that followed the inability of the common hand to do its common work.

How long did you say? Just one week! One short week of the world's civilization, the scarred, roughed, coarse, wrinkled, hard, broken-nailed, dirty hands of the world's unknown and often despised hands held no tools, performed no day's work. And, oh, for the losses, the frightful ruins, the desolation and world-wide tragedy of that short week!

The "innocent third party" has its rights in the case of a strike, of course. But it has no right to compel the resumption of work by the strikers in order simply that it may be spared inconvenience.

WAGES BOARDS IN 1950.

A new era had commenced, and in 1950 we had a Wages Board formed to fix the income of the employing class.

The Board consisted of eight men, four representing the employing class and four the employees. Great care had been exercised in the selection of the chairman, the Labor Government having appointed a well-known union official to the position.

The names of the employers were as follows: Jones, Smith, Thompson, and Roberts; the employees' representatives were: Brown, Wright, Thorn, Roland. The chairman was a Mr. Leonard.

At the first meeting of the Board Brown proposed, "That we now proceed to fix the living wage of the Capitalist class," and he pointed out that a very learned judge in an adjoining state had at one time fixed the living wage at eight shillings per day of eight hours for the employees. He therefore moved, "That the employing class should receive such interest on their capital as would give them an income, or minimum wage, of eight shillings per day."

There were immediately loud protests from Jones and the other capitalist representatives.

"Why," said Jones, "that will not keep me in cigars and champagne."

"Why it costs me that amount," sneered Roberts, "in visiting the various theatres."

"Eight shillings a day to live on!" exclaimed Smith. "What will poor Mrs. Smith do? Why last year her dresses cost over one hundred and fifty pounds."

"Eight shillings per day," snorted Thompson. "Why, it is madness! How am I to pay the chauffeur who drives my motor car?"

"Never mind," said Brown slowly. "It is only a few years ago that all of you stated a working man ought to be able to raise a family in comfort on eight shillings per day. Why, some of you even proposed less. After you have had a trial of eight shillings a day, say, three years, we might be able to get the board to reconsider the raising of the minimum amount."

"Why," said Jones, " I have three servants in my house, and at that wage I shall have to discharge them. What will poor Mrs. Jones do, for we have sixteen rooms? She will never be able to look after them."

"Don't worry about the rooms in your house," said employee Roland, "we have power to deal with the housing question. Let us see," he remarked, "in the evidence before a commision the other day it was pointed out that in many cases families were living in a house of five rooms, and in some cases a lesser number of rooms. So we shall have to allow you, say, for the use of your family, five rooms, and we will have to take over the other eleven rooms and utilize them for those who have been very much overcrowded in the past."

"But," said Jones, "this will be confiscation, and then again, how shall I be able to pay even the washerwoman? Why, Mrs. Jones does not know how to wash, and who will scrub the rooms for her?"

"Two years ago," remarked Roland, "you said if people would not spend so much in luxuries, and if workmen's wives were more thrifty, they would be in a better position. So now Mrs. Jones will only have to do what workmen's wives have been doing for centuries. And you know," he continued, "it is so easy to be thrifty on eight shillings per day. As your wife will not have to consider her banking account, she will have plenty of time to do her own washing and scrubbing."

"Now gentleman," said Thompson, "do let us be reasonable. Surely you will allow me to keep my motor car! Why, if you take that from us, poor dear Mrs. Thompson will not be able to visit her friends."

"Oh, don't let that worry you," said Roland. "Her time will be fairly occupied in studying how to live on eight shillings per day, and motor cars will not occupy much of her time."

Then the four employers made a special appeal to the chairman to be reasonable, and to consider well their position before giving his decision.

The chairman, Mr. Leonard, summed up as follows: "Gentlemen," he said, addressing the employers, "for years past you have had the power to fix the wages of laborers. As a rule you fixed them so low that many had to struggle hard to live. After years of striving and struggling the workers had a minimum wage fixed by a member of your own class, who ruled that a minimum of eight shillings per day was sufficient for a worker to maintain his family on. Years before that the workers received considerably less, and you as employers thought that eight shillings was far too high. And now that a wages board regulates what you should receive in the way of income you immediately complain that it is an encroachment on your rights.

"One of you complained that eight shillings was not sufficient to buy cigars, another that it would not buy enough theatre tickets, another that it would not pay for his champagne, and another that it would not pay the bill for his wife's dresses.

"Gentlemen," he continued, "did you in the past ever think that the working man could smoke cigars, visit theatres, drink champagne, or that his wife wanted dresses? Now don't you think that it is quite reasonable in giving you the wage, which a few years ago you thought was sufficient, for those who performed the work of the world, who produced the wealth, who endured the hardship, who risked their lives, in your factories and mines?

"Then, again, in your day of power you placed every obstacle in their way when they attempted to organize in unions. And, further, in the past, the governments of the day who represented your class, saw that the decisions of the wages boards should, as a rule, be settled by a chairman selected from your own class. Now do not complain, gentlemen. For centuries the workers carried you on their backs.

"The award of this board is that you shall be entitled to receive eight shillings per day, which I consider is quite reasonable, considering you neither toil nor spin, nor yet risk your lives in factories or mines."—The Brisbane (Queensland) Worker.

If one body of men have a right to quit work to compel a necessary improvement in the conditions of their lives, no other body of men can have a right to take their places. The court of morals takes no cognizance of the right to scab.

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,

V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION

570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y.....55 Main Street
Telephone Seneca 936 R.

CLEVELAND, O.....1401 W. Ninth Street
Telephone Bell Main 1842.

MILWAUKEE, WIS.....133 Clinton Street
Telephone South 240.

ASHTABULA, O.....21 High Street
Telephone 552.

NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

DETROIT, MICH.....7 Woodbridge Street, East
Telephone 3724.

SUPERIOR, WIS.....1721 N. Third Street
Telephone, New, Broad 385.

BAY CITY, MICH.....108 Fifth Avenue
OGDENSBURG, N. Y.....70 Isabella Street
CONNEAUT, O.....922 Day Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue
PORT HURON, MICH.....517 Water Street
ERIE, PA.....107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

HEADQUARTERS.

71 Main Street, Buffalo, N. Y.
Telephone Seneca 48.

BRANCHES:

CLEVELAND, O.....1185 W. Eleventh Street
CHICAGO, ILL.....445 LaSalle Avenue
MILWAUKEE, WIS.....151 Reed Street
DETROIT, MICH.....27 Jefferson Ave., East
SUPERIOR, WIS.....1814 Fourth Street
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BRANCHES:

CLEVELAND, O.....1401 W. Ninth Street
MILWAUKEE, WIS.....151 Reed Street
CHICAGO, ILL.....314 N. Clark Street
ASHTABULA, O.....74 Bridge Street
TOLEDO, O.....54 Main Street
DETROIT, MICH.....7 East Woodbridge Street
PORT HURON, MICH.....517 Water Street
CONNEAUT, O.....922 Day Street
OGDENSBURG, N. Y.....70 Isabella Street
NORTH TONAWANDA, N. Y.....152 Main Street
SUPERIOR, WIS.....1721 N. Third Street
BAY CITY, MICH.....108 Fifth Avenue
ERIE, PA.....107 E. Third Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue

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MARINE HOSPITALS.

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Escanaba, Mich.
Grand Haven, Mich.
Green Bay, Mich.
Houghton, Mich.
Ludington, Mich.
Manistee, Mich.
Erie, Pa.
Menominee, Mich.
Ogdensburg, N. Y.
Oswego, N. Y.
Port Huron, Mich.
Manitowoc, Wis.
Marquette, Mich.
Milwaukee, Wis.
Saginaw, Mich.
Sandusky, O.
Sault St. Marie, Mich.
Sheboygan, Wis.
Superior, Wis.
Toledo, O.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

hold in their hands the molding of the nation's life.

Instruction of various kinds, that was formerly left to the home or was neglected entirely, has, little by little, been added to the province of the school. Now the educational ideal is "to send the whole boy or girl to school," in order to make education life. As the educational ideal grows, the teacher must measure up to new demands upon culture, wisdom and character. The school can be no greater than the teacher.

And what of these teachers of America's children—those to whom are entrusted the health, minds, morals, ideals, of the children?

America boasts of her school buildings, of the money expended in modern improvements, but does she boast of the social and the financial recognition that are given to those whose influence can make or mar human lives? Are these public servants paid according to the value of their services, or are they to be content with "compensations greater than mere money?"

Are the teachers given social recognition as those who have in trust the nation's ideals, who are a vital and honorable part of the common life? Are they consulted as those best informed on social and community problems and closest in touch with the heart of the nation?

To ask these questions brings out how the actual is at variance with the ideal. What are called the grade teachers, those who mold the plastic minds and hearts of the greatest number of the children, are not even paid what would be a minimum wage for factory workers. Many an unskilled laborer is paid higher wages than teachers in grade schools.

Though there may be other compensations than "mere money," yet these compensations will not feed, clothe, provide for the physical and intellectual wants that must be satisfied if the teachers are to attain highest individual development and greatest usefulness to the school.

Too many teachers are forced to give so much concern to bread and butter problems that they have not time nor strength to possess their souls and reach up after new ideals. How can they bring to the children that which is starved out of their own lives?

If they have not the means to continue to add to their own mental development and social experience, how can they continue to give out to the world?

The teachers of the country are beginning to realize that they must solve their own problems. Strong individuals must not wait passively for some outside force to secure justice for them—they must feel responsibility for righting their own wrongs.

If a teacher is not capable of self-help, is that teacher capable of inculcating the principles of democracy in the youth of our country?

Our present-day school system presents some serious problems, and not the least serious is the anomaly of autocratic management of the schools of a democracy.

The teachers themselves have long realized the seriousness of their problems. Tradition and conventional public opinion have restrained them from the only method by which they can help themselves—organization. But organization is the practical method of professions and trades. What organization has done for them it can do for the teachers.

Organization will bring to the teachers wages that will enable them to live in such a manner that they can bring more to their work, more into their lives and ideals of future citizens of America. Not only will they be better and more useful citizens themselves but they will make the school better, aiming at higher ideals. The effect will be cumulative.

Organization must and will come to the rescue of America's teachers. It is a right they cannot be denied under a free, democratic government.

American Workmen Not Reckless.

The accident conditions throughout the United States which have given rise to an unprecedented movement for safety have been caused, for the most part, by the demands of the employing and professional classes, rather than by the inefficiency of the American workingmen, according to Dr. Lucien W. Chaney, Director of the Bureau of Labor Statistics of the United States Department of Labor. The Government's chief statistician has come to the defense of the workmen of this country. He refutes the charge that the prevalence of industrial accidents is due to their "inherent recklessness." He asserts, on the other hand, that they are as sober, as sane and regardful of safety as any grade of workers in the world, and, finally, he points out how the American employers and the American public have been really the serious chance-takers.

The accusation of recklessness against the workingmen of the United States has been worn threadbare, according to Dr. Chaney, who has found that generally they have begun to resent such imputations. He warns that slurs cast at the workmen of this country can only retard the safety movement, with all its far-reaching possibilities. To prove that recklessness is not characteristic of the American workmen, Dr. Chaney points out the great advance that has been made in recent years in accident prevention, which would have been impossible had there been fundamental defects. Dr. Chaney says:

"Who are the great American chance-takers? We have long heard of them. Our trans-Atlantic friends, to whom the Wild West show is the one thing typically American, speak of them with bated breath. Who are they?

"I answer, first, not American workingmen. When I entered upon the study of industrial accidents I did so with a very definite impression that what may fairly be termed recklessness was a very large factor in their causation, and that particularly was this true of American workpeople. For a time this feeling deepened with the testimony which poured in upon me. As time went on and I became personally familiar with the industrial conditions of our country, disquieting doubts of the correctness of my conclusions and those offered me by supervisors and employers of labor crept into my mind.

"At that time I was unable to find traces of that recklessness of temper and unwillingness to utilize safeguards which had been asserted. Now, after years of study and close scrutiny of thousands of accident cases by contrast with thousands of workingmen in the actual prosecution of their work, I wish to record my deliberate conviction that the American workman is as sober, as sane and as regardful of his own safety and that of others as any workman in the world.

"Why, then, has he the reputation of recklessness? First, because we have assumed, without due scrutiny, that certain other features of American life were to be read over without modifications into our industrial world; second, because long after other nations had abandoned the method, we continued to search with closest scrutiny the records of every case to find evidence of carelessness. Our laws compelled us to do this as a measure of self-protection. That we found what we so diligently sought, or rather, honestly thought we were finding it, should be no matter of surprise.

"If my view that recklessness of working people has been much overworked in past discussions of accident causation and continues to be overemphasized is true, it has this importance: There is already developing a formless resentment on the part of workpeople against this unjust imputation of irresponsibility. They are conscious that they do not need the kind of tutelage which is ofen discussed in our gatherings. They have both intelligence and responsiveness to a much greater degree than we are aware.

"It would be a thousand pities that this great safety movement, with its far-reaching possibilities for a better understanding, should be blocked in a measure by needless resentments fostered by a heedless use of words.

"To my mind there is one very convincing argument against the idea that certain American defects of character on either side of our industrial situations have been largely responsible for our accident situation."

Freedom.

There is only one cure for evils which newly acquired freedom produces, and that cure is freedom. When a prisoner first leaves his cell he cannot bear the light of day, he is unable to discriminate colors, or recognize faces. The remedy is to accustom him to the rays of the sun.

The blaze of truth and liberty may at first puzzle and bewilder nations which have become half blind in the house of bondage. But let them gaze on, and they will soon be able to bear it. In a few years men learn to reason. The extreme violence of opinions subsides. Honest theories correct each other. The scattered elements of truth cease to contend and begin to coalesce. And, at length, a system of justice and order is educed out of the chaos.

Many politicians of our time are in the habit of laying it down as a self-evident proposition that no people ought to be free till they are fit to use their freedom. The maximum is worthy of the fool in the old story, who resolved not to go into water till he had learned to swim. If men are to wait for liberty till they become wise and good in slavery they may indeed wait forever.—Macaulay.

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The vacuum cleaning system is used on the streets of Pomona, Cal. The cleaner is a heavy wagon on which are mounted a gas engine, storage box and the necessary machinery. The suction end is in principle similar to that of the vacuum cleaner, covering about ten feet of street and provided with weighted strips of canvas to effect contact with the paving. Immediately ahead of this suction opening is a frame carrying light steel brooms about six inches high, which break up the dust and bring it within the influence of the inrushing blast of air.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to bodv or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters:
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ASTORIA, Ore., P. O. Box 138.

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ABERDEEN, Wash., P. O. Box 34.

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FIR, Wash., P. O. Box 6.

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ALASKA FISHERMEN'S UNION (Local No. 2), KETCHIKAN.
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ALASKA FISHERMEN'S UNION (Local No. 3).
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ALASKA FISHERMEN'S UNION.

Headquarters:
SAN FRANCISCO, Cal., 93 Steuart St.

Agencies:
SEATTLE, Wash., 84 Seneca St., P. O. Box 42.
ASTORIA, Ore., P. O. Box 138.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia

29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

The Umbrella Makers' Union of New York has secured a complete victory after a five weeks' strike for better conditions. A union shop agreement and a 10 per cent. wage increase were the more prominent gains.

The San Francisco Labor Council has adopted resolutions protesting against "apparent co-operation between the Government and private hostile employers to mulct unions in damages under the Sherman Anti-Trust law," and "that our Senators and Representatives in Congress be respectfully requested to take this matter up with the Department of Justice and President Wilson, with a view to obtain authentic information as to the attitude of the Federal Government in the premises."

Observing unionists in Michigan do not agree with the sentiment "that the copper miners lost their strike," which is so insistently urged by influences hostile to the organized workers. As a result of the strike the miners are working eight hours a day and surface men nine hours a day. Formerly, nine and ten hours were the rule. The strike has not only benefited men in the mining industry, but has affected other crafts as well. The carpenters in that vicinity have secured a nine-hour day and painters an eight-hour day without strike.

Striking employes of the Heywood Bros. & Wakefield Company rattan factory at Wakefield, Mass., told the State Board of Arbitration of the low wages paid them. Joseph Feedette, a weaver for ten years, opened his last pay envelope and drew out $9, on which he supports a family of seven children. Another striker, who declared he was a skilled worker, said he had averaged $10.98 a week for 524 weeks, a period of ten years and one month. One of the girls testified that she and twenty-six other girls operated shaving machines, and that they were frequently cut about the hands.

By insisting that common laborers employed by the city be restored a 5-cent an hour increase, taken from them last fall, trade unionists in Duluth, Minn., again prove that the organized workers battle for the unorganized and the unskilled. The Labor World warned the city commissioners that if the wage scale is not restored "we shall regard it as our duty to begin the circulation of petitions for a special election through the initiative to adopt a city ordinance providing for a minimum wage scale of $2.50 a day, eight hours to constitute a day's work."

The differences between the journeymen and master painters at San Francisco have been amicably adjusted by arbitration. The settlement was effected by James H. Barry and Louis Soroni, who acted as arbitrators on the following terms: On all contracts filed in the office of the Board of Public Works between May 14th and December 31, 1914, on all work not specified in any previous contract and performed between those two dates, the minimum rate of wages for journeymen painters shall be $4.75 a day of eight hours. On all contracts filed after December 31st, on all work not specified in any previous contract and performed after that date, the minimum wages shall be $5 a day of eight hours.

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Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Abolin, K.
Alquist, E.
Andersen, -1797
Barker, Thos.
Bohm, Aug.
Bodsten, S.
Brodie, W. G.
Bjorkman, Chas.
Bishop, Patrick
Backman, A. A.
Christensen, H. -1366
Daniels, Chas.
Deuland, Chas.
Dahlstrom, Arthur
Eblin, L. W.
Edsen, Frank
Erikson, E.
Eriksen, C. -872
Erikson, Eric
Engstrom, F.
Fjelstad, Karl
Framnes, I.
Fisher, Frank
Freitag, W.
Gundersen, L. S.
Glontz, P. V.
Grendal, Chas.
Hansen, Ragnvald
Holst, Rudolf
Hood, W.
Holm, Hans
Hopke, P.
Howard, Geo.
Hubner, Herman
Hansen, C. E.
Hansen, Schroeder
Hansen, John
Jacobsen, Torgils
Jacobsen, Oscar
Jensen, H. -2014
Jensen, R.
Jensen, Chr. P.
Jensen, J. -1684
Johnson, G. -1452
Johnson, A. W.
Jacobsen, Holger
Kennedy, T. I.
Klemsen, Adolf
Kohlmeister, O.
Kallas, M.
Karlson, Rudolf
King, Frederick
Kruger, J.
Larsen, O.
Landgren, Carl
Lilliland, G.
Lee, J. C.
Luther, F.
Larsen, B.
Litenberg, A.
Mattson, Rudolf
Madsen, C. H.
Moller, Walter
Mortensen, John R.
Ness, Carl
Nillsen, Ed.
Niwerth, Aug.
Nielsen, Alfons
Nordstrom, J. E. W.
Noshis, P.
Nordlof, S.
Nygaard, Olaf
Naro, H.
Njosvik, J.
Olsen, Edwin
Olsen, B. -597
Olsen, Jorgen
Olsen, A. M. -944
Paaso, A.
Peterson, J. P. -920
Palmer, A.
Packwood, Wm.
Prigge, Albert
Sund, K. A.
Stolsvik, Johan
Sheele, A.
Simms, G.
Smith, E. C.
Swenson, L. G.
Sheppard, Stewart
Sterndock, J.
Townsend, R.
Torkelsen, Alf.
Thomsen, Alf.
Wettland, Johan
Wickstrom, W.
Williams, Chas.

Packages.

Wilhelm, Ewald

INFORMATION WANTED.

William Walker, a native of Islandmagee, Antrim Co., Ireland, is inquired for by his nephew. Any one knowing his whereabouts kindly communicate with John Walker Geddis, 7 Willowbank St., Brooklands, Winnipeg, Manitoba, Canada.

W. Kahlberg, No. 688, and C. Monsen, No. 1964, are inquired for at the Standard Oil Company's office, at San Francisco.

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Tacoma Letter List.

Andersen, Anders
Anderson, John
Aimkvist, Emil
Berglind, Ed.
Bjorklund, Eric S.
Carson, James
Corty, Caser
Doering, E. W.
Englund, Gust. E.
Hansen, Johannes
Isaksson, Karl
Iversen, Iver
Johansson, Charles
Johansen, Christian
Karthauser, Otto
Kesber, Karl
Linea, W.
Line, Wiktor
Loren, A. L.
Murphy, Daniel
Nielsen, Niels -751
Nilsson, Teodor
Nisse, Clemens
Ogilvie, Wm. A.
Olsen, Martin E.
Paterson, John
Swansson, August
Wilbrandt, Harry
Wene, K. J.

INFORMATION WANTED.

Axel Peterson, F. Lundberg, J. Gustafson, M. Garcia, crew of the steamer Riverside, at the time she towed in the Oceana Vance, kindly call at the office of the Charles Nelson Co. for money due them.

Any one knowing the whereabouts of Wilhelm Brannemann, born at Dockenhuden, Germany, in 1882, please communicate with Hans Martens, No. 1892, Sailors' Union of the Pacific, San Francisco.

Jacob Rokus is inquired for by his brother, Henry John Rokus, and would like to communicate with him. The last I heard from him was in 1903 at New Orleans on British steamer "Michigan," where he was shipmate. He is 32 years old and was born near Rotterdam, Holland. Any information of his whereabouts will be very thankfully received by me at 55 Main street, Buffalo, N. Y.

Carl Julius Carlson, born in Sweden in 1877, is inquired for by his mother. There is about $2000 due him from his father's estate. Last heard of in September, 1902, on the Atlantic Coast. Previously sailed on the Clifford between St. Johns and New York. Address Fru Sophia Carlson, Klubbegard, Hallands Lan, Heberg, Sweden.

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Edgar Duncan Stewart, age 22 years, white, born in Massachusetts, who, on October 9, 1912, was shipped as seaman on the American steamship "Toledo," at Marcus Hook, Pa., for a voyage to Sabine, Texas, but who did not join the vessel the next day, and has not since been heard from. The undersigned will highly appreciate your kind co-operation: Augustin R. Smith, United States Shipping Commissioner, or Shipping Commissioner, Appraisers Building, San Francisco.—5-13-14.

John S. Bickel, a sailor supposing to be sailing on the Pacific Coast, is inquired for by his sister, who has important news for him. Address Laura Bickel, 8817 Birchdale Ave., Cleveland, Ohio.—5-13-14.

Any one knowing the whereabouts of John Burke No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

Home News.

President Wilson, addressing 154 graduates of the naval academy, many of whom are to go soon to Mexican waters, said the mission of the United States is one of service to humanity, not of conquest. He spoke at the annual academy graduation exercises, and later awarded the diplomas. He declared the duty of the United States is to serve the world.

The first case to reach the United States Supreme Court in which the validity of a law fixing a minimum wage was involved was docketed on June 1. It was the attack of Frank C. Stetler, a paper-box manufacturer of Portland, Ore., on the statute of that State, under which the Industrial Welfare Commission fixed a minimum wage of $8.64 a week for women.

Repeal of Panama Canal tolls exemption for American coastwise shipping passed the Senate on June 11 by a vote of fifty to thirty-five. The measure then went back to the House, which after brief debate and without the formality of a conference, accepted the Senate amendment specifically reserving all rights the United States may have under the Hay-Pauncefote treaty or otherwise. The vote in the House was 216 to 71.

Estimates by Secretary McAdoo indicated that the Government income for the fiscal year ending June 30 will exceed ordinary expenses by about $30,000,000. That is about $10,000,000 less than last year's surplus. Income tax returns have fallen far below original estimates and failed to offset the expected decrease in tariff receipts under the new law, but the custom-houses turn in about $21,000,000 more than it was figured they would. Whatever surplus there is for the year will be absorbed by Panama Canal payments, as it was last year.

"Shamrock IV," Sir Thomas Lipton's challenger for the America cup, was launched at Gosport May 26, from the shipyard of Camper & Nicholson. The following figures of the "Shamrocks's" dimensions may be regarded as authoritative: Length over all, 110 ft.; length on the waterline, 75 ft.; greatest beam, 22 ft.; draft without centerboard, 13.9 ft. With the centerboard down to its full extent the draft will be 10 ft. additional. "Shamrock IV's" construction is composite, being of wood planked on metal web frames, which are in part of steel and in part of aluminum.

Active preparations for enforcing the recently enacted eight-hour law for women in the District of Columbia have been begun by the District health department, because of the failure of many employers of women and girls to comply with the law requiring the keeping of time records. "Time books or records must be kept by every employer of women and girls in the District who comes within the scope of the recently enacted eight-hour law for women," states the warning issued by the department. This law relates to practically every business establishment, the scope of the law, as stated in it, covering every manufacturing, mercantile or mechanical establishment, laundry, hotel or restaurant, telegraph or telephone establishment or office and express and transportation company.

Domestic and Naval.

So many shipowners are taking advantage of the depression in the freight market to get their vessels drydocked for repairs, passing surveys, etc., that every drydock in the United Kingdom and on the Continent is said to be occupied.

The "Vaterland" and the "Aquitania," the two largest transatlantic liners in the world, are propelled by Parsons turbines. The "Imperator" is fitted with turbines of the "Curtis-A. E. G.-Vulcan" type, but her four-shaft installation follows the layout of the Parsons principle.

Officials of the Public Health Service are working out additional quarantine regulations under which vessels will not be permitted to take water for drinking or cooking purposes likely to be contaminated. The pollutions of rivers by sewers and the subsequent taking of water from the surface by vessels whose officers do not know the stream to be contaminated is believed to have been responsible for many cases of typhoid which have broken out at sea.

The United States Senate has amended the naval appropriation bill so as to authorize the sale of the battleships "Idaho" and "Mississippi" and the construction of a modern Dreadnought with the money. Greece is understood to be the prospective purchaser. The Senate re-inserted in the bill the House provision for the building of one of the two new battleships at a Government navy yard, but struck out an appropriation for equipping a second navy yard for battleship construction. The Brooklyn yard is the only Government plant so equipped.

Leaving behind her in a single grave on the coast of Mexico near the Tuxpam oil fields, the bodies of First Officer P. F. Elliott and five members of her crew, suffocated by gas in her forepeak, the British tank steamship "San Valerio" arrived at Galveston, Tex., on June 1, from Tuxpam, Mexico. The accident occurred on May 28, five of the men going to their death in an attempt to rescue H. Cousins, the ship's carpenter, overcome when attempting to make repairs on a bilge pump. First Officer Elliott attempted to bring him out, but failed to return, and four others in turn descended into the hold, but died.

Secretary of Commerce Redfield has instructed the steamship inspection service to investigate the conditions of all steamers plying between New York City and New England ports. The order for the investigation is the result of Charles S. Mellen's statement before the Interstate Commerce Commission in Washington that the steamers of the New England Navigation Company were "tinder boxes." In the investigation, if it is shown that conditions which are a menace to safety exists, the Secretary adds: "I desire that your service shall take such measures as will provide for safety before disaster comes. It is possible that your report in this connection may affect the construction of other vessels, and this respect should be kept in mind during the examination. Justice requires that all doubt upon this subject should be solved quickly; justice to the public also requires that the facts be fully ascertained and clearly stated with the least possible delay."

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Reserve & Contingent Funds	1,807,404.18
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INFORMATION WANTED.

Norman Hadley, a seaman, supposed to be sailing on the Pacific Coast, is inquired for by J. B. McCurdy & Co., attorneys, relative to an inheritance. Anybody knowing his whereabouts, please notify Chief of Police, San Francisco.

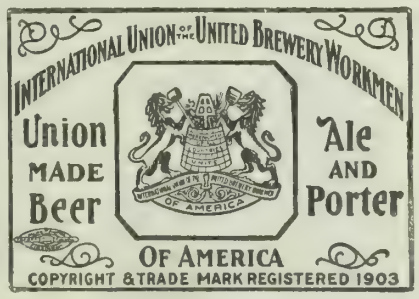
$10.00 reward will be paid by Johnson & Higgins, 244 California street, for information locating John Anderson and George T. Nelson, who were members of the crew of the steamship "Asuncion" in October, 1908.



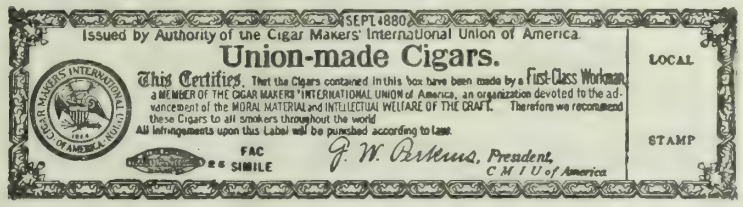
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Samuel Dickson, a seaman, aged about 40 years, son of Moffett Dickson, deceased, of Belfast, Ireland, or any person knowing his whereabouts, is requested to communicate at once with the undersigned in connection with a legacy. A. R. Smith, U. S. Shipping Commissioner, Philadelphia, Pa.

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News from Abroad.

The Norwegian Parliament on June 10 followed the lead of Secretary of the Navy Daniels, and adopted a resolution prohibiting the consumption of intoxicating liquors by officers of the Norwegian army and navy during their terms of service.

After giving out the entire correspondence with General Carranza, of the Mexican Constitutionalists, the mediating plenipotentiaries and the American and Mexican delegates at Niagara Falls, announced that a substantial agreement had been reached in relation to the transfer of authority at Mexico City.

It is reported that Sir Edward Grey, British Foreign Secretary, has notified President Wilson in friendly, but unequivocal, terms that if, as a consequence of President Wilson's persistent backing, Villa eventually becomes President of Mexico, Great Britain will demand and exact satisfaction for the killing of William S. Benton, a British subject.

The first step toward recovering the 800 or more bodies imprisoned in the wrecked "Empress of Ireland" was taken on June 8 when a diver descended from the Canadian Government lighthouse tender "Druid" and for more than an hour explored accessible parts of the sunken liner. It is said that the "Empress" is lying on her side in about 180 feet of water.

The army of the Ulster "volunteers" has been strengthened by the addition of 3000 Mauser rifles, as the result of a daring gun-running feat of an Irish yachtsman. A portion of the consignment was landed to the south of Donaghadee, sixteen miles from Belfast, but most of the rifles were delivered straight on the quay at Belfast, and the cases were removed under the eyes of the police by specially selected volunteers.

Mexican Constitutionalists now occupying Tepic have confiscated a million pesos' worth of Spanish property, according to advices received by Admiral Howard. After being stripped of their possessions the Spaniards were ordered to leave the city. It is believed the confiscation was made on orders issued by General Blanco, who had command of the troops which captured the town after a bloody battle in which a thousand perished.

A violent volcanic eruption occurred on June 5 on the Dutch Island of Sanguir, 140 miles south of Mindanao, in the Philippines. Several volcanoes were included in the disturbance. Streams of boiling lava poured down the sides of the mountains, overwhelming forests and cocoa plantations. At the same time a heavy rain of stones and ashes from various craters fell over the whole island. Official reports do not mention loss of life, but register the destruction of 100 houses.

Albania, the newly created political division in the Balkan Peninsula, of which Prince William of Wied has been made ruler by the powers, is in the throes of renewed revolution. The boundaries arbitrarily drawn by the powers include peoples who are determined not to belong to the new principality. A considerable force is in the field, and the capital, Durazzo, is threatened. Prince William sought refuge on board an Italian man-o'-war, but later returned to his palace, under the guard of Italian marines.

With the Wits.

Ham—Gee, but our audience was mad last night!

Let—Sore, eh?

Ham—Naw; we played at the insane asylum.

The Girl—Do you enjoy music with meals?

The Man—Rather.

The Girl—What do you prefer—a waltz?

The Man—No; a chew step!

"Pop!"

"Yes, my boy."

"What does the expression, 'I am undone,' mean?"

"Well, when your mother uses it, my son, it means an hour's work buttoning up her dress in the back."

General—How long has the battle been in progress?

Aid—Five reels, sir.

General—Then hasten under a flag of truce to the enemy and ask them to cease fighting until our moving picture camera men have had supper.

"What means dis heah p'litical 'conomy?" asked Rastus, endeavoring to wade through a paper.

"Frum de way de pol'ticians down ouah wahd is actin'," answered Rafus, "I s'pects it means de mos' votes for de leas' money."

Patience—Will says that when he kissed you last night he noticed that you'd been eating onions.

Patrice—Well, all I've got to say is that a man who will notice onions on a girl's breath when he's kissing her hasn't got his mind on his business.

To the Rescue.—An Englishman sat at a New York boarding-house table. One of the boarders was telling a story in which a "dachshund" figured. She was unable for a moment to think of the word.

"It was one of these—what do you call them?—one of these long German dogs."

The Englishman dropped his fork; his face beamed. "Frankfurters!"—Lippincott's Magazine.

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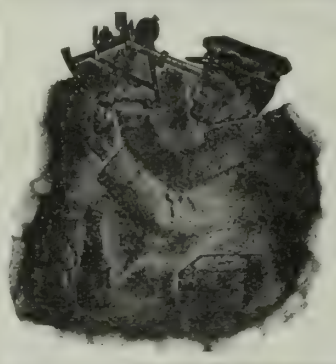


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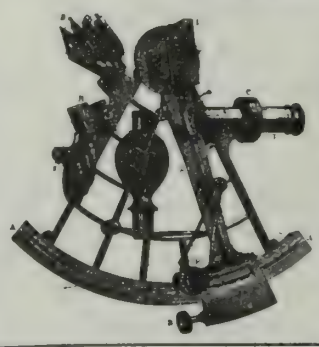
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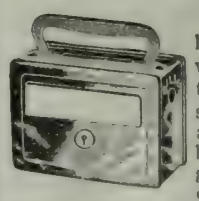
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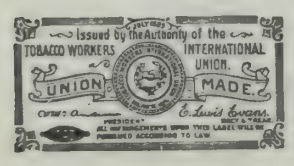
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A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XXVII, No. 41. SAN FRANCISCO, WEDNESDAY, JUNE 24, 1914. Whole No. 2283.

MINIMUM WAGE LEGISLATION.

A Review of the American Minimum Wage Movement.

It was nearly a century ago when Mathew Carey, of Philadelphia, the first American investigator of woman's work and the consistent champion of the working woman, wrote that the wages of women were "barely sufficient to procure them a scant supply of the very commonest food and raiment." From that time to the present the relatively low wage of women and children has been a subject of constant agitation.

Many women enter the industrial field for short periods only, mere transients in the business world; comparatively few receive previous industrial training of any kind; and the majority look to marriage rather than to organization or efficiency as the way to a higher standard of living. Organization among working women, therefore, has been attended with peculiar difficulties. Working women have remained largely unskilled and unorganized and thousands of them have been employed at wages insufficient to "maintain them in health and to provide reasonable comfort."

History of the Movement in America.

The wages of public employees in many cities and States of this country have for several years been regulated by law and a legal minimum wage rate has frequently been established. In 1913, for example, the city of Spokane at a popular election established a minimum scale of $3 a day on public work and on January 2, 1914, this ordinance was sustained by the Supreme Court of the State of Washington. Among the States which have provided a wage rate of from $2 to $3 a day in either State or city work are California, Indiana, Maryland (for the city of Baltimore), Massachusetts, Nebraska and Nevada. But it has been the common belief that the regulation of wages of employes in private industries, involving as it does a different principle, could not legally be undertaken in this country. Such regulation in private employments has been practised, however, under the legal systems in New Zealand since 1894, in Victoria since 1896, and in the United Kingdom since 1909, when the British Parliament made provision for the creation of minimum wage boards, or "trade boards" as they are there called.

The success of the British system, operating under conditions similar to those in our country, acted as a stimulus to the increasing number of persons interested in the subject in America; and in 1911 the Legislature of Massachusetts authorized the creation of the first American Minimum Wage Commission to investigate conditions and report upon the advisability of establishing a permanent wage commission. In the same year bills were prepared and presented to the Legislatures in Minnesota and Wisconsin; public hearings were held and great interest was displayed, but in both States the bill failed to pass that year. In 1912, however, the Legislature of Massachusetts again pioneered the way and passed a bill creating the first permanent Minimum Wage Commission in this country. This was followed in 1913 by minimum wage laws in eight additional States: California, Oregon, Washington, Colorado, Utah, Nebraska, Minnesota and Wisconsin.

Before the days of recent popular agitation for minimum wage legislation in America there had been sporadic attempts to establish minimum standards of hours and wages by law. Nebraska, for example, in February, 1909, introduced the following:

". . . for the purpose of protecting the American standard of living, and insure to all who labor that they shall have an opportunity to improve themselves, to educate their children, and to lay by a sum for old age, it is hereby provided, that the minimum wage in all stores, factories, packing houses and all workshops of whatsoever kind for all adult labor, male or female, shall be twenty (20) cents per hour where labor is performed by the hour and where labor is performed by the week the minimum wage shall be nine ($9) dollars per week and for such wage by the week not more than ten hours of labor shall be performed in any one day; provided, That such adult labor, male or female, employed by the week, may engage to labor over time for which they shall receive not less than twenty-five (25) cents per hour."

This Nebraska proposal received little serious attention, but after the passage of the British Trade Boards Act, and its successful operation during the years of 1910 and 1911, the demand for minimum wage laws became prominent in America and bills were drafted in many States.

Definition of a Living Wage.

In practically all of these early bills there was substantial agreement that a "living wage" should be the standard for the determination of wage-rates. But this standard was indefinite and was capable of a variety of interpretations. Was it to be interpreted to cover only the cost of necessary food, clothing and shelter—the slave-owner's standard as it was sometimes called? Or should it include Mrs. Gilman's bold request for "two rooms and a bath"? Still another standard recommended to the National Conference of Charities and Correction, by the Committee on Standards of Living and Labor, rested upon the following definition: "The monetary equivalent of a living wage varies according to local conditions, but must include enough to secure the elements of a normal standard of living; to provide for education and recreation; to care for immature members of the family; to maintain the family during periods of sickness; and to permit of reasonable saving for old age."

Few of the minimum wage measures, however, either in State Legislatures or in Congress, went beyond a definition of a wage rate which would enable the workers to sustain themselves in health, to maintain the accepted moral standards, and, in a few cases, to provide in addition reasonable or necessary comfort and well-being.

From the beginning the majority of the States, except Massachusetts and Nebraska, in America, as in foreign countries, apparently accepted the principle that an industry which cannot pay its employees sufficient to maintain them in health and reasonable comfort is a parasitic industry which should not be tolerated by the community.

Methods of Wage Determination.

At least four methods were proposed for determining the "living wage": (a) by fixing rates in the law itself; (b) by investigations through the Commissioner of Labor; (c) by direct investigation of special commissions; and (d) by investigations through commissions with the aid of special wage boards.

(a) The first method suggested in several States was the establishment in the law itself of a fixed rate of wages per day or per week for each class of employees—the flat-rate method. These arbitrary proposals frequently suggested the fixing of hours of work also.

The only flat-rate bill which became law was the Utah measure, applying to females only and providing a minimum of $1.25 a day for experienced adults, $.90 for adult learners or apprentices, and $.75 for children under eighteen.

(b) A second method, less commonly advocated, proposed to grant to the State Commissioner of Labor power to determine the "living wage." In both Oregon and Wisconsin, for example, it was first suggested that the Labor Commissioner might be required to investigate the wages paid and the cost of living and after public hearings, finally establish the minimum wage rate. But no State adopted this second method.

(c) The plan of the third method was modeled upon the public service commission laws and proposed a commission of three members who were to investigate and, after public hearing, fix wage rates without the aid of subordinate boards for each industry or class of industries. This was the plan proposed in the Pennsylvania measure which failed to pass and also in the Colorado measure, which was the only one following this plan to become a law.

(d) The fourth method of wage determination, and that which was finally embodied in the laws of all nine States except Colorado and Utah, provided for the creation of commissions with subordinate wage boards to investigate and determine, after public hearing, the minimum wage rate for employees in the different occupations. Minnesota and Massachusetts adopted this method in their earliest bills, and the Massachusetts law which was enacted in 1912, a year earlier than the Minnesota act, became the model for most of the others.

Bills providing for wage commissions were introduced or prepared for introduction in many of the remaining States of the forty-two holding legislative sessions in 1913.

Persons and Industries Included.

In the discussion of these bills the right to legislate on the subject of wages for women and children was generally accepted, but considerable discussion arose over the question of including men. Men were included in the acts of Australasia and of Great Britain, but supposed constitutional difficulties deterred many from recommending their inclusion in this country. The

(Continued on Page 9.)

A MEMORABLE SPEECH.

Harry E. Holland, editor of "The Maoriland Worker," was sentenced to twelve months' imprisonment by the Appeal Court of New Zealand on April 26, 1914. He was charged with sedition, because he had pleaded with soldiers and sailors of an Imperial warship not to shoot men, women, and children during the late waterside strike in New Zealand. Before being sentenced, Mr. Holland addressed the court as follows:

One of the strongest reasons why there should be no sentence is that the very Bible on which those extraordinary newspaper reporters and detectives were sworn, says, "Thou shalt not kill." It really does not say: "Thou shalt not kill—unless the Government orders you to do otherwise." The Bible command is as clear as is Russell Lowell, when in his immortal "Biglow Papers," he says:

"If you take a sword and dror it,
And go run a feller thru,
Guvment ain't to answer for it—
God'll send the bill to you!"

I want to further urge as a reason why no sentence should be passed, that my Newton Park speech, in its reference to the sailors, rested on a purely hypothetical basis. The Crown's contention is that I advised the soldiers to disobey lawful orders.

Had the order to shoot been given, it is exceedingly doubtful that it would have been a lawful order. It certainly would have been contrary to the policy and wishes of the Admiralty. But the fact remains that the sailors had received instructions that if the order were given they were to "shoot to kill." I made clear reference to the fact that they ought not to kill the men, women, and children of the working class. Why was that reference to the men, women, and children left out of the indictment?

It is urged against me that I committed a crime when I made that appeal to the "Psyche's" men. They are now asking your honor to send me to jail for that alleged crime. Their position is that if the sailors are ordered to shoot down men, women, and children they must do so. It is, indeed, a hard position to justify.

To me the possibility of such a tragedy was a fearful thing to contemplate. As a member of the working class, as a platform propagandist and a publicist of the working class, I feel the position as keenly as any man could feel it. I positively could not refrain from urging the sailors not to shoot the men—and especially not to shoot the women and children.

I urge that in doing so that I performed a greater service than if I had adopted any other attitude. My whole being revolted at the idea of one set of workers cold-bloodedly shooting down another set of workers with whom they had no quarrel—and doing it in the interests of a handful of wicked exploiters by whom the whole unfortunate trouble was made.

I love my home life, my children, my books, my studies; but if by retracting my words to the sailors I could walk out of the court a free man I would not do so.

If the law says that it is right for soldiers or bluejackets to shoot down men, women, and children in an industrial conflict, then the law is immoral and wrong; and in the interests of law itself. in the interests of order, in the interests of morality, the court should not impose a sentence upon me for advising that such a law should not be obeyed.

There is something so positively horrifying and revolting in the threat to pour rifle volleys into a packed crowd of men, women and children—something so awfully tragical in the possibility of women and children being so shot down that a law that sanctioned it ought not to remain a day longer on the statute book. . . .

The law of sedition rests first on the presence of classes; secondly, on the presumption that the people are almost wholly ignorant and easily led. Therefore, the law of sedition operates to restrict freedom of speech. With a wholly educated people there would be no need to narrow the limits of speech. With a people economically freed, there would be no danger from revolt.

Change, ever-recurring change, makes up the sum of the world's progress as much in social evolution as in organic evolution, and any law that makes to block the changes that are inevitable erects barriers on the roadway of human progression.

It was a recognition of this fact that led Sir William Windeyer—one of Australia's most eminent judges, to say, inter alia, in one of the greatest judgments ever delivered in the Southern Hemisphere—in the case of Bear and others—in reference to a kindred law:

"The difficulty of dealing with the matter is not lessened by the fact that the question involved comes for consideration surrounded by all the prejudices with which centuries of ignorance and thoughtlessness have invested it. . . . The teachers who first publicly proclaimed the brotherhood of man, his equality in the next world, his right to worship as he chose, were persecuted as the enemies of society. . . . A certain number of prosecutions under the law, a certain number of victims to the ignorance or superstition of those who frame it, a certain number of refusals to convict under a growing sense of its unwisdom, injustice, and barbarity, seem to be in all societies the stages passed through by laws established for the purpose of coercing the opinions of mankind before they become obsolete, if judge-made laws or if statutes are repealed as inconsistent with advancing knowledge."

Might I add to that great utterance that "ideas of right and wrong are not absolute but relative; not fixed, but fluid, changing with the changes in our modes of producing and distributing life's essentials—food, clothing and shelter." . . .

I may be wrong. But why were charges of sedition leveled against others and then withdrawn? Was the pursuit of myself because I occupied an editorial chair as well as figured on a platform? Was it because of my authorship of the "Story of Waihi"?

I urge that this court should not sentence me for the utterance of a few words; because, in such a case, this court will turn all the working class eyes of New Zealand towards Ulster, and will set all the working class minds of the world thinking that there are two laws within the British Empire—one for the rich agitator and one for the poor.

Sir Edward Carson and his drilling regiments; Lord Roberts urging the British workers to arm to save themselves from an imminent German invasion, and figuring at the same time as president of the Ulster Covenanters—an avowedly seditious organization; the British officers tendering their resignations and declaring that when they accepted their commissions they never anticipated having to turn their weapons against their fellow subjects—and the Imperial Government—the Supreme Head of the Empire—acquiescing in or tolerating every incident—all seem to me to furnish unanswerable reasons why your honor should not pronounce sentence.

For the rest, I have said once before—I say again—through all the ages of that blood-red tragedy that men call history, the milestones that have marked the highway of human progression have been the jails and the gibbets of the ruling class. If it should be that I have not convinced your honor, and that you feel it your duty to proceed to sentence, then once again I repeat that I have no apology to utter, no plea for mercy to make. I bow to the inevitable conscious of the righteousness and the strength of my own position; and

Out of the night that covers me,
Black as the pit from pole to pole,
I thank whatever Gods there be
For my unconquerable soul.

I thank your honor.

From recent advices received concerning the structural arrangements of the sunken C. P. R. liner "Empress of Ireland," it appears that she was divided into ten watertight compartments by bulkheads. Three decks surmounted the main structure of the hull, these forming central spaces for the accommodation of passengers, and giving the ship a high towering appearance from the water, and a big distance from the load waterline to upper deck. The shortened decks of the upper structure were carried a greater length than was usual in vessels of that type, giving enormous space in the saloons, and rooms for recreation, etc. She was a three-deck shelter-deck ship, with promenade, upper promenade, and boat deck above, specially constructed to Lloyd's highest class. There was a cellular double bottom fore and aft, capable of carrying 1,000 tons of water ballast, and in addition 1,900 tons was carried in deep tanks.

According to the most recent reports of Lloyd's Register of Shipping the oversea commerce of the world is conducted by over 25,000 steamers, having a gross tonnage of 43,954,000 tons, which are owned by approximately 4,200 different firms and companies. Of this great body of tonnage, only about 1,555 steamers, owned by approximately 108 different companies, are engaged in regular line service in the oversea trades. The remainder constitutes the great mass of free tramp tonnage, operating entirely under the law of supply and demand, and regulating the ocean freight rates for everybody by the charges which they fix for the transportation of the great mass of the world's staple products.

Ultimate success in a labor struggle does not always depend upon the ability to continue fighting. Not infrequently it is the ability to quit that decides the issue.

For fair products of all kinds consult the JOURNAL'S ad columns.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Journalistic Jeremiahs.

The editorial expressions of several prominent Eastern papers illustrate how Labor's opponents look upon our demands to be free from classification as property and their determination to resist these demands.

With many a tearful and piteous lamentation these journalistic Jeremiahs bewail the times and the morals and the degeneracy of the Congress that favors exemption for the workers. With reprovings and upbraidings they denounce this exemption as class legislation, identify class legislation with special privilege, and wax indignant at the audacity of mere workers who dare to ask to be distinguished from the products they create.

These Jeremiahs, who see nothing but anarchy and ruin in according freedom to the men and women of toil, are survivals of a previous age of thought. They do not know and never can understand that a person may toil with his hands and still be a human being with a mind and a heart and wants, even as any other man or woman.

The toilers are not slaves, they are not things. They demand only the rights of free men and women. But whether the survivors of the ancient regime know it or not, a mighty change has been working in the minds of men—a change that believes in democracy and opportunity for the common people as well as for those in higher places.

This newer and broader concept of democracy is based upon the vision of a new freedom—a freedom which frees men from the tyranny of power and wealth and enables them to control their own actions and seek their own welfare.

The old democracy bestowed upon men the right to life, liberty, and the pursuit of happiness. The new democracy secures to them the right to activities which give those rights reality and effectiveness.

But the journalistic Jeremiahs, who draw their inspiration from Wall Street and the special interests, cannot understand this new freedom. They cannot understand any movement that has as its purpose the welfare and the protection of human beings. Misunderstanding the movement, they unreservedly condemn it and condemn those who support it.

Nor do they content themselves with broad generalities and unsupported accusations, but they go farther and question the patriotism, the sincerity, the courage of the lawmakers, who actively support Labor's interests.

It is easy to make charges. Papers devoted to the special interests are most efficiently conducted factories for the production of charges against progressive statesmen and legislators. Ignorance and cowardice are some of the terms employed by these "molders of public opinion."

As to the ignorance of those who favor the exemption of labor organizations from the provisions of a law intended to apply to organizations engaged in trade for profits there is room for considerable difference of opinion.

It is hardly ignorance that enables a lawmaker to distinguish between labor and capital; between the laborer and the products of his labor; between a power which is inseparable from the human worker and that upon which he expends his creative force.

It is hardly ignorance which caused the Supreme Court of the United States to uphold the constitutionality of the anti-trust law of the State of Missouri which contains a specific exemption from its provisions for labor organizations. It is hardly ignorance which determined that court to uphold the principle of classification as necessary for legislation and to conclude that regulations applying to industrial enterprises and railroads cannot be condemned because they do not apply also to combination of maid servants. Restraints upon those who sell articles may differ from restraints upon those who are engaged in labor pursuits.

It is hardly cowardice that determines men to champion the cause of human rights. It is a cause which cannot offer great material rewards or favors.

These Jeremiahs accuse every lawmaker who voted for Labor with being actuated by lust for votes. The very charge is an admission of the strength back of the demand for the exemption of the labor organizations.

Some years ago the labor movement was a practically unknown force in politics. The labor movement went into politics to secure justice for the masses of the common people. It had no favors or special privileges to bestow, it could plead only the justice of its cause. The cause found response in the hearts and consciences of men and women. Labor's demand for human rights has grown until now it is the greatest power in politics. It has a strength greater than partisan affiliation, a power that none dare antagonize because its demands are founded upon human justice, because its purpose is the dominance of human values, because its ideals are big with the bigness of human life.

It is but a poor soul and a sorry critic that would charge those who champion this cause with "lust for votes" and stigmatize those who promote this cause as demagogues. Yet such are the tactics of those who stand by a losing cause and who resist the advances of progress.

There is no reason to doubt that many of these editorial Jeremiahs are genuinely alarmed over Labor's progress. There are some who honestly believe themselves justified in attacking even America's highest officials to defeat the purposes of Labor.

They themselves do not see what they are doing—they cannot grasp the ideal that men who toil and sweat shall be as free as the banker and the railroad magnate.

These editors represent the old theory that prosperity must be protected and that a restraining hand must be held over the producers of wealth lest they be guilty of indiscretion and violence. They consider workers as of inferior intelligence, unfit for complete freedom. They are still under the dominance of the old feudalistic concept which regards the toilers as the right-

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeland Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts Maritimes de France, 33 rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22. Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S, Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

A South American Trades Union Congress will take place this year, and the unions in the Argentine, Brazil, Chile, Paraguay and Peru have expressed their intention of taking part. Several Labor journals have been recently issued in hot-tempered Brazil, and Chile, too, is not without them.

A Johannesburg union circular recently issued declares that railway men in South Africa are working for the starvation wage of 4s. a day, and many are only receiving 3s. 4d. a day, equal to 1s. 6d. in Europe. Gold mining in South Africa is carried on under murderous conditions, the average life of a white miner being five years.

Arthur Caroti, a deputy from Florence to the Italian Parliament, has arrived at New York in the interest of the Seamen's and Cigar Makers' Unions in Italy, who are trying to make some workable agreement with unions on this side of the pond. It is said that Caroti will endeavor to interest President Gompers and President Furuseth of the seamen in his cause. According to Caroti, there is great upheaval in Italy, the workers have become aroused and are being rapidly organized in the trade union movement. He confidently believes that the working class will control Italy both industrially and politically in a very short time.

A driver, fireman, and guard in charge of a train, engaged in railway construction in New South Wales, refused recently to haul produce grown on "black" farms. The resident engineer, permanent way inspector, and timekeeper took their places. This caused a strike of all the platelayers and navvies which was quickly settled by the Minister for Railways cancelling the carriage of "black" produce on uncompleted railways. When this was done all hands cheerfully returned to work.

A daily Labor paper will be started in Sydney, New South Wales, Australia, in the near future. Nearly $500,000 has been collected among the unions for the venture and another $100,000 has been pledged. The paper will start out with several hundred thousand subscribers. The Daily Herald, a Labor paper at Adelaide, has proven such a success that the Premier of South Australia and his Liberal-Conservative fusion gang of politicians are doing their utmost to cripple it in news matters. But the labor folks laugh at their efforts.

Two fishermen's unions of the Martigues have gone over to the French Seamen's Federation. These affiliations are of particular importance, constituting, as they do, the first indication, since the Bretons, that the fishermen are also gradually recognizing that their interests may be better represented in a great organization than in small syndicates. There is still one syndicate of fishermen which stands off from the Federation. The affiliation is, however, not so far distant. As in all other harbors, the fishermen of the Martigues who are registered receive a pension in their old age; the same when they are ill or have met with an accident. The last congress has advocated that the pensions of the registered seamen and fishermen be raised to 730 frs. These two unions will now be better able to further the demands of the fishermen within the Federation.

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SAILORS' UNION OF THE PACIFIC.

List of Candidates at the semi-annual election of officers, June, 1914; also proposed amendment to Article XII, Section 48, of the Constitution.

For Treasurer
Vote for One (1).
ED. ANDERSEN (3).

For Secretary
Vote for One (1).
ANDREW FURUSETH (11).

For Assistant Secretary
Vote for One (1).
JOHN H. TENNISON (440).

For First Patrolman
Vote for One (1).
E. A. ERICKSON (185).

For Second Patrolman
Vote for One (1).
D. W. PAUL (203).
JOHN B. SWEETING (2439).

For Third Patrolman
Vote for One (1).
CHRIST. ANDERSEN (1765).
L. GRAUGAARD (775).
JOHN E. GREENWALL (38).
ROBERT TUNNELL (26).
EMIL WENDELL (1246).

For Janitor
Vote for One (1).
AUGUST EHLERT (42).
JAMES KEALY (455).
WILLIAM MALONE (497).
ROBERT McKENZIE (544).
THOMAS TORGERSEN (490).

For Victoria Agent
Vote for One (1).
REGINALD TOWNSEND (867).

For Vancouver Agent
Vote for One (1).
W. S. BURNS (1877).

For Tacoma Agent
Vote for One (1).
H. L. PETTERSON (300).

For Seattle Agent
Vote for One (1).
P. B. GILL (43).

For Seattle Patrolman
Vote for One (1).
JIUGO DURHOLT (322).
WILLIAM HARDY (1325).

For Aberdeen Agent
Vote for One (1).
JOHN PEARSON (427).
JACK ROSEN (886).

For Portland Agent
Vote for One (1).
CHAS. M. ALBRIGHT (1619).
G. A. SWENSON (1453).

For Eureka Agent
Vote for One (1).
JOHN ANDERSON (1048).
OLE ANDERSEN (1178).
O. B. HOLMBERG (1299).

For San Pedro Agent
Vote for One (1).
HARRY OHLSEN (42).

For Honolulu Agent
Vote for One (1).
JACK EDWARDSON (828).
FERDINAND WRIG (1026).

For Editor Coast Seamen's Journal
Vote for One (1).
PAUL SCHARRENBERG (888).

For Manager Coast Seamen's Journal
Vote for One (1).
I. M. HOLT (2032).
ARTHUR SAYLAND (2144).

AMENDMENT TO CONSTITUTION.
Amend Article XII, Section 48, to read as follows:
"The monthly dues shall be One Dollar."
YES .....
NO .....

INFORMATION WANTED.

Peter Bellenot, who last sailed on the S. S. "Mariposa" out of Seattle, Wash., about November, 1912, is inquired for by his mother, Mrs. Bellenot, 1406 Second street, West Berkeley, Cal. Anyone knowing of him kindly write at the above address.—6-24-14.

Fred Riley, a colored seaman, last heard from at Genoa, Italy, and at other times from ports in Australia and at Liverpool, England, is sole heir to his mother's estate. Anyone knowing his whereabout kindly notify Mr. John E. Selkirk, Attorney-at-Law, 100 Erie Co. Bank Bldg., Buffalo, N. Y.—6-24-14.

John Erik Nordberg, a native of Sweden, age about 26, supposed to be sailing on the Pacific Coast, is inquired for by his brother Harold, care of Sailors' Union of the Pacific, San Francisco.

INFORMATION WANTED.

Francis Robert Bassett, a native of England, last heard of in San Francisco, Cal., in 1901, was well known around the water front as "Liverpool Frank." Any information regarding this man will be gladly received at the office of the British Consulate, San Francisco, Cal.

Frank Melson, who went as fireman on the S. S. "Maye" from Philadelphia to New Orleans, in May, 1913, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. G. W. Paruin, 4309 Westminster avenue, W. Philadelphia, Pa.

Alex McDonald, formerly of Dundee, Scotland, who has not been heard of for 22 years, but is thought to be sailing on the Pacific Coast, is inquired for by Jas. Perry, 30 Bridge End, Buckpool, Buckie, Eng. —5-13-14.

San Pedro Letter List.

Andersen, Martin -1894
Andersson, E. -1762
Alexandersen, P.
Anderson, Gust
Andersen, A. -1645
Benson, Charles
Baardsen, George
Bringsrud, Harald
Bulander, Bernhard
Bylander, B. B.
Brien, Hans
Bartels, Otto
Brusbard, E.
Berg, S.
Carlson, Gustif
Ceelan, John
Claessen, Henry
Clausen, J.
Dallman, H.
Ekholm, F.
Ellingson, Ivar
Enstrom, Carl M.
Eugene, John
Eklund, Sven
Fahlmen, Hjalmar
Gunther, Dick
Gustafson, Alf
Galleberg, Martin
Gronlund, Oscar
Grigoleit, E.
Hansen, Fred
Holmroos, W.
Hansen, Johannes
Heeshe, Henry
Hansen, H. P.
Hansen, Sigworth
Hakonsen, P. O.
Haro, Aarp
Harrold, Henry
Hansen, H. -2060
Johansen, Grunner
Jordan, Earl
Johnsen, Walfred
Johannsen, Charlie
Johansson, A. -1874
Johnsson, J. A. -1659
Johansson, N. A. -280
Johansen, Leonard
Johansen, Leonard
Jalonen, John
Kalnamm, Andvey
Kolodzie, George
Kallas, K. A.
Krause, Ernst
Klaessen, Karl A.
Kaehler, George
Lundberg, T.
Lindholm, Erik A.
Lyngard, Jorgen
Lang, Charles F.
Line, Victor
Lister, W.
Lauren, J. O.
Lucander, Hj.
Larsen, Herman
Lagovsky, Joe
Larson, J.
Lindstrom, Lilla C.
Muller, W. -2039
Miller, Wm.
Mayers, P. M.
Michaelsen, A. -1105
Morris, W. A.
Morris, M. H.
Moulas, Nick
Magnussen, E. W.
Neergard, A. -1165
Nelsen, Ernst C.
Nelson, Ernest
Nelsson, E. K.
Nelson, Frank
Owen, Fred
Olsen, Ludvig
Olsen, Nick
Olsen, Hans
Olsen, Ole Wilhelm
Osterberg, S. H. -1284
Olsen, O. Martin
Paulson, Gustaf
Pearson, Ed
Peterson, K. E. -903
Pihlstrom, Chas.
Petrow, A.
Peterson, Oscar
Petersen, Svend. Aage
Rantman, R.
Rutel, Ernest
Rajala, Victor
Repson, Ed
Rasmussen, Alfred
Sleen, Ed.
Sandy, Oskar
Schmidt, Geo. -1041
Strahle, Chas.
Schultz, Albert
Sassi, Wilhelm
Sellers, W.
Sanders, C. -1077
Samuelsen, Victor
Strand, L. C.
Saar, Conrad
Saarinen, Hemming
Valboe, Harry
Voss, Henry
Zunk, Bruno

Packages.
Johansen, Nils A.

Honolulu, H. T.

Anderson, A.
Austin, Frank
Anderson, Fred
Anderson, Anton
Anderson, O.
Clancy, James
Carlson, Axe
Edgerton, J. C.
Hustede, Harry
Hansen, Christ
Hansen, Jorg
Hansen, Max
Hokansen, Charley
Ivars, Carl
Irwin, Robert
Johansen, Ole
Jensen, Hans -2014
Kjarsgaard, Hans
Kayser, Charles
Koskinen, S. R.
Lundberg, T.
Lentenon, Ernest
Lleka, Ernest
Lauges, Robert
Peron, Edmond
Paty, Gerorg
Markman, H.
Nordling, C.
Nilsen, Nils
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INDUSTRY

Pacific Coast Marine.

Surveys of Nehalem and Tillamook harbor entrances are said to be complete, and reports thereon are being prepared by United States engineers.

Figures compiled by the Harbor Commissioners of Eureka, Cal., show that since the first of the year 6829 passengers have arrived at Eureka on steamers and 5093 departed.

President Wilson has nominated Malcolm Argyle Franklin of Columbus, Ohio, for Collector of Customs for the district of Hawaii, to succeed Collector Stackable, who has been ousted from the office.

The American steamer "Melville Dollar" of the Dollar Line of steamships, which has been laid up at the Moore & Scott yards at San Francisco since November, and has received a general overhauling, is again in commission.

Representing over 91,000 tons net register, forty-one vessels are now under grain charter to load at Portland, Ore., the greatest amount of tonnage ever under engagement for the port for one season's grain.

At the annual meeting of the Pacific Mail Steamship Company, held in New York recently, L. J. Spence, traffic director of the Southern Pacific Company, was elected to the board to succeed J. N. Wallace, who withdrew on account of press of other duties. Other directors were re-elected.

The steam tug "William Jolliffe," 332 tons gross, has been sold to the Canadian Pacific Railway Company. She was built at South Shields in 1885 and her late owners were the British Columbia Salvage Company, Ltd. Her name has been changed to "Nitinat." She is now registered at Victoria, B. C.

For the purpose of protecting the vessels from stowaways, the Seattle customs officials are reported to have adopted new regulations regarding Nome steamers. Passengers and members of the crew must remain on the ship once they have gone aboard. All the crew must be checked off and go aboard ship two hours before the departure of the vessel.

The engineering department of the Panama Canal has decided on the construction of a single drydock 1,100 feet long at Balboa. The dock will be of the same dimensions as the lock chamber. Two smaller drydocks were at first proposed, but the plans for them were rejected by the engineering department, which considered that greater economy would be effected by the construction of one large dock.

The House Military Affairs Committee, after a hearing on Representative Raker's bill transferring Alcatraz Island from the War Department to the Department of Labor for an immigrant station, which was urged by Commissioner-General of Immigration Caminetti, ordered the bill favorably reported. The transfer of Alcatraz was first suggested three years ago when Major-General Leonard Wood was making an inspection tour of the Pacific Coast.

That the schooner "Mahukona" was damaged in a cyclone just before reaching Newcastle, Australia, is the news sent to the marine department of the San Francisco Merchants' Exchange from London. The "Makuhona" was built at Hoquiam, Wash., in 1901 and is owned at San Francisco. She is to load coal at the Australian port for San Francisco. According to later advices, the damage suffered by the schooner was wholly above the water line.

It was announced during the week that President Wilson will personally lead the great international fleet of warships from Hampton Roads to Colon, to participate in the formal opening of the Panama Canal next March by passing through on the bridge of the world-famous old battleship "Oregon," as leader of the long line of fighting craft of all nations, and then, after proceeding northward, enter the Golden Gate at the head of this immense armada and attend the Panama-Pacific Exposition at San Francisco.

The rivers and harbors appropriation bill was favorably reported in the Senate on June 18. California appropriations in the bill total $1,326,000, and are: Improving San Francisco harbor, $9,000; improving Oakland harbor and for maintenance, $98,000; Los Angeles harbor, dredging east and west basins $75,000; improving Los Angeles harbor, $200,000; aggregate appropriation, $426,000; Richmond harbor improving, $100,000; maintenance channel through Pinole shoal, San Pablo Bay, $40,000; improving Humboldt harbor and bay, jetties at entrance, $525,000; improving San Rafael Creek, $27,300; Napa River, improving (no expense to be incurred by the Government for acquiring land needed), $20,000; Petaluma Creek, $75,000; Sacramento and Feather Rivers, $225,000.

Considerable anxiety is felt for the safety of three schooners, the "Ariel," "Virginia" and "Nokomis," which are long overdue at the ports to which they are bound, and from which no reports have been received since their sailings. The "Ariel" is 117 days out of Newcastle, from which port she is bound for Kodiak, Alaska, with a cargo of coal. The "Virginia" sailed from the Columbia River for Valparaiso on March 9th, with a lumber cargo, and has not since been heard from, and the "Nokomis" sailed from Port Townsend for Payta, Peru, on February 2nd, with a cargo of lumber, and has not yet been reported. Unfavorable winds may have been the cause of the vessels' slow voyages, but the fact that none of the three has been spoken has caused shipping men to express the fear that they may have been lost.

The foreign trade department of the San Francisco Chamber of Commerce is informed that when the Panama Canal is open for traffic the East Asiatic Company, now operating westbound from Copenhagen, Antwerp, London, etc., to San Francisco, via Magellan, will also operate eastbound, using the Canal. This company will largely increase its fleet and will call at West Indian ports both coming and going. It will also connect at West Indian ports with steamers sailing to ports in Colombia, Venezuela and the Guianas on the northeast coast of South America. This will allow Pacific Coast shippers to sell their products in markets which have heretofore been inaccessible.

Applications for examinations as second officer of tenders in the Eighteenth lighthouse district, California, will be received by the examiners to and including July 10. Physical ability counts 40 and training and experience 60 on a scale of 100. Applicants must be between 21 and 45 years of age and citizens of the United States; they must hold second mate's license for ocean vessels of 500 tons or over. The rate of pay is $1020 per annum with subsistence and quarters. Applications for examination as engineer and assistant engineer of light vessels may be made up to July 10th, the ratings for which are the same as those for second officers, physical ability 40 and training and experience 60 on a scale of 100. Applicants for these positions must be over 21 years of age and citizens of the United States. Pay for engineers is from $1200 to $1260, and for assistant engineers $1008 per annum, with subsistence and quarters.

At the annual meetiny of the Humboldt Steamship Company, held in Eureka, all of the officers were re-elected for the ensuing year and the usual annual dividend declared. The officers chosen include Richard Sweasey, president; Max Kalish, vice-president and general manager; F. R. Sweasey, secretary. The company operates the steamer "Humboldt," which was recently converted into an oil-burner and her speed and cargo space materially increased. Vice-President and General Manager Kalish said that the civil suit for $50,000 damages against the Alaska Steamship Company, the Pacific Coast Steamship Company, the White Pass & Yukon Route and the Skagway Wharf Company for discrimination against the steamship "Humboldt" will probably come up for trial this summer. It is stated the company is planning the construction of a large and fast steamship with which to enter the southwestern Alaska trade out of Seattle. The company has in the past confined its operations between Seattle and southeastern Alaska. It is now planned to bid for the increased southwestern Alaska trade.

The opening of the Panama Canal to commerce has again become indefinite owing to the activity of slides in the Culebra cut, the last remaining obstacle to the passage of ships. The San Francisco Chamber of Commerce has received the following explanation from Colonel Goethals in answer to a recent inquiry: "Foreign Trades Department, San Francisco Chamber of Commerce, 465 California street, San Francisco—Gentlemen: Receipt is acknowledged of your letter of the 23rd ultimo, and I can assure you that the San Francisco Chamber of Commerce is no more anxious to have the Canal open for the passage of ships than am I. When the Mexican trouble began we concentrated our plant with a view to securing a channel of sufficient depth through the slide for the passage of ships, and by the time this had been attained the movement of the slide itself had contracted the channel to such an extent as to prohibit its use by the largest vessels. We then started to attack the slide directly, but, due to the advent of the rains, we were not able to do more than hold our own at first. At the present time we are gaining on the slide, but the movement has caused a shoaling of the original channel, necessitating again its deepening. It is possible to put boats through, but should a movement of the slide occur to stop navigation the Canal would never recover from the effects, and I have concluded that the better policy is not to attempt to pass commerce until we are sure that when the boats are once put through they can continue without interruption. I will advise you as soon as I can safely see that this result can be accomplished. Respectfully,—George W. Goethals, Governor."

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

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(Continued on Page 11.)

Coast Seamen's Journal

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Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, JUNE 24, 1914.

THE SEAMEN'S BILL.

A copy of the recently reported substitute Seamen's bill is not yet available, but according to Washington newspaper correspondents the new bill is patterned closely after the original Alexander bill, as it passed the House in the last Congress. The bill is said to be "not wholly to the liking of the Seamen's Union," but regarded as marking a decided advance in seamen's welfare and safety at sea.

Of most general interest in the bill are the provisions affecting lifeboat equipment and crews. The committee has modified the La Follette bill, which requires lifeboats for all on board and two men of the rating of able-seaman or higher to each lifeboat. The committee has also made special provision for vessels on the Great Lakes, bays, sounds and on routes near shore, and special provisions for the summer months when traffic is heavy.

An able-seaman is defined by the new bill as follows:

On sea-going vessels: A man at least 19 years of age who has had not less than three years' experience on deck at sea.

On Great Lakes vessels: A man at least 19 years of age who has had not less than two years' experience on deck either at sea or on the Great Lakes.

On lakes, bays and sounds: A man at least 19 years of age who has had not less than two years' experience on deck either at sea, on the Great Lakes or on lakes, bays or sounds.

At least 75 per cent. of the crew must be able to understand the orders of the officers, on vessels over 100 tons burden, except on those plying inland waters and running not more than 3½ miles from shore.

Able-seamen must constitute 40 per cent. of the deck crew the first year, 45 per cent. the second year, 50 per cent. the third year, 55 per cent. the fourth year and 65 per cent. thereafter, except on ships on the inland waters. This is the same as required by the La Follette bill.

Instead of the provision in the Senate bill which said that "no vessel carrying passengers, except those navigating rivers and harbors and the smaller inland lakes exclusively, shall be permitted to depart from any port of the United States unless she is provided and equipped with a sufficient number of seaworthy lifeboats to carry at one time every passenger and every member of the crew licensed to be carried," the Alexander bill just completed provides in the matter of lifeboat requirements, as follows:

Seagoing ships must carry lifeboats for all at all times.

Vessels on northern and northwestern lakes, which go more than three miles from shore, must carry lifeboats or liferafts for all, except from May 15 to September 15, when boats or rafts for 50 per cent. of those on board are sufficient. Of these two-fifths must be lifeboats and three-fifths may be pontoon rafts or collapsible lifeboats.

Vessels plying bays and sounds, such as Chesapeake Bay or Puget or Long Island sounds, whose routes go not farther than thirty miles from shore, must have lifeboat equipment (at least two-fifths lifeboats) for all on board, except from May 15 to September 15, when boats for 70 per cent. are sufficient.

A proviso has been attached to the bill requiring that all ships whose keels are laid after July 1, 1915, lifeboat equipment must be made for all on board, 25 per cent. of which equipment may be liferafts or collapsible lifeboats. This applies to all vessels going more than five miles off shore.

Most of these changes in lifeboat requirements are said to have been made "in consideration of the summer tourist business."

The committee has provided that each lifeboat must be in charge of an officer, a petty officer or an able-seaman, and manned by certificated lifeboat men, holding certificates of efficiency issued by the Secretary of Commerce. These certificated lifeboat men, who may be from any part of the crew, must be provided as follows: For a boat or raft holding 60 persons or less, three; 61 to 84, four; 85 to 110, five; 111 to 160, six; 161 to 210, seven, and one more for each additional 50 persons capacity.

Chairman Alexander is quoted as saying "that the bill will pass at this session."

SNAKES IN THE GRASS.

Current events seem to indicate that the workers' struggles of the future will not be fought between labor and capital, but between factions of organized labor.

Butte, Montana, has had the reputation for many years of being the best organized city in this country. However, whether it is the best or the second best, the fact is that the highest wages and the best conditions generally have for some time past prevailed in that city and in the mines located in the vicinity. The Butte local of the Western Federation of Miners is said to have a membership of about nine thousand. It controls all work in and about the mines and is as near an approach to the "one big union" as anything we know of. So if there is really anything in the theories of the self-styled emancipators who shout themselves hoarse for "solidarity" and "one big Union," Butte was the place where things should move along without a hitch. But recent events in that city proved beyond a doubt the hypocrisy of the fakers who carry an I. W. W. halo about their heads.

It appears that there was some dissatisfaction about various strike assessments—principally one levied for the copper miners of Michigan. The I. W. W. disrupters promptly seized upon this spirit of discontent to start a secession movement, and by all accounts they have succeeded in splitting the "one big union" into two small unions. In characteristic I. W. W. fashion they inaugurated "real solidarity" by wrecking the miners' own building, destroying the property of the union and dynamiting the safe.

Of course, the last word in this little disrupting game is yet to be spoken. In the end sane counsel will doubtless prevail and the little group of I. W. W. emancipators will get their just dues. But before that treacherous crowd is finally eliminated they will gather in everything not securely fastened. And if in their carnage of riot and destruction any of them should get into trouble with the authorities, they will promptly start a "defense fund" to save them from the law for which they profess to have nothing but contempt.

Truly, the organized workers have reason to beware of the insidious foe within their ranks. And the situation at Butte furnishes another object lesson, an example of I. W. W.'ism—what it is, what it stands for, and what it will do.

Organized labor need not fear the foe who fights in the open, but it must wage relentless war upon the snakes in the grass—the disrupters who masquerade under the cloak of "solidarity."

NEAR-DISASTERS!

There have been several near-disasters of the deep within the recent past. The American liner "New York" collided with the Hamburg-American liner "Pretoria" on June 13. The North German Lloyd liner "Kaiser Wilhelm II" collided with the British steamer "Incemore" on June 17. By a streak of good fortune none of the four vessels was rammed in a vital spot. Not a life was lost and the ships kept afloat and limped into port under their own steam. Fog is said to have been responsible for both collisions.

If it were not for the "Empress of Ireland" disaster the nautical experts who write editorials for the daily press would probably be busily engaged right now in telling the dear public that collisions at sea have lost their terrors because of the advent of the "unsinkable ship."

Of course, in view of the St. Lawrence River tragedy, the story of the unsinkable ship has again been temporarily discredited. But it will doubtless be resurrected when the occasion requires.

As already indicated, neither of the above named four vessels was unsinkable. They are afloat to-day simply because good luck combined with good fortune in guiding the hands that steered them toward a favored spot in the ships' side.

There always have been and always will be disasters at sea due to collision. And the only really effective guard against loss of life in such cases is lifeboats for all and a competent and sufficient crew. In an emergency of that kind, trained and experienced men are worth more than all the great combined fortunes of Astor, Carnegie and Rockefeller. And it seems as if this irrefutable truth is slowly beginning to dawn upon the men entrusted with legislating for safety of life at sea!

UNSUNG HEROES.

There are soldiers of peace and soldiers of war. There are also heroes of peace as well as of war—but we seldom hear anything about the first named.

The remains of the American sailors and marines killed at Santa Cruz were shipped back to the United States and given a fitting public interment.

The remains of six seamen (sailors of industry), five of whom heroically gave their lives in a vain attempt to save the sixth, were buried in the sand dunes of Tuxpan, Mexico—and thereby hangs a tale:

Philadelphia, June 16, 1914.—Six deaths aboard the British tank steamship, "San Valerio," on May 27, while the vessel was lying off Tuxpan, were reported by Captain E. E. Cadou, when that vessel arrived here yesterday with a cargo of about 2,500,000 gallons of crude petroleum.

All of the deaths were caused by asphyxiation. One man lost his life in the discharge of his duty, while the other five sacrificed themselves to save their shipmates.

According to the story told by Captain Cadou, there was about three and a half feet of water in the forepeak. The first mate had arranged with the engineer to have the hold emptied. For some reason the water could not be pumped out and the first mate, with Keith, the sixth engineer, and Cousins, the carpenter, unscrewed the manhole to see if the steam-box was clean.

The carpenter volunteered to go down into the hold to see where the trouble was. He was followed into the manhole by Keith. The latter had gone down the ladder until his head was even with the manhole. Here he stopped and climbed up to the deck. When he reached the deck he said that he was feeling queer, and that he had heard the carpenter fall to the bottom of the forepeak.

He told the first mate, who was standing near the manhole, that he was going to see if he could get a light and a rope. While he was hunting these, the first mate went down the ladder a few feet, collapsed and fell into the hold.

A sailor was near when this happened, and sounded the alarm. Before any one could stop them, the "bo'sun," two sailors and the firemen went down the ladder to rescue their comrades. None of them got more than six feet from the top of the manhole before they collapsed.

Others attempted to follow the men who went into the hold, but the second mate kept them back.

At Tuxpan, vessels load more than a mile from the shore, the oil being pumped through pipe lines. As soon as Captain Cadou heard of the accident, he had the smoke helmet carried forward and sent urgent messages ashore for medical assistance.

When the smoke helmet was put in order, Goodsell, the Marconi wireless man, volunteered to search the hold. Those in charge of the life-line soon began to fear for his safety, and hauled him up. Then Hyde, a fireman, put on the helmet and went down into the forepeak. He placed the bodies in a sling and sent them on deck in a remarkably short time. By this time a physician had arrived from the shore, but after several hours' work, hope was abandoned. The physician said all deaths must have been instantaneous.

Early the next morning the bodies were sewed in canvas bags, as no coffins were available. They were taken ashore later in the day and buried in the sand dunes of Tuxpan Bar. The Church of England's service was read by Mr. Graham, British vice consul at Tuxpan.

Thus reads the first and final chapter upon the life and death of the six heroes of peace who lie buried in the sand dunes of Tuxpan.

Their names have not been enrolled upon the national scroll of honor. No orations have been delivered in commemoration of the unselfish sacrifice and the splendid devotion to duty which led to their untimely deaths. No marble shaft will mark their final resting place; no loving hands will carry flowers to their graves—for they lie buried in the hot sands of Mexico, far, far away from home.

They were but heroes of peace!

There may be much to arbitrate, but there never will be anything arbitrated between the strong and the weak.

VICTORY IN SIGHT.

The "Empress of Ireland" went to the bottom of the St. Lawrence on the morning of May 29, and took a thousand lives down with her. On June 12, exactly two weeks later, the Congressional committee which had the La Follette Seamen's Bill in charge voted to report it favorably. Had it not been for that dreadful disaster the bill would probably have been suffered to languish in committee, and Andrew Furuseth, sponsor of its most important provisions, would have had to resume the discouraging fight before another Congress.

The opposition to the bill has come from ship-owning interests—the shipping trust, to phrase it popularly and no less accurately. When an attempt was made to make these interests pay their fair share of the expenses of the Panama Canal one of the bitterest fights of the Wilson administration was precipitated. The same kind of opposition, in a more insidious way, has been encountered by the Seamen's Bill. The Hearst papers, it may be significant to remember, have stood with the shipping interests on both measures.

Whatever disguises the opposition of the shipowners took on either occasion their reason surely was that they were afraid of losing money. They were as eager in their representations to Congress as any litigant in court on a civil suit, and as devoid of any motives save their own interests. At the London convention, which endeavored to tie up the United States in a treaty which would have prevented our Government from passing laws freeing its sailors and insuring greater safety at sea, the international shipping interests were in the majority, and got pretty nearly what they wanted. Only by means of a saving proviso which will be inserted in the treaty was the United States left free to pass the Seamen's Bill.

Furuseth and his supporters have had a constant fight all along because there was an issue between the rights of men and the rights of money, though, in the long run, the shipowners are not likely to lose, for a body of trained and capable seamen, such as the La Follette bill will eventually aid in building up, will more than return the extra expense in safer and better service. If an American marine is a possible thing, and not an economic impossibility, it will be brought about sooner by the freeing of sailors from servitude and degrading conditions of life than by subsidies and concessions granted the men who own the ships.

But no possible financial profit from the workings-out of the Seamen's Bill should blind us to the principle that it should be passed, even if moneyed interests suffer, because the right of a worker to be free is forever more sacred than the right of money to earn more money.—San Francisco Bulletin.

Every time the clock struck the quarter hours last year a man, woman or child was killed in some industry other than a railroad. Every quarter of a minute during the year somebody else was injured in one of these industries. More than ten times as many persons were killed in 1913 in industrial work than there were Union soldiers slain outright at Gettysburg. So it will be readily seen that the "safety first" has become a vital matter.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., June 22, 1914.

Regular weekly meeting came to order at 7 p. m., Jack Rosen in the chair. Secretary reported shipping dull. It was reported that the new building on Clay street would be ready for occupancy on July 25. One hundred dollars was donated to the striking pressmen and assistants in San Francisco. The delegates to the recent convention of the International Seamen's Union of America submitted their report. The report will be found in full, elsewhere in this issue.

JOHN H. TENNISON, Secretary pro tem.
84 Embarcadero. Phone Kearny 2228.

Victoria, B. C., June 15, 1914.
No meeting. Shipping dull.
CHAS. J. DOLAN, Agent pro tem.
518 Yates St.

Vancouver, B. C., June 15, 1914.
No meeting. Shipping dull; prospects uncertain.
W. S. BURNS, Agent.
231 Hastings St., E. corner of Hastings and Main, P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, June 15, 1914.
No meeting. Shipping dull; prospects uncertain.
H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, June 15, 1914.
Shipping and prospects poor.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, June 15, 1914.
Shipping medium; prospects uncertain.
J. PEARSON, Agent.
P. O. Box 6. Tel. Main 557.

Portland Agency, June 15, 1914.
Shipping poor; prospects uncertain.
G. A. SVENSON, Agent.
P. O. Box 2100. 51 Union Ave. Tel. East 4912.

Eureka Agency, June 15, 1914.
Shipping dull; prospects better.
JOHN ANDERSON, Agent.
227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, June 15, 1914.
Shipping dull; prospects uncertain.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, June 8, 1914.
Shipping poor; prospects poor.
JACK EDWARDSON, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., June 18, 1914.

The regular meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping slack.

EUGENE STEIDLE, Secretary.
Phone Kearny 5955.

Seattle Agency, June 11, 1914.
No meeting; shipping dull; plenty of men ashore.
LEONARD NORKGAUER, Agent.
Phone Main 2233. P. O. Box 214. Grand Trunk Dock, Rooms 203-205.

San Pedro Agency, June 11, 1914.
No meeting. Shipping fair; slow for cooks, not many ashore.
HARRY POTHOFF, Agent.
P. O. B. No. 54.

Portland Agency, June 15, 1914.
No meeting. Shipping fair; prospects medium.
THOMAS BAKER, Agent.
27½ Second St., Bickle Bldg., Room 10, Phone Main 9731.

DIED.

P. A. E. Erickson, No. 67, a native of Sweden, age 39, died aboard the Barkentine "S. N. Castle," at sea, on voyage from Honolulu to San Francisco, on May 21, 1914.

DELEGATES' REPORT.

Resumé of I. S. U. of A. Convention.

Boston, Mass., June 6, 1914.

To the Sailors' Union of the Pacific:

Comrades—The Convention of the International Seamen's Union of America was called to order at 10 o'clock a. m., June 1, 1914, in the Revere House in Boston, Massachusetts, the following delegates being present:

Percy J. Pryor of Boston, representing the Eastern and Gulf Sailors' Association;

H. P. Griffin, Harry Fox and J. Kirkwood, representing the Marine Cooks and Stewards of the Atlantic;

Oscar Carlson, representing the Marine Firemen, Oilers and Water-Tenders of the Atlantic;

Thomas Conway of Buffalo, N. Y., representing the Marine Firemen, Oilers and Water-Tenders of the Great Lakes;

Thomas A. Hanson, representing the Lake Seamen's Union;

Con. Harrington, J. Clark and John Carney, representing the Marine Firemen, Oilers and Water-Tenders' Union of the Pacific;

Thomas J. McClinchey, representing the Marine Cooks and Stewards of the Pacific;

I. N. Hylen and J. Vance Thompson, representing the Alaska Fishermen's Union; and

John H. Tennison, Jack Rosen and Andrew Furuseth, representing the Sailors' Union of the Pacific.

Mr. R. F. Bell was seated as a fraternal delegate from Great Britain, some misunderstanding having prevented the National Sailors and Firemen's Union from sending its secretary, Mr. Cathery.

Percy J. Pryor, Harry Fox, John Vance Thompson, Oscar Carlson and John H. Tennison served on the Auditing Committee, and reported having found the books and accounts in perfect order, with five hundred and seventy-two dollars ($572.00) in the treasury, which last fact was verified by telegram from the First National Bank in Chicago.

Our instructions were submitted to and acted upon by the Convention, as follows:

Instruction No. 1—To consider the advisability of having the various crafts in the maritime unions conduct branches in common when business in any locality does not warrant the establishment of separate offices.

This proposition was endorsed.

Instruction No. 2—To consider the advisability of having THE COAST SEAMEN'S JOURNAL published by the International Seamen's Union of America.

This proposition was referred to the affiliated unions for a vote. If it should be adopted, the Executive Board is charged with the duty of drafting rules for its support, and to make a report to the next Convention.

Instruction No. 3—To submit to all Seamen's Unions of the world the question of establishing a joint branch at Panama.

This proposition was adopted and ordered reported to the different Seamen's Unions of the world.

Instruction No. 4—To eliminate the annual conventions of the International Seamen's Union of America. However, to give any three affiliated organizations the right to demand that a referendum vote be taken upon the question of holding a convention; provided that not more than one convention take place in any one year.

This proposition was not concurred in. The consensus of opinion of the delegates was that any such action would be unfortunate and would not be to the advantage of our movement.

Eighteen resolutions were introduced and acted upon. The more immediate of them were a resolution against the London Convention on Safety of Life at Sea and in favor of the La Follette Seamen's bill. This resolution was adopted on Tuesday and transmitted by wire to the Committee on Foreign Relations of the Senate, the Committee on Merchant Marine and Fisheries of the House of Representatives, and to Senator La Follette.

Another resolution dealing with the sinking of the "Empress of Ireland" and the loss of ten hundred and twenty-seven (1027) lives, was adopted and ordered given to the press, and will be transmitted to Senators, Members of Congress, and the Secretary of Commerce, Mr. Redfield.

Resolutions dealing with the Inspection Service; with medical supplies to be carried on all vessels in order that first aid may be given to the wounded; urging that cement be carried in dustproof containers, and several other resolutions, were adopted and will be found in full in the proceedings when they shall arrive.

The Convention adopted an Address to the President of the United States; appointed a delegation to submit the same, and sent a telegram to the President at Washington asking whether he would receive the delegation. Answer came back from the President a couple of hours after the Convention had adjourned, appointing Thursday, June 11, 1914, as the time when he would receive the delegation at the Executive Offices in Washington.

The reports to the Convention show that the Lakes are gradually and slowly building up again and that all the Branches on the Atlantic have returned to the International, and that they are just beginning to recover from the aberration of the past two years.

The Marine Cooks and Stewards of the Atlantic are in good shape; the Sailors of the Atlantic are struggling very earnestly to overcome the result of the work of Bodine, Sheraton and Sassen. These men are still in New York and are doing whatever they can to retard the movement.

The Marine Firemen, Oilers and Water-Tenders are in a still worse condition, owing to the same cause, and in addition thereto are suffering from disruptive I. W. W. agitation. It was reported in this connection that the I. W. W. had a local consisting of Spanish firemen sailing out of New York.

The Harbor Boatmen have succeeded in getting rid of the I. W. W. from their hall, but are in bad condition, and it was decided to furnish the Harbor Boatmen with an organizer under the supervision of the Executive Board, beginning July 1, 1914.

It was further decided that, as soon as means could be found to do so, to employ an organizer to assist the Firemen.

It was further adopted that we raise five thousand dollars ($5,000.00) for the International, to be used for organization purposes on the Lakes and the Atlantic.

The report from the Executive Board of its transactions and actions during last year was received, discussed and endorsed.

The report from the Legislative Committee was received, discussed, endorsed, and the committee was instructed to continue its labors in Washington; and they were further authorized to incur such necessary expenses as should appear indispensable, subject to the approval of the Executive Board.

The Convention received telegrams of greeting from several of the affiliated unions, and from the National Sailors and Firemen's Union of Great Britain and Ireland. It received a visit from the First Vice-President of the American Federation of Labor, Mr. James Duncan, who assured the Convention that we had the absolute and unqualified support of the American Federation of Labor and the labor movement generally.

A resolution was adopted thanking the National Consumers' League and its secretary, Mrs. Florence Kelley, for the very valuable support they are giving in our struggle for legislation.

Another resolution was adopted, thanking Senator La Follette for his untiring efforts on behalf of the Seamen and Safety of Life at Sea.

The Convention selected San Francisco as the next meeting place, and named as the time the first Monday in August, 1915.

It was further decided to print twenty-five hundred (2500) copies of the proceedings and they will be sent out as soon as possible and will be printed in Chicago, reasons of economy making it inadvisable to have any printing done while the Convention was in session.

The salaries of the Secretary and Editor remain the same as before, and the same officers were re-elected with this exception, namely, that Percy J. Pryor of Boston was elected to succeed H. L. Lorntsen of Astoria as seventh Vice-President.

The following were elected as delegates to the American Federation of Labor: Andrew Furuseth, San Francisco; Thomas Conway, Buffalo; Percy J. Pyror, Boston; H. P. Griffin, New York.

Andrew Furuseth, Victor A. Olander, and Patrick Flynn were elected to serve on the Legislative Committee.

(Signed) ANDREW FURUSETH,
JACK ROSEN,
JOHN H. TENNISON.

Supplementary Report.

Washington, D. C., June 12, 1914.

The address to President Wilson was submitted at the appointed time, 12:45 p. m., June 11, 1914, by the following delegation: Percy J. Pryor, Boston; H. P. Griffin, New York. Thomas Conway, Buffalo; Victor A. Olander, Chicago; I. N. Hylen, J. Vance Thompson, Thomas J. McClinchey, John H. Tennison, Jack Rosen and Andrew Furuseth of San Francisco.

The address was also signed by Oscar Carlson of Philadelphia, on behalf of the Marine Firemen, Oilers, and Water Tenders of the Atlantic; and by John Carney on behalf of the Marine Firemen, Oilers and Water Tenders of the Pacific, but circumstances prevented the two last named delegates from being present at the audience.

The President received the delegation very kindly and expressed deep sympathy with the purpose which we had in view,

and promised that he would read the address with great care, and further, that he would confer with the chairman of the House Committee and other members of Congress about the legislation.

The delegation called on Senator Robert M. La Follette of Wisconsin, who assured us that the legislation would be enacted.

The delegation also called on Secretary of Labor, Honorable William B. Wilson, and the Speaker, Hon. Champ Clark of Missouri, who both asured us of their sympathy and assistance.

(Signed) ANDREW FURUSETH,
JACK ROSEN,
JOHN H. TENNISON.

MINIMUM WAGE LEGISLATION.

(Continued from Page 1.)

trade unions also were almost unanimous in their opposition to the inclusion of men. And while many of the earlier bills applied to all employes, in no one of the enacted laws were adult men included. On this point a brief prepared for the law proposed in 1911 in Wisconsin said:

"The fact that no American State regulates wages in private employment is not conclusive against regulating them, if new, oppressive, and unwholesome conditions exist which cannot be corrected except by minimum living wages. And this applies to men as well as women and children, for on this line of reasoning, in matters of health, the courts have gone even further in restricting the hours of men to eight per day than they have in permitting restriction of women to ten per day. The principle of classification is, therefore, not that of sex, or age, but of bargaining power in protecting themselves against conditions which it is the interest of the public that they should be protected against."

In considering which industries should be included there was less difference of opinion. In legislation regulating hours of work, special industries had been selected according to the degree of physical strain involved, and a few States attempted to follow in general these classifications. It was finally recognied, however, that a "living wage" should at least cover the cost of living in any industry and should not be made to depend upon the kind of work a person was engaged in. The laws were therefore made to apply to all occupations, except in Colorado, where an enumerated list is given.

Federal Proposals.

Not in State Legislatures alone were minimum wage bills considered. Several measures were introduced in Congress applying to employes in the District of Columbia, to employes of the Federal Government and also to those engaged in interstate commerce. One measure, intended to regulate wage rates for both male and female employes in the District of Columbia (H. R. 1803, introduced April 7, 1913, by Representative Lafferty), provided for a commission of three members at an annual salary of $3,000 each, with powers similar to those of the Massachusetts commission except that the bill did not provide for subsidiary wage boards. Another bill (H. R. 4901, introduced May 8, 1913, by Representative Vare) applied to employes of the Federal Government and required a minimum rate of $2 per day for all adult male employes, and $1.50 for all adult female employes. It also sought to prohibit the employment of all persons under the age of fourteen years.

At least two measures have been presented under which wage rates would be regulated for employes in interstate commerce. One was a flat-rate measure (S. 579), introduced April 9, 1913, by Senator Chilton), providing for a wage rate of not less than $9 a week for all females employed in interstate commerce, or in the production and manufacture of articles for interstate commerce. Hours of work were to be limited to eight a day and six days a week and no female under fifteen was to be employed. Penalties for violations were provided as well as provision for recovery of unpaid wages.

The second interstate commerce measure provided for a National Wage Commission consisting of one "wage commissioner" appointed for four years in each Congressional district, to whom complaints might be made if wages were deemed to be "of a nature insufficient, inequitable, or unjust in proportion to the work done and services rendered to the employer, or shall be insufficient and are not sufficient upon which the said person may live and maintain an existence in harmony with the spirit and organization of citizenship in America." Penalties were provided for violations, but no specific wage standard was given in the bill (S. 1925, introduced May 14, 1913, by Senator Lewis). No minimum wage measure for workers in private employments has at this writing been passed by Congress.

Analysis of American Laws.

The first minimum wage law for employes in private industries in America was enacted in Massachusetts in 1912. This law applied to females and minors under eighteen years of age and provided for an administrative commission of three members who, with the aid of subordinate wage boards for each industry, were to establish minimum wage rates for any industry which the commission found to be paying less than a living wage.

In the following year, 1913, as already indicated, minimum wage laws were enacted in eight additional States. Minnesota and Wisconsin, where bills had been introduced in 1911, enacted laws following the main administrative features of the Massachusetts act, although the administration of the Wisconsin measure was placed with the existing Industrial Commission and was made to conform to procedure under the commission law of which it was a part.

In Oregon, where a "social survey" had been made during the preceding year, the Legislature in 1913 provided the legal machinery for the establishment of minimum wage rates by creating the State Industrial Welfare Commission. With very slight modifications, and under the same name, California and Washington in the same year created similar State bodies. Meanwhile, following a brief official investigation, the Legislature in Nebraska passed a bill similar to the Massachusetts law of 1912, and Colorado and Utah, caught up on the wave of popular sentiment, brought the number of States having minimum wage laws to nine before the end of 1913.

In addition to the minimum wage laws passed in 1913, several States created commissions to investigate the subject with a view to recommending legislation. In Connecticut the Commissioner of Labor was authorized to continue the investigation of woman and child labor in that State (begun by the Connecticut Industrial Commission of 1912) while the Industrial Commission of Ohio was required to make a special inquiry into the work of women and children in mercantile establishments. In Michigan and Indiana commissions were created to study the subject of woman's work, and in New York the Factory Investigating Commission was continued and authorized to investigate wage conditions.

In naming their administrative bodies the nine minimum wage States have chosen three different titles. The three Pacific Coast States, California, Oregon and Washington, have given to their commissions broader powers than that of fixing wage rates alone and have therefore selected the title, "Industrial Welfare Commission"; Massachusetts, Minnesota and Nebraska, where power has been given to fix wage rates only, have chosen the title, "Minimum Wage Commission"; while in Colorado the name "State Wage Board" was selected. In the two remaining States the minimum wage laws are administered by existing bodies: In Wisconsin by the Industrial Commission, and in Utah by the Commissioner of Immigration, Labor and Statistics who has power to enforce the flat-rate minimum named in the statute.

Appointments, Organization, Appropriations.

The commissions or boards are composed of three members in all States except California and Washington, where five members were appointed, and in Nebraska where four were authorized. Members were appointed by the Governors for terms of two or three years except in Wisconsin, where the term of office is six years and the consent of the Senate is also necessary. Employers and employes must be represented on the commissions in Colorado, Minnesota, and Oregon, and in all States except Oregon, Washington and Wisconsin at least one member must be a woman. The Commissioner of Labor was specifically designated as a member in the laws of Washington, Nebraska and Minnesota. In no case is an annual salary provided for members, but necessary expenses are allowed, and in California and Massachusetts $10 a day is authorized in addition for actual service. Secretaries may be employed, and their salaries are to be determined by the commissions in all States except in Colorado where the law specifies $1,200 a year and in Minnesota where it is fixed at $1,800. The appropriations for the first year varied from nothing in Nebraska to $15,000 in California. Colorado, Minnesota and Washington appropriated $5,000 each; Massachusetts authorized $7,000 for 1913; Oregon appropriated $3,500; while Utah and Wisconsin made no specific appropriation since the minimum wage work is carried on by existing official departments.

Jurisdiction.

The jurisdiction of the commissions extends to all trades or occupations, except in Colorado, where the law applies only to mercantile and manufacturing establishments, laundries, hotels, restaurants, and telephone and telegraph offices. In Massachusetts, Nebraska and Colorado, the commissions are directed to investigate those industries in which they believe that wages paid are less than a living wage. Investigations are mandatory in all States except Oregon and Minnesota and they are mandatory in the latter State upon the request of one hundred persons in any occupation where women and children are employed. The laws apply to females and to male minors under eighteen in all States except Minnesota and Wisconsin where the age limit for males is twenty-one, and in Utah where the act applies only to females. The commissions have the power to determine minimum wage rates in all States; wage rates and conditions of work in Washington; and wage rates and conditions and hours of work in California and Oregon (and also in Wisconsin under a separate law).—Irene Osgood Andrews, Assistant Secretary American Association for Labor Legislation.

At the present time New York is burdened with the care of 9241 alien insane people in the State hospitals. The average length of the hospital residence of each of these is about ten years, which will entail an expenditure of $25,000,000, it is estimated. They cannot be deported, it seems, owing to the length of time they have been in the country, and recently Governor Glynn sent a special message to the Legislature calling upon Congress to free New York State from the expense of caring for them.

For fair products of all kinds consult the JOURNAL's ad columns!

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION

570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y.....55 Main Street
Telephone Seneca 936 R.

CLEVELAND, O.....1401 W. Ninth Street
Telephone Bell Main 1842.

MILWAUKEE, WIS.....133 Clinton Street
Telephone South 240.

ASHTABULA, O.....21 High Street
Telephone 552.

NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

DETROIT, MICH.....7 Woodbridge Street, East
Telephone 3724.

SUPERIOR, WIS.....1721 N. Third Street
Telephone, New, Broad 385.

BAY CITY, MICH.....108 Fifth Avenue
OGDENSBURG, N. Y.....70 Isabella Street
CONNEAUT, O.....922 Day Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue
PORT HURON, MICH.....517 Water Street
ERIE, PA.....107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

HEADQUARTERS.

71 Main Street, Buffalo, N. Y.
Telephone Seneca 48.

BRANCHES:

CLEVELAND, O.....1185 W. Eleventh Street
CHICAGO, ILL.....445 LaSalle Avenue
MILWAUKEE, WIS.....151 Reed Street
DETROIT, MICH.....27 Jefferson Ave., East
SUPERIOR, WIS.....1814 Fourth Street
OGDENSBURG, N. Y.....70 Isabella Street
BAY CITY, MICH.....108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.

HEADQUARTERS:

BUFFALO, N. Y., 55 Main St. Tel. Seneca 2295

BRANCHES:

CLEVELAND, O.....1401 W. Ninth Street
MILWAUKEE, WIS.....151 Reed Street
CHICAGO, ILL.....314 N. Clark Street
ASHTABULA, O.....74 Bridge Street
TOLEDO, O.....54 Main Street
DETROIT, MICH.....7 East Woodbridge Street
PORT HURON, MICH.....517 Water Street
CONNEAUT, O.....922 Day Street
OGDENSBURG, N. Y.....70 Isabella Street
NORTH TONAWANDA, N. Y.....152 Main Street
SUPERIOR, WIS.....1721 N. Third Street
BAY CITY, MICH.....108 Fifth Avenue
ERIE, PA.....107 E. Third Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue

UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS.

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS.

Ashland, Wis.
Ashtabula Harbor, O.
Buffalo, N. Y.
Duluth, Minn.
Escanaba, Mich.
Grand Haven, Mich.
Green Bay, Mich.
Houghton, Mich.
Ludington, Mich.
Manistee, Mich.
Erie, Pa.
Menominee, Mich.
Ogdensburg, N. Y.
Oswego, N. Y.
Port Huron, Mich.
Manitowoc, Wis.
Marquette, Mich.
Milwaukee, Wis.
Saginaw, Mich.
Sandusky, O.
Sault St. Marie, Mich.
Sheboygan, Wis.
Superior, Wis.
Toledo, O.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

ful property of a specially privileged class, and would hold them in that relation.

These men represent a type that can not comprehend the ideals and the bigness of the men who toil with their hands. When the toilers ask for freedom, for opportunity, they think the demand is a demand to license violence and crime. There is a greatness in common humanity that transcends their comprehension.

But the common people will be heard—they are coming into the heritage of free men and women. Their demands for human justice represent the conscience and the conviction of the people.

This conviction is gaining force and influence. It challenges the right of human justice to prior consideraton before any other cause.

Those who undertsand will swing out with the tide of this new freedom into greater freedom and all those who resist will resist in vain. There are as yet unrealized possibilities in human freedom, undeveloped depths and greatness in human character. These must and will find expression.

Labor's Magna Charta and Bill of Rights are the basis for this new freedom.

One Aspect of Child Labor.

The University of Vienna has established a chair of social medicine. As industrial hygiene is the most important branch of this subject, Prof. Teleky, the head of the department, early became interested in tuberculosis as an industrial disease, and logically was led to study the effects of different occupations on wage-earning children with a predisposition to this disease. He found that in Germany as well as in Austria, there is an unduly high tuberculosis rate among youthful wage-earners. Kayserling has shown that while in Berlin the tuberculosis death rate for all the later years of life has fallen since 1900, no diminution has been found in the death rate for children of wage-earning age. Von Pirquet attributes the rise in the tuberculosis mortality rate during the years between fifteen and twenty to overstrain and undernutrition in apprenticeship life. Teleky has shown that sickness increases among children who leave school for work. The increase during the first year of work is not great, but in the second and third years it is pronounced, and in the fourth year is higher than the first. He then took up the question of control of the choice of occupation so that regard might be given to the welfare of the child, and that underdeveloped children, predisposed to tuberculosis, might be kept out of occupations in which too great demands were made on their strength. In Vienna medical control of such matters is easier than with us, because of the well-established system of apprenticeship. Most industries employ physicians, who examine applicants for apprenticeships, and may reject the physically unfit.

Theoretically, this is a good system, but Teleky has found it ineffective in practice. The physicians are almost obliged to accept or reject applicants according to the state of the labor market. Also, the best paid industries get the strongest boys, while the weaker boys must accept lower wages and poorer conditions or go into the unskilled occupations, which means that the children who most need it are not protected. Realizing that the choice of occupation should be made during school life and with the advice of teacher and doctor, Teleky, with the co-operation of other physicians, opened a consultation clinic for school children and their parents, in which advice was given as to the occupation for which the child was fitted. He found that disease is produced in working children not only by improper conditions of labor—heat, dust, insufficient light, stagnant air—but also by the work itself—the physical overstrain placed on an under-developed organism which should have its energies conserved for growth. After studying the problem at first hand, and seeing all efforts to prevent the disastrous effect of labor on under-developed children fail, Teleky finds no remedy save the raising of the age limit for employment. The age of sixteen, he thinks, is early enough for children to enter industrial work, and even at sixteen the transition from school life to industrial life should not be too abrupt. He agrees with Kaup that for the youth under eighteen, the work day should be limited to ten hours, including time for three meals, with each week at least three half holidays for study and sport, and each year a two weeks' vacation. The importance of such investigations is that child labor by lowering resistence in the child may favor the development of tuberculosis in children.

ARBITRATION AWARD.

On May 1, 1914, the President of the Australian Federal Arbitration Court delivered the following amended award in the case of the Waterside Workers' Federation against the Steamship Owners' Association:

The minimum rates to be paid to members of the Waterside Workers' Federation, if they are employed by any of the respondents, shall be, with certain exceptions, at the rate of 1s. 9d. per hour. The exceptions referred to are Rockhampton and Mackay, 1s. 1d. per hour; Gladstone, Bowen, Townsville, Cairns, Innisfail, Port Douglas, Cooktown, and Thursday Island, 2s. 1d. per hour; and Flat-top, 2s. 4d. per hour.

For special cargoes as defined in the agreements, and for explosives, all extra wages shall be paid at the minimum rate of 3d. per hour. In the case of employment at a quarantine station, or at any wreck or other marine casualty, all time during which the employe is traveling from or to the place of engagement, or during ordinary hours of waiting at a job, shall be treated as time of work, and extra rates for any overtime work shall be paid in such cases. If the employe so employed has to be vaccinated, he shall be paid £1 for the operation. If clothes of an employe be disinfected and injured he shall be recouped up to £2 15s.

The court appoints, for the purpose of the award, a board of reference for each of the districts hereinafter mentioned. Each board is to consist of three persons, representing the claimant organization, three persons representing the respondents of the district. Three members shall form a quorum, and decision of the majority shall be the decision of the board, and shall be final. The award shall operate as to the Sydney branch of Waterside Workers' Federation as from March 9, 1914; Melbourne Wharf Laborers' Union from February 19, 1914; but as to coal workers from March 5, 1914; Port Phillip Stevedores' Association from March 9, 1914, and all other branches from February, 1914. The award shall continue in force for five years.

REDUCED IN RANK!

K. E. Linderfelt, murderer of Louis Tikas and, with saloonkeeper and Major Pat Hemrock, commander of Colorado's gunmen militia who slaughtered and cremated nineteen men, women and children at Ludlow, April 20, has been found guilty and sentenced by a "military" court martial.

Considering that the members of this court were officers of Colorado's National scabherders and women and children cremators, it is surprising that anyone was found guilty. There were over two hundred imported murderers of the operators who were equally guilty—Linderfelt was the only one sentenced. Fine thing for one bunch of assassins to try another, isn't it?

But we must not forget the sentence of Butcher Linderfelt. Remember, please, that Linderfelt said he broke the stock of his gun on the head of Louis Tikas. Remember that Louis was killed by a blow on the head, then kicked in the face and finally shot with explosive bullets.

Bear in mind also that it was his assassins who murdered the women and children and unborn babes of Ludlow. Imagine, if you will, what would be the punishment of any labor leader, or workers, if they perpetrated a similar deed.

And then listen to the sentence of Lieutenant Linderfelt, murderer. The court found that the slaughter of the innocents at Ludlow was "unsoldierly conduct" even for "soldiers" in Colorado's National Guard.

Whether this was "unsoldierly conduct" because Linderfelt did not carry out the militia's purpose of exterminating all the strikers and their families and only "got nineteen of those d—— red necks" the court did not announce.

But nevertheless Linderfelt, murderer, was sentenced.

To be hung? No,—to be reduced five files in rank.

If there was ever any doubt that the gunmen-militia knew they had the protection of Colorado officials when they committed the wholesale murder at Ludlow, the verdict seems to dispel that idea. —Furnished by Publicity Bureau, District 15, United Mine Workers of America.

The Sterling iron mine, the oldest mine of importance in New York, has operated continuously for over 150 years, says the Engineering and Mining Journal. It is situated at Lakeville, in Orange county, southeastern New York, and is rich in historical associations. The deposit is of magnetite in a gneiss country. The ore is hoisted in a flat inclined shaft and sand-sorted on picking conveyors. The company owns 17,000 acres, including a lake over the mine workings. Substantial stone buildings are erected and electric power chiefly used.

ONE MAN'S VIEWS.

Workers of California, be sure and vote "Yes" on the Eight-Hour bill. Its enactment will automatically increase the number of workers in the State by something like 25 or 30 per cent. To that extent it will, therefore, decrease unemployment. Don't let anybody frighten you with the bugaboo that if the bill is enacted employers, on the plea that they can no longer run their businesses profitably, will close down and thus throw more people out of employment than ever. A little reflection will show you that whether the bill passes or not the needs of the people of the State for the services and products of labor will be just as great as ever. Also that there is always a heap of profits in supplying public needs. And you never heard of a profit-monger who passed up a chance to make sure profits, did you?

To be sure, it would be ever so much better is we could get along without legislation of the Eight-Hour kind. Restrictions of personal liberty are at best necessary evils, justified only by the alternatives of greater evils. And the alternative of restricting working hours by law is more industrial slavery—and yet more of it. We are cursed with an economic system under which nearly everything capable of yielding a profit has been capitalized by those few who are by nature fitted to survive in a free for all game of grab. Natural resources, belonging equally to all men, have been monopolized and fenced in by these skilled grabbers. The net result has been a lockout from Nature's storehouse of millions of workers. More workers are being locked out all the time. This constitutes the problem of unemployment. There are only two ways of solving that problem. One is to socialize all natural resources and public utilities, and such industries as are essentially social in nature and scope. The other way is to shorten the hours of labor, and keep on shortening them until there are jobs enough to go 'round. The first way is the natural way. Being natural it must, perforce, take its course along the lines of social evolution. But social evolution is slow, too slow for those who must "get something now" or perish from general neglect. For the sake of these outlawed brother workers of ours we must do what we can to shorten the hours of labor all around. A good beginning to that end can be made by voting right on the Eight-Hour bill.

If you want to keep men contented with their lot in life keep 'em ignorant. Ignorant men have no foolish notions about "equality" and that sort of bunk. They know what is due to those chosen few to whom "God in His infinite wisdom has entrusted the property interests of the country." And it is the business of the churches, principally, to keep men ignorant. To their credit it must be said that they tend strictly to business. There's a reason. "He that walketh in darkness hateth the light." And for ways that are dark you have to hand it to the churches.

Compulsory life insurance, conducted by the State, is perhaps the most effective way to provide old age pensions for superannuated workers. The fact of its being compulsory is nothing against it. We already have compulsory education. And how many persons would to-day possess even the rudiments of an education had they not been compelled in youth to go to school? Very few, I submit—as few probably as the number of persons who have made adequate provision for their old age. But, whether compulsory or not, some way must be found by the State to properly care for the ever increasing number of indigent citizens who have crossed the industrial dead-line of forty-five. As things are now going they will soon constitute a majority. And then, what?

When the Steel Trust can figure out how to get 10 cents more profit each day on the work of every employe, it can increase its dividends by $10,000,000.—Philadelphia Public Ledger.

The Steel Trust knows a trick worth two of that. Approximately 1,300,000 immigrants arrived in this country during the year ending March 31. With such a reserve army of cheap labor to draw from, the Steel Trust doesn't have to worry in the manner indicated by the Ledger. All it has to do is to reduce the wages of the employes 10 cents a day all around. And there you are—also the aforesaid employes. Ten cents saved is ten cents earned any day in the year. The Steel Trust should worry.

Vice-President Marshall calls Socialism "a full stomach philosophy." Which is quite a boost for Socialism in a land where "from 30 to 40 per cent. of the people are always hovering near the poverty line, sometimes a little above it, oftener below it, but never very far from it."

The judges of the U. S. Supreme Court must be blessed with consciences as accommodating as that of John D. Rockefeller, Jr. The court is two years behind in its work, yet the judges are preparing to go off on a four months' vacation.

President Wood of the National Association of Wool Manufacturers thinks child labor is a good thing because it enables many parents to live who otherwise would starve. What do you know about that?

Tired teacher, absentmindedly—"Of whom was it said that he was 'last in war, last in peace, last in the hearts of his countrymen'?"

Little Tommy, shrilly—"Please, mum, William Randolph Hearst."

The mode of production of the physical means of life dominates, as a rule, the development of the social, political and intellectual life.—Karl Marx.

When Hearst ran for office, the workingmen's great and good friend he would be; when Hearst was defeated, the devil a friend of the workers was he.

Rockefeller has killed organized labor in Colorado. The question now is, Shall he be permitted to rob the corpse?—Upton Sinclair.

Might may not be right, but right invariably goes further and fares better when backed by might.

EL TUERTO.

Since Alaska was purchased by the United States Government the revenue from the seal islands alone has been more than twice the sum paid for the entire territory.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to bodv or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

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PETERSBURG, Alaska.

ALASKA FISHERMEN'S UNION.

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Agencies:
SEATTLE, Wash., 84 Seneca St., P. O. Box 42.
ASTORIA, Ore., P. O. Box 138.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia

29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

Trade unionists in Cedar Rapids, Iowa, have taken up the fight of four girl operators who were discharged by the local telephone exchange because they favored unionism. Two of the girls are the sole support of widowed mothers, and the organized workers are not only conducting an agitation against the company, but are paying the girls an amount every week equal to their former wages.

Returns received by the Massachusetts State Bureau of Statistics from 1,082 labor organizations in that State for the close of March, 1914, representing more than 173,000 organized wage-earners and approximately 75 per cent. of all the members of local trade unions in Massachusetts, show that 12.9 per cent. were unemployed. This, with one exception, is higher than any corresponding percentage since December 23, 1908.

A delegation of trade unionists called on Minister of Labor Crothers at Ottawa, Canada, to urge the establishment throughout the Dominion of free labor bureaus, to take the place of private establishments, and remove many abuses which have developed under this system. The government official indicated that he was in sympathy with the proposal, and that while he had investigated the English plan, his department would continue investigations in the hope of supplanting the private concerns and their swindling practices with bureaus controlled by the government.

Judge Prewett, of Placer County, Calif., has upheld the eight-hour underground work law, which prohibits more than eight hours of continuous labor in any mines, tunnels, or underground work. The defendant contractor claimed that he did not violate the law, as the work performed was on a railroad tunnel, 1,300 feet in length. To this the Court answered: "There appears to be no justification for so narrow a construction. The act was evidently passed to meet the conditions often prevailing in underground works, and it should not be limited in its construction by any narrow interpretation of its meaning. In the opinion of this Court, the act as much applies to a 1,300-foot railroad tunnel as it would to a 1,300-foot tunnel projected for mining purposes."

Congressman J. Hampton Moore, of Pennsylvania, became excited during the debates over the labor sections in the Clayton anti-trust bill, and charged that "organized labor was terrorizing this House." The Philadelphia solon was taunted by a colleague with sidestepping a vote the day before. Angrily shaking his finger in the face of his accuser, Mr. Moore shouted that he did not favor exempting Sampel Gompers, Frank Morrison or any others from the operation of the criminal laws of the country and make a special class of them or any hundred of them. The Congressman declared he was not in favor of exempting even John D. Rockefeller or Andrew Carnegie, and that "I have not waited for a nod from the gallery to tell me how to vote." This shot was aimed at the A. F. of L. legislative committee, representatives of the railroad brotherhoods and farmers' organizations, who formed an interested party in the gallery listening to the debate on the bill.

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Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Abolin, K.	Kallas, M.
Alquist, E.	Karlson, Rudolf
Andersen, -1797	King, Frederick
Barker, Thos.	Kruger, J.
Bohm, Aug.	Larsen, O.
Bodsten, S.	Landgren, Carl
Brodie, W. G.	Lilliland, G.
Bjorkman, Chas.	Lee, J. C.
Bishop, Patrick	Luther, F.
Backman, A. A.	Larsen, B.
Christensen, H. -1366	Litenberg, A.
Daniels, Chas.	Mattson, Rudolf
Deuland, Chas.	Madsen, C. H.
Dahlstrom, Arthur	Moller, Walter
Eehlin, L. W.	Mortensen, John R.
Edsen, Frank	Ness, Carl
Erikson, E.	Nillsen, Ed.
Eriksen, C. -872	Niwerth, Aug.
Erikson, Eric	Nielsen, Alfons
Engstrom, F.	Nordstrom, J. E. W.
Fjelstad, Karl	Noshis, P.
Frommes, I.	Nordlof, S.
Fisher, Frank	Nygaard, Olaf
Freitag, W.	Naro, H.
Gundersen, L. S.	Njosvik, J.
Giortz, P. V.	Olsen, Edwin
Grendal, Chas.	Olsen, B. -597
Hansen, Ragnvald	Olsen, Jorgen
Holst, Rudolf	Olsen, A. M. -944
Hood, W.	Paaso, A.
Holm, Hans	Peterson, J. P. -920
Hopke, P.	Palmer, A.
Howard, Geo.	Packwood, Wm.
Hubner, Herman	Prigge, Albert
Hansen, C. E.	Sund, K. A.
Hansen, Schroeder	Stolsvik, Johan
Hansen, John	Sheele, A.
Jacobsen, Torgils	Simms, G.
Jacobsen, Oscar	Smith, E. C.
Jensen, H. -2014	Swenson, L. G.
Jensen, R.	Sheppard, Stewart
Jensen, Chr. P.	Sterndock, J.
Jensen, J. -1684	Townsend, R.
Johnson, G. -1452	Torkelsen, Alf.
Johnson, A. W.	Thomsen, Alf.
Jacobsen, Holger	Wettland, Johan
Kennedy, T. J.	Wickstrom, W.
Klemsen, Adolf	Williams, Chas.
Kohlmeister, O.	Packages.
	Wilhelm, Ewald

INFORMATION WANTED.

William Walker, a native of Islandmagee, Antrim Co., Ireland, is inquired for by his nephew. Any one knowing his whereabouts kindly communicate with John Walker Geddis, 7 Willowbank St., Brooklands, Winnipeg, Manitoba, Canada.

W. Kahlberg, No. 688, and C. Monsen, No. 1964, are inquired for at the Standard Oil Company's office, at San Francisco.

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Tacoma Letter List.

Andersen, Anders	Kesber, Karl
Anderson, John	Linea, W.
Almkvist, Emil	Line, Wiktor
Berglind, Ed.	Loren, A. L.
Bjorklund, Eric S.	Murphy, Daniel
Carson, James	Nielsen, Niels -751
Corty, Caser	Nilsson, Teodor
Doering, E. W.	Nisse, Clemens
Englund, Gust. E.	Ogilvie, Wm. A.
Hansen, Johannes	Olsen, Martin E.
Isaksson, Karl	Paterson, John
Iversen, Iver	Swansson, August
Johansson, Charles	Wilbrandt, Harry
Johansen, Christian	Wene, K. J.
Karthauser, Otto	

INFORMATION WANTED.

Axel Peterson, F. Lundberg, J. Gustafson, M. Garcia, crew of the steamer Riverside, at the time she towed in the Oceana Vance, kindly call at the office of the Charles Nelson Co. for money due them.

Any one knowing the whereabouts of Wilhelm Brannemann, born at Dockenhuden, Germany, in 1882, please communicate with Hans Martens, No. 1892, Sailors' Union of the Pacific, San Francisco.

Jacob Rokus is inquired for by his brother, Henry John Rokus, and would like to communicate with him. The last I heard from him was in 1903 at New Orleans on British steamer "Michigan," where he was shipmate. He is 32 years old and was born near Rotterdam, Holland. Any information of his whereabouts will be very thankfully received by me at 55 Main street, Buffalo, N. Y.

Carl Julius Carlson, born in Sweden in 1877, is inquired for by his mother. There is about $2000 due him from his father's estate. Last heard of in September, 1902, on the Atlantic Coast. Previously sailed on the Clifford between St. Johns and New York. Address Fru Sophia Carlson, Klubbegard, Hallands Lan, Heberg, Sweden.

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Eureka, Cal., Letter List.

Ahlstrom, Harry	Hansen, Harald
Eriksen, Anton	Lomas, Richard
Hansen, Harry -1827 (photo)	Olsen, Alvind B. K.
	Thorssen, Fredrik N.

INFORMATION WANTED.

The members of the crew of the barkentine "Mary Winkelman" who made the voyage in her to Mollendo, Peru, and arrived at San Francisco on her return trip on April 5, 1914, are wanted by the Charles Nelson & Co. at San Francisco, Cal.—6-24-14.

Andre Wilue, a seaman, born at Dundee, Scotland, age 34, about 5 feet 8 inches tall, supposed to be sailing on the Pacific Coast, is inquired for by his father. Anybody knowing his whereabout, kindly notify A. S. Wilue, Monifieth, Vancouver, B. C.—6-24-14.

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Portland, Or., Letter List.

Anderson, A. -1645
Anderson, Gust. -1808
Andresen, Anton -1635
Andersen, Mike
Bergman, Karl W.
Berglund, Ed.
Bjorkman, Chas.
Brun, Mathias
Bults, Ernest
Bakkersen, Peter J.
Carlsen, J.
Christensen, H. P.
Carlson, C. Erland
Campbell, Frank
Dahl, Henry
Deswert, William
Day, Aca
Danielsen, Nils J.
Edstrom, John
Erman, A.
Ekham, Frans
England, E.
Freitag, Franz
Fristrom, S.
Geiger, Josef
Gordia, Piet
Gynther, John
Gravier, Eugene
Greil, Ben
Hansen, Max O.
Henriksson, William
Hellman, Albin
Henricks, Woldemar
Hedlund, Albert
Holm, Aage
Huneig, Hans
Hansen, H. F. C. C.
Johansen, Chris
Jansson, L. -2166
Johansson, Arvo
Jacobson, A.
Karlson, August
Kluge, Frank
Kelly, Patric
Laine, Frank
Larsen, John
Lewik, Karl
Lutzen, Wald.
Mathson, Nils
Mathiassen, Sigurd
Maass, R.
Meckerman, Ernest
Marx, Thorwald
Mikalsen, Andreas
Moberg, Karl
Nelssen, C. J.
Nilsson, Axel
Nielsen, Kristian
Narberg, John
Olsen, Arthur
Olsen, Ansgar
Olson, J. W.
Olsen, John Andreas
Phillip, Max
Petterson, Einar
Peterson, Hans
Petersson, M.
Pettersson, W. H.
Pelz, Gottfried
Pohland, Max
Petersen, John
Rautio, Jacob
Reincke, Herman
Rhodes, F.
Schmidt, Hans
Swanson, Carl O.
Simens, O. L.
Scott, James
Schulz, Alfred
Wieprecht, Ernest
Welsen, J.
Walter, John
Woldhouse, John

Aberdeen, Wash., Letter List.

Andersen, -1118
Arnell, John
Andersen, F. C.
Andersson, Geo. G.
Behn, Alfred
Bowen, J. J.
Burkland, John
Breien, Hans
Butler, J. E.
Christensen, Albert
Christensen, F. R.
Christensen, Hans P.
Christiansen, -1093
Ernandes, Frisco
Eriksson, -333
Elenius, Axel
Evanger, Nils
Fuller, J. H.
Forde, S. C.
Graf, Otto
Heinig, Johann
Hansen, Ove Max
Hansen, C. F.
Junge, Heinrich
Jacobson, Arthur
Johansen, Hans
Knudsen, R. E.
Kinnunen, A.
Kyrkslatt, L.
Kristiansen, Nils
Loining, Hermand
Lengtssen, Gottfried
Laine, Herman
Lorsin, G. L.
Larsen, Lars
McLean, H.
Martin, James
Mackenzie, Hector
Malm, Gus
Nordgren, Chas.
Oksanen, Juko
Olsen, Oswald, -1059
Peterson, Axel
Pettersen, Karl
Petersen, J.
Pettersen, Olaf
Peter, V.
Peterson, Nels
Rundblad, Oscar
Sim, Gunder
Schmidt, Heinrich
Simensen, Isak
Sorensen, -1607
Scheftner, Bernhard
Sundberg, John
Schacht, Hein.
Sormato, Matti
Schlachtl, Alf.
Toves, H. C.
Thorne, John
Udby, Harold
Walder, Olsen N.
Packages.
Glazer, Y.
Gorgensen, Olaf
Hansen, John
MacGuire, O. F.
Solberg, Peter
Stanners, W. S.

INFORMATION WANTED.

Anybody knowing the whereabouts of Arne Johnsen please notify O. M. Johnsen, Mosby, Christiand S., Norway.

Frederick Wood, a seaman, sailing on the Pacific Coast, is inquired for by his sister, Miss Lucy Wood, 108 Broughan street, Darlinghurst, Sydney, N. S. W., Australia. He is described to be tall, with dark curly hair and carries a scar on the nose. Anyone knowing his whereabout kindly notify the office of Chief of Police, San Francisco, Cal.—6-24-14.

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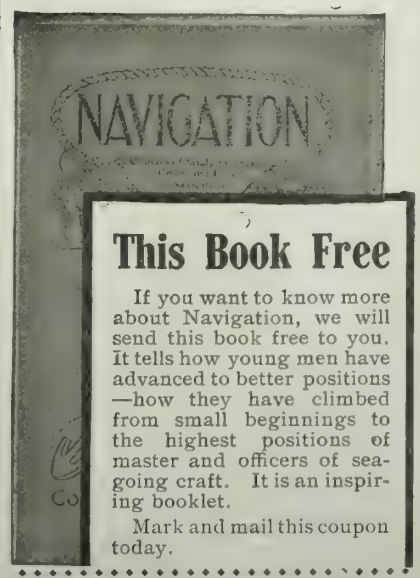
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Home News.

President Wilson denied that Japan had expressed a desire that her California alien land law protest be submitted to arbitration. He said no suggestion of any kind of such a character had come to him.

That passenger traffic will be established between San Francisco and Eureka over the Northwestern Pacific Railroad by the middle of September is reported from railroad sources. When the roadbed is ballasted and in good shape it is predicted that trains will make the distance in twelve hours.

Dr. Channing W. Barrett of Chicago told a clinic of Detroit College of Medicine alumni that much physical trouble for mankind, especially for women, and much work for surgeons was begun when the human race came down out of the trees, ceased to prowl on all fours and assumed a dignified, noble and upright attitude.

Accident prevention, fire prevention and health conservation will be some of the main topics discussed at the first World's Insurance Congress ever held, at the Panama-Pacific International Exposition in San Francisco in 1915. For the first time in history delegates representing accident, fire, marine, employers' liability, industrial surety, health and other lines of insurance from the whole world will fraternize, over 200 insurance organizations being represented.

The Scandinavian-American Steamship Line was found responsible by a Coroner's jury at New York for the drowning on May 22 of a woman and two children when the gangplank from the "Frederick VIII" to the pier at Seventeenth street, Hoboken, was broken by crowds hurrying from the vessel. Witnesses for the steamship company testified that the gangplank was only three years' old and in good condition. The jurors found the accident due to overcrowding, which the steamship line should have prevented.

One navy for the eight leading nations of the world, is the aim of a plan drawn up at Boston for the world peace foundation to be sent to Secretary of State Bryan and Secretary of the Navy Daniels. The nations include Germany, the United States, Japan, Great Britain, Italy, Austria, France and Russia, which possess naval armaments costing $4,000,000,000. The plan proposes a joint convention of these nations to reduce their armament which may be used jointly if any one of the nations is attacked.

Carelessness on the part of licensed men in the handling of their craft will not be tolerated hereafter by the Department of Commerce. With the recent disasters of the "Empress of Ireland" in the St. Lawrence River and the Old Dominion liner "Monroe" off the Virginia coast still fresh in mind, Secretary Redfield so indicated in a letter to the head of the steamboat inspection service, calling attention to the recent grounding of the passenger steamer "Iroquois" in the Hudson River, for which the captain of the "Iroquois" is said to have received only a thirty days' suspension of his license. The Secretary is convinced that the punishments often meted out to vessel captains who are in accidents are insufficient for the gravity of the offense.

Domestic and Naval.

The first freight to come through Panama Canal arrived at New York May 27 in the steamer "Colon." The cargo consisted of 21,000 sacks of sugar and was towed through the Canal on barges. It is the first cargo to pay through freight.

The Luckenbach Steamship Co., New York, is asking for bids on a 10,000-ton shelter-deck steamer for the Atlantic-Pacific trade, via the Panama Canal, to be built to the plans of Mr. George Simpson, Naval Architect, New York.

The U. S. submarine tender "Fulton" was launched at Quincy, Mass., June 6, being the first of her type in the U. S. Navy. She will be equipped with heavy oil engines and will act as a "mother ship" for a division of submarines. She is about 226 ft. long and her speed is estimated at about 14 knots an hour.

The P. and O. Co., who run boats to Australia by the Cape of Good Hope as well as by the Suez Canal, state that the run of their vessels from London to Melbourne, via Marseilles and Suez, is 11,978 miles, as compared with 12,290 miles via the Cape—a saving of 300 miles only. The Orient Co., whose vessels call at Toulon, Naples, and Taranto, state that their route from London to Melbourne is 12,236 miles.

Fog has caused an unprecedented number of accidents to shipping along the British Channel coast. The North German Lloyd Company has been the principal sufferer. While the company's staff were busy docking the "Kaiser Wilhelm II," which was badly ripped in a collision with the British steamer "Incemore" on June 17, and debarking her passengers, they received the news that the company's steamer, "Buelow," from Yokohama, with more than 300 passengers, had stuck her nose tightly into the rocks of Blackner Bay and was held fast there. Both accidents were without loss of life, because the sea was perfectly smooth. The "Buelow" resisted an attempt to pull her off with three tugs. Her inner skin had not been penetrated, but it was considered advisable to transfer the passengers and baggage to tugs.

While the American liner "New York," westbound, was motionless in a heavy fog 400 miles east of Ambrose lighthouse on June 13, the Hamburg-American liner "Pretoria," bound east, ran into her and ripped a hole twelve feet high and thirty-two feet long in her port side. The hole is flush with the main deck and is fifteen feet above the water line. So great was the force of the collision that the "Pretoria's" anchor was torn from her bow and left hanging inside the gap that had been torn in the "New York." Practically all of the passengers on board both ships were asleep. Fortunately the watch, which occupied the quarters in that part of the ship which was crushed in, was on duty in the fireroom. Had the collision occurred while this watch was off duty, a number of lives would probably have been lost. The "Pretoria" was less damaged by the collision than the "New York." Several of the plates at her bow were sprung and twisted. After it was determined that no serious damage had been done to either of the ships they proceeded on their way.

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December 31, 1913:

Assets	$56,823,600.56
Capital actually paid up in Cash	1,000,000.00
Reserve & Contingent Funds	1,807,404.18
Employees' Pension Fund...	166,570.12
Number of Depositors.....	64,639

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INFORMATION WANTED.

Norman Hadley, a seaman, supposed to be sailing on the Pacific Coast, is inquired for by J. B. McCurdy & Co., attorneys, relative to an inheritance. Anybody knowing his whereabouts, please notify Chief of Police, San Francisco.

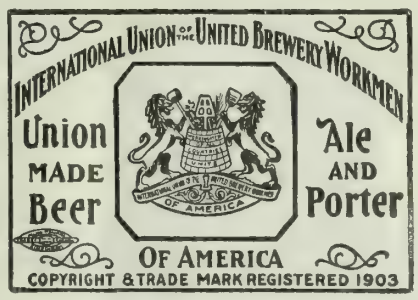
$10.00 reward will be paid by Johnson & Higgins, 244 California street, for information locating John Anderson and George T. Nelson, who were members of the crew of the steamship "Asuncion" in October, 1908.



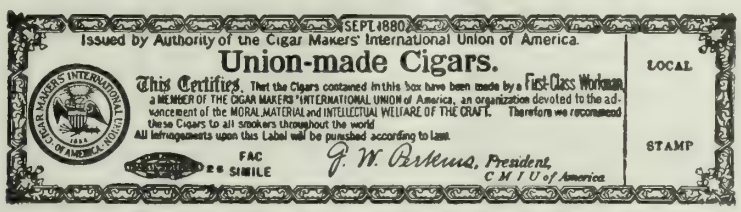
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INFORMATION WANTED.

Samuel Dickson, a seaman, aged about 40 years, son of Moffett Dickson, deceased, of Belfast, Ireland, or any person knowing his whereabouts, is requested to communicate at once with the undersigned in connection with a legacy. A. R. Smith, U. S. Shipping Commissioner, Philadelphia, Pa.

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	Peterson, Andrew K
Dahl, Ben.	Phister, Albert
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News from Abroad.

The Belgian authorities claim that the British bill prohibiting the exportation of worn-out horses intended for food will affect the poor.

Three large wharves and stores at Miller's Point, Sydney, Australia, together with a great quantity of wool, were destroyed by fire on June 13. The damage is estimated at $500,000.

An inquiry in Berlin into the cause of the suicide of two soldiers, who jumped under a train at Neisse, revealed they were orderlies of a general who was accustomed to wake them in the middle of the night by pouring icy water on their heads. They feared punishment for having shown fight.

Official tables relating to the output of coal and other minerals in the United Kingdom and the number of persons employed at mines during 1913 show that the output of coal from mines which was 260,398,578 tons in 1912, rose last year to 287,411,869 tons. The total is the highest on record.

One of the most serious reverses suffered by the Mexican rebels in the entire campaign along the west coast was inflicted upon them on June 13, when the Mexican gunboat Guerrero destroyed the Constitutionalist steamer Culiacan, which had been equipped as a fighting craft, the sea battle taking place near Guaymas.

The Socialist party in the German Reichstag is strongly protesting against the army orders in regard to punishment in German East Africa, whereby native soldiers may be placed in chains when on the march or bound when in camp. An officer is empowered to inflict fifty lashes and a non-commissioned officer 25 lashes on native soldiers.

Cano Saddle, the dike 30 feet high and 1200 feet long, twenty-five miles north of Gatun, built to prevent the waters of Gatun Lake from making their way through a low, narrow ridge to the Gulf of Mexico, has been completed. A remarkable feature of this work was the fact that, although 4000 men were employed on the job, and malaria was very prevalent, no deaths occurred.

The Turkish Government has not yet replied to the Greek note demanding the cessation of the persecution of the Greeks in Turkey and reparation for the injury caused to them and their interests, and it is expected that Turkey will ignore the demand or refuse to comply with it. Although the powers are busying themselves diplomatically to prevent war, they continue to display their customary inability to arrive at any agreement where the Balkans are concerned.

An expedition which included Professor Nansen, Professor Helland-Hansen and Mr. Birkeland, meteorologist, has just started from Norway for the Azores. The explorations in connection with the Gulf Stream which were commenced last year are to be proceeded with. Last year the northern part of the stream was investigated, while this year the southern part will be explored. Dr. Nansen is of opinion that the main portion of the Gulf Stream comes from the Mediterranean and not from the west coast of America, as is generally supposed. One of the chief objects of the expedition is, therefore, to find out which of these theories is correct.

With the Wits.

"What kind of meat have you this morning?" asked the husband of the butcher.

"The best steak we have ever had, sir," replied the butcher. "Here you are, sir; as smooth as velvet and as tender as a woman's heart."

The husband looked up and said: "I'll take sausage."

"Young man," said the fond father, "in giving you my daughter I have intrusted you with the dearest treasure of my life."

The young man was duly impressed. Then, during the few moments of impressive silence that followed, he heard the patter of rain against the window pane.

"Gracious me!" he exclaimed. "It's raining and I haven't my umbrella. May I borrow yours to get to the station?"

"Young man," said the fond parent, "I wouldn't trust anybody on earth with my umbrella."

In a certain home-missionary movement every participant was to contribute a dollar that she had earned herself by hard work. The night of the collection of the dollars came, and various and droll were the stories of earning the money. One woman had shampooed hair, another had made doughnuts, another had secured newspaper subscriptions, and so on.

The chairman turned to a handsome woman in the front row.

"Now, madam, it is your turn," he said. "How did you earn your dollar?"

"I got it from my husband," she answered.

"Oh!" said he. "From your husband? There was no hard work about that."

The woman smiled faintly.

"You don't know my husband," she said.

Children's Accounts

Your children should be taught to save. Open an account for each of them to-day. Show them by example that you believe in a savings account. They cannot start too soon.

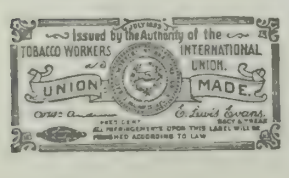
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HUMBOLDT SAVINGS BANK, 783 Market St., near Fourth.—For the half year ending June 30, 1914, a dividend has been declared at the rate of four (4) per cent. per annum on all savings deposits, payable on and after Wednesday, July 1, 1914. Dividends not called for are added to and bear the same rate of interest as the principal from July 1, 1914.
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There is no standard of education required of a pupil entering the School, for no matter how ignorant the seaman may be, even in the rudiments of common education, Captain Henry Taylor will teach and raise him from the depths of ignorance to the height of the average well-informed man, and in a comparatively short interval of time.



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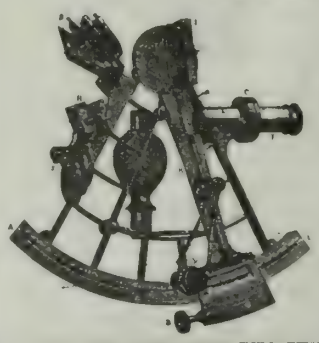
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COAST SEAMEN'S JOURNAL

FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XXVII, No. 42. SAN FRANCISCO, WEDNESDAY, JULY 1, 1914. Whole No. 2284.

CONDITION OF FRENCH SEAMEN.

Laws Are Enforced Only Where Workers Are Organized.

The Secretary of the French Seamen's Union, Comrade A. Rivelli, is the author of the following review of the Seamen's conditions in France:

In reviewing the work of the last few years we should like at first to say a few words about our labor conditions generally. It might be said, with little fear of contradiction, that our working conditions have not changed very materially since 1909. As regards the law of April 17th, 1907, which prescribes certain measures for the protection of the workers, hygiene, which regulates the worktime and the minimum number of employes composing a crew, it must be admitted that it is only carried into effect to the extent that the men are able to enforce it on their employers.

This law limits the working hours for all those employed in the engineroom, whether on sea or while the boat is lying up, to eight hours per day, while deckhands are allowed to work twelve hours on the sea and nine hours in the harbor. The seamen of Marseilles, as will be known, have a weekly restday without exception. They are entitled. as soon as they return to the home port, to an equal number of holidays with full pay or special pay in case they should not get their weekly rest day at sea. Among those companies who, outside of Marseilles, give their crews a full day of rest every week, are the following: The Compagnie Générale Transatlantique and the Chargeurs Réunis in Havre, the Compagnie Générale Transatlantique in St. Nazaire, and the Compagnie Sub-Atlantique Bordeaux.

In all other ports and with all other companies, it is customary to allow the crew their free Sundays, while the ship is in dock, but the men are not entitled to this rest day at sea. The seamen of Marseilles, by the way, obtained their weekly rest day in 1909, after a strike lasting 45 days, as a result of an award given by Mr. Ditte, President of the Civil Courts of the Department de la Seine, who had been called upon to arbitrate in the matter.

We might mention quite a number of strikes, especially one of the Marseilles seamen, which commenced on April 3rd, 1910, as a means of protest against a judgment rendered by the Sea Trade Court which had passed a sentence of six days' imprisonment on a member of the crew of the "Moulouya" for having left the ship, together with his mates. By leaving their boat, these seamen wanted to show their indignation at the methods of a steamship company which has practically the monopoly for all traffic between France, Algeria and Tunis, and which, despite the law, had taken foreign crews on mailpacket steamers. The government immediately provided naval men to replace those on strike, and gave orders that all strikers should be arraigned before the Sea Trade Court. The Court decided against the men who were condemned for desertion. The right to strike which, by virtue of the Trades Unions Act of March 21, 1884, is guaranteed to every worker, was thus trampled upon. Mr. Chéron, Under-Secretary of State for the Navy, came to Marseilles personally, haranguing the strikebreakers aboard the ships, causing disorder wherever he went, and ordering the crew of one ship to load or unload certain other vessels. The crew of the "Moise" and of the "Charles Roux," who refused to obey these orders, were arrested upon his orders.

At this point we should draw attention to the scandalous system of "pressing" intending seamen into service, as is largely done on the coast, especially in Brittany. It happens frequently that almost the whole crew of a ship is composed of men who have never before been at sea, who are, consequently, unable to perform their duty in a satisfactory manner. The worst kind of pressure is being brought to bear upon strikers, by the government. The smallest affair in the streets affords the authorities a welcome chance to use their most brutal means of repression. Similar methods caused the working class of Marseilles, in their disgust with the government, to declare a general strike for two days, thus proving their feelings of solidarity towards the seamen. During these two days everything was at a standstill; factories, buildings in the course of construction, tramways, etc., everything stopped except a small bunch of men in the docks, but their scabbery did not influence the effect of the move to any considerable degree.

Immediatelv after this, however, the seamen had to rely on their own strength once more. Their organization in Marseilles, moreover, was very soon exhausted financially and an appeal, which the federation issued in favor of a general strike, had not the desired effect. Efforts were made, after that, to start a movement in Dunkirk and Havre, but all these efforts failed completely. Some of the men involved have since then been victimized.

The daily press during all this time scolded the leaders of the unions in the most unscrupulous manner, at the same time taking great care to give no publicity at all to the strike. This explains why in France everybody believed the strike to be at an end, because our labor press was not powerful enough yet to direct the public attention of the whole country to the hard struggle fought by the seamen in Marseilles. The strike, consequently, had to be given up after it had lasted 47 days and after the financial means at the disposal of the union had been exhausted, and all other unions had ceased to assist the seamen. The seamen all the same, have saved their honor during this struggle as has been testified to by the various municipal and provincial elective bodies. The seamen returned to the ships beaten, but their determination and courage had not been shaken by this result. In fact, the union did not lose a single member on this occasion.

The Federation started an energetic campaign, for the second time, among the Newfoundland fishermen, in December, 1911. A very hard battle was fought between the fishermen and owners in January, February and March, 1912. The employers flatly refused to enter into any negotiations at all. They were effectively supported by the government, the latter even refusing to take the matter up with a view to settling the dispute. On the contrary, the government used all its power in the interest of the employers. The shipowners of Cantale, to the number of 15, had signed an agreement with our Federation as far back as May 10, 1910, but they threw it aside on this occasion.

This resulted in a very heated controversy between the Under Prefect of St. Malo and the Secretary of our Federation. Finally, however, the employers, after having tried all available means, offered the fishermen some kind of a contract which included all that the men had asked for, only a stipulated guaranty for the counting and the definition of, how many thousand fish should be reckoned for a hundredweight, or vice versa, being omitted. Seven employers signed the agreement proposed by the union. This, of course, is somewhat more favorable to the men than the one drawn up by the shipowners. It enables the men to earn from 150 to 200 francs more for a catch of the same size.

In June of the same year a strike occurred in Havre, which resulted in a general strike being called in the whole of the French merchant shipping service. The men asked for an increase of from 20 to 35½ francs per month, according to grade, between 10 and 25 centimes per hour more for overtime work, and the full weekly rest day contained in Mr. Ditte's award. The ports of Dunkirk, Havre, Brest, St. Nazaire, Bordeaux, Cette, Marseilles and Algiers were involved in this strike, which lasted for 226 days in all, including 76 days of the strike in Marseilles.

However, the movement was again clubbed down by the government, who replaced the strikers with naval men and officers, persecuted them en masse and condemned them for desertion. The seamen gave up after having received much moral and financial backing from all the other unions affiliated to the National Centre of Trade Unions. Our colleagues showed a splendid spirit. Not one of them dropped out of the union. On the contrary, a great number of new members were enrolled, and the hope for revenge sprang up in their hearts.

In view of this state of affairs, it is little wonder that the employers' organization is making rapid headway. As a matter of fact, the Central Committee of Shipowners in France certainly represents the whole of the French shipping trade of to-day. Our organized employers have established no labor bureaus of their own, they have not introduced cards of control or identification, but on the other hand, they have, with the sole exception of the Newfoundland employers, refused to sign collective agreements with their men. Among our employers, moreover, we have not yet observed that tendency so often found in the employers' camp in other countries, to form and foster "yellow" or blackleg unions. There are good reasons for that, too. First of all, the so-called Seamen's Homes, which are subsidized by the state and by individuals, are all the employers need desire as a recruiting agency in time of peace. Such institutions are in operation in Nantes, Dunkirk, Havre, etc. The seamen, very rarely use these institutions with a view to finding employment. For that purpose the men usually prefer to call round personally.

It should not be overlooked also that the character of the French seamen does not allow of people being degraded so much, and being

made the absolute slaves of the masters. Moreover, we might consider the Act of April 17, 1907, to be the collective agreement of the French seafaring population. This Act covers every seaman. Yellow or blackleg unions have never subsisted very long in our trade, though they were liberally assisted by the companies. As regards the Clergy, it may be said that, apart from those living with the smaller fishermen on the coast, they do not interfere in our work. As a matter of fact, we should not allow them to have anything to do with our affairs.

In the way of propaganda, everything possible has been done during the period under review. Immediately after the last strike, we succeeded in forming three new local unions of seamen in the merchant shipping service, in Calais, Brest, and Bordeaux, the membership of which now amounts to 205, 140 and 500 members respectively. The old local union of Bordeaux, which was expelled from the federation for breach of discipline, is still in existence. This union numbers about 40 members and we have no doubt that it will disappear as soon as the money runs short.

Other local unions of our federation have been formed in Algiers (240 members), Bager (40), Senecate (40), Gruisseau (55), Vabras-en-Plage (125), Marseilles (about 150), Cannes (65). All these unions are composed of coast fishermen. The organized seamen of the French merchant shipping fleet as well as the fishermen (the so-called "registered" seamen) are all affiliated to our federation. Their working conditions as we have already stated before, are regulated by the Act of April 17, 1907.

Little need be said in regard to legislation. The matter of accident insurance as well as provision for widows and orphans has been included in an Act of December 29, 1905, while paragraph 262 of the Commercial Code deals with the treatment sick seamen should receive, and shipwrecked sailors are prescribed for by a Decree.

An account of the law of April 17, 1907, dealing with the inspection of vessels, may be of special interest. In paragraph 5 therein it is appointed, that certain ships must be examined, in harbors that are specially referred to, in France or in the Colonies, at least once every 12 months. Ships which after the expiration of 12 months reach any harbor and unload only a part of their cargo there, are not required to undergo inspection, when they leave within one month for one of the harbors mentioned in the Order, where they have to undergo inspection.

Such inspection must also take place at the instigation of the Chief Commissioner of the Maritime Board in all cases where a ship has been seriously damaged, if considerable alterations are made in the construction or fitting out of the ship and also if the shipowner desires it. The inspection is to extend over the hull, the manning and all machinery with motor power.

The vessel to be visited by the inspection commission must be floated, unless the commission orders otherwise. If the commission judges this to be absolutely necessary, they can also desire that the ship be shown them light, that is without cargo.

Further, there is an order that long distance ships, whether engaged in international coasting service or in deep-sea fishing, the same, whether driven by sails, steam or other mechanical power, must be examined in dry dock at least once in 3 years, in case of a wooden ship, and at least once in 18 months in case of iron ships, whether in a French harbor or in a specially mentioned harbor in the colonies.

The inspection is undertaken by a Commission composed of the Chief Commissioner of the Maritime Board, as President, the Inspector of the Merchant Service and at least two technically qualified officials. The latter are chosen from a list, which is composed in accordance with special regulations.

If in the course of the inspection, it happens that the orders relative to the safety and cleanliness are not or not sufficiently carried out, then the maritime authorities withhold the certificate until the specified demands are fully complied with.

Should it prove necessary to condemn the ship outright then the Minister of Marine must be informed of it immediately, and he has to give his decision, according to special regulations laid down for such matters.

It is estimated that the Pacific Northwest of the United States contributed 10,000 carloads to the world's supply of apples in 1913. Basing calculations upon present acreage of young trees, there is reason to believe that this contribution will be increased annually until it shall reach 60,000 carloads in 1919. Apple consumption keeps well up with production. One of the principal reasons for this is the ever-growing popularity of the three by-products—apple pie, apple dumpling and apple sauce.

The compulsory arbitrationist would cure the disease by killing the patient.

A TIMELY EXPOSE.

Steamboat Inspection Service Shown to Be Inefficient and Neglectful.

In the last Annual Report published by the United States Steamboat Inspection Service it is stated that "the Service exists for the purpose of safeguarding life and property, and the statistics prove that this purpose has been attained." I have no dispute with the first part of that statement, it is correct in theory if not in practice. But it is my intention, however, to show that the purpose for which the Service was established and for which it is maintained, that of safeguarding human life, has not been properly carried out. In a series of articles on the subject I shall refer to specific instances showing proof of the inefficiency of the Service.

Briefly stated the law requires that local inspectors shall inspect every steam vessel within their respective districts, to see that every such vessel "is in a condition to warrant the belief that she may be used in navigation, WITH SAFETY TO LIFE." To carry out the purpose of the law, the inspectors are clothed with practically unlimited powers of investigation, may summon witnesses, and have the authority to revoke the certificate of inspection without which the vessel is not permitted to do business. The Service has grave responsibilities, it has great powers, but, unfortunately, the law never supplied it with anything like a backbone and, apparently, it has been unable to develop one for itself. So it evades its responsibilities and makes little use of its powers.

Those Farcical Investigations.

In general it may be said that the Service, taken as a whole, seeks to avoid rather than to initiate the changes needed to properly guard against loss of life on vessels under its jurisdiction, and that it rarely accepts anything as proof of danger to life except death itself, unless it is something the shipowning interests desire or to which they offer little or no objection. Even when grim Death offers its terrible evidence, the Inspection Service often declines to permit its complacency to be disturbed until it discovers that public opinion is aroused and that some show of activity is therefore unavoidable. Then a so-called "investigation" may be held, which, however, seldom amounts to anything more than a trial of some unfortunate ship's officer to determine whether or not his license should be revoked.

I make no reckless, ill-considered charge. For some years I have observed the operation of the Inspection Service on the Great Lakes, and it is to that part of it that I particularly refer. I have seen it fail in its duties time after time. As life after life was sacrificed to undermanning, faulty construction, and improper equipment, of vessels under the jurisdiction of the Service, I was first astonished, then shocked, as I noticed its disregard of its duties under the law, until its claim that "it exists for the purpose of safeguarding life" seems to me little more than hollow mockery.

In view of the influences surrounding the Service, I knew in past years that it would be little use for any person in my station of life, a "common" sailor, an official of a union of sailors—a "labor agitator" if you please—to attempt to bring about any change. I have waited, therefore, with what patience I could command until events made it seem possible that something might be done. The national Administration was changed by a vote of the people, and with it came changes in the Department of Commerce under whose jurisdiction the Inspection Service is operated. It appeared to me that the opportunity had come.

I did not, however, rush the question before the new Administration hurriedly. I represented no business interests, no property values, only a lot of "discontented" workingmen, sailors, of whom I was one. That, experience has taught me to believe, is quite sufficient in some quarters to cast suspicion on my motives. It would not do for me to rely upon reason alone, nor even upon the very plentiful evidence of past years.

New Disasters Bring Fresh Proofs.

I waited, therefore, until new disasters would furnish fresh proofs. The disasters came, as everyone familiar with conditions on the Great Lakes knew they would come. Desiring to be absolutely fair to the Service, and before making public any criticism of it, I waited for some sign of activity on its part. But I waited in vain. It did nothing, as usual.

In April of this year I brought the matter to the attention of the Secretary of Commerce. Since then I have had some correspondence with the Department on the subject, and I have been informed that it is receiving attention at the hands of the proper officials.

I believe, however, that regardless of whether or not effective action is taken to remedy the present deplorable condition of the Service, the truth regarding it should be made public. The steamship interests, particularly those operating crowded excursion vessels, answer much of the public criticism directed against them by pointing to the "Inspection Certificates" containing the signatures of the U. S. local inspectors supposedly certifying the vessels as safe. Now let me say emphatically that the fact of a vessel having been "inspected" and passed by officials of the Inspection Service does not mean that she is safe.

The "General Slocum" had on board a certificate of inspection when she burned in New York and nearly a thousand lives were lost; so did the "Pere Marquette" when she foundered in Lake Michigan; so did the six big freight steamers which foundered with all hands in a gale on the Great Lakes last fall. The ink was scarcely dry on the inspection certificate of the "Benjamin Noble," a comparatively new steel steamer, when she disappeared with every person on board in Lake Superior this spring. These cases, with others, I shall discuss in some detail in future issues of the Journal.

By the very nature of marine affairs the Inspection Service is somewhat isolated from public view. There are only three sources, outside of government circles, from which the general public can obtain detailed information regarding the methods of the Service. These are, first, the shipowners; second, the licensed officers of the ships; third, the sailors.

Shipowners Quite Satisfied.

The shipowners, of course, have little or no complaint to offer. The neglect of the Service is in their interest. The licensed officers of the ships are under the constant supervision of the inspectors, who have power to punish by suspension or revocation of licenses. For that reason very few licensed officers dare indulge in any criticism of the inspectors. Such of them as do tell the facts are usually officials of organizations or unions of officers, and even they must speak softly. But the sailors, whom I represent, though their freedom is much restricted in other respects, are at least free to speak openly and frankly on the subject.

I have intimated that the Inspection Service lacks backbone, that as an organization it has shown little courage or initiative. Perhaps I ought to qualify that to some extent. It is certainly aggressive enough in its restrictive supervision over the licensed officers of the ships. But in this it is simply responsive to the will of the shipowning interests. Let me give an illustration of how the Service deals with licensed officers.

The Board of Supervising Inspectors, the governing body of the Service, adopted a rule some time ago which, among other things, provides that "when any licensed officer shall use abusive or insulting language" to any inspector, the license of the offender may be suspended or revoked "without further trial or investigation." Just what is meant by "abusive or insulting language" is, of course, not at all clear. Every licensed officer I have ever discussed the subject with has told me he believes the real purpose of the rule is to prevent them from disputing or criticising anything any inspector may say or do.

That there is good reason for this belief is indicated by something which took place at the recent meeting of the board. Capt. William A. Wescott, president of the Masters, Mates and Pilots of the Pacific, representing the licensed deck officers, requested the board to so change the rule that the inspector would be required to specify what the "abusive and insulting language" consisted of when bringing such a charge against any licensed officer. Certainly a very reasonable request. It is surely unfair to convict without a trial, but what must be said of a conviction in which the defendant is not only denied a trial, but is even refused definite information of the charge against him? The board, however, declined to make any change in the rule, and Capt. Wescott received a curt refusal. The full significance of this becomes more apparent in connection with another rule to which I call attention.

Licensed Men the Scapegoats.

The law requires that licensed officers must point out to the inspectors all defects and imperfections in the hull, equipment, boilers, or machinery, and violations of law. It is a necessary law in the interest of safety. Thus, when a shipowner declines to make necessary repairs, or to place proper equipment on the vessel, it is the duty of the ship's officers to report to the inspectors. But when the shipowner discovers that one of his employes has reported his ship not in good condition, that hard cash must be expended for repairs, he is not always pleased about it. The employe, that is to say, the ship's officer who reported the matter, may be "fired" forthwith. Thus the law is practically inoperative because the officer who obeys it must risk his job.

Under such circumstances the Inspection Service, in common decency, surely ought to do everything in its power to protect the men upon whom it relies for information. But it fails to do so. The proof of this is to be found in another decision of the Board of Supervising Inspectors, at its last meeting.

In order to make the law operative, Capt. Wescott, representing the licensed men, requested the board to adopt a rule that "such inspector or supervising inspector shall refuse to impart the name of any such licensed officer or the source of his information to any persons other than his superiors in the Steamboat-Inspection Service" when any such licensed officer furnishes

(Continued on Page 11.)

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

That "Class Legislation" Bugaboo.

Nothing has stirred our industrial Dick Turpins more than has the American Federation of Labor's steady progress in its long and persistent campaign to annul court rulings that place human beings in the same category with commodities and articles of trade. With protests pitched avowedly in the name of freedom and liberty, but in reality in support of special privilege, these forces are disregarding even the most primitive concepts of fairness between opponents. In order to create panic and terror in the minds of citizens, they insist that the legislation demanded by labor will give the men and women of toil special privilege to violate the laws of our land.

Opponents refuse to accept the gage of battle to discuss this question fairly. These intellectual "snipers" who content themselves with reiteration and loud lamentation that "Congress will create a favored class" simply skirt the ends of the issues involved.

But the "class legislation" bugaboo is beginning to lose its force as a brake to the car of progress. In some States courts have deserted this standard of the interests and agree with other progressive citizens that social legislation beneficial to one section, benefits society as a whole. The term no longer affrights, for men are drawing sharp distinction between class legislation and legislation bestowing special privilege that pauperizes the many to enrich a few. Class legislation does not mean legislation for special privilege.

As the purposes, methods, and ideals of organized labor are becoming better understood, the charge that workers would undermine society by legalizing wrongdoing is no longer given credence. The New York Globe, in its issue of May 28, ridicules this claim in the comment: "Talk along this line is bosh." Those who have given the question of the exemption of labor organizations from trust laws even superficial thought, now agree there must be an abandonment of old political and legal theories.

Our opponents fully realize that workers will not cease pressing home their demands for justice because of the popgun cries of "class legislation" and the tom-tom beats against "legalizing crime." These catch phrases are not sufficient answer to Labor's repeated claim that it asks no favors, and to its challenge that statutes aplenty guarantee the maintenance of good order.

We reject the veneer of sympathy of opponents to exemption who patronizingly cite the legal fiction that "labor has the right to organize," and then jail us, enjoin us, and seize our homes for damages if we dare accept the logical and natural benefits that follow organization. The rights of labor should not be standardized on a dividend basis, thereby permitting courts to deify property at the cost of orderly development and humane progress. The right to organize was not "conceded" to the working men and women of our country until they convinced society that no law could deny them the right to exercise normal activities. So the old conspiracy laws were swept from our statute books.

The modern conspiracy law re-established the old order by classifying the workers as property under the Sherman Anti-trust law. Again the law places us at the mercy of a master, subject to the changing whims and moods of one why may set aside constitutional guaranties, jail us and sell our homes to satisfy claims for three-fold damages that employers have a free and unlimited right to demand. Our courts are the authors of this law. No legislative body has passed upon it. Against this eighteenth century dictum we now appeal to public opinion and make our protests in the halls of Congress.

Legal quibbling and smooth parliamentarianism will not solve this dollars versus humanity issue. Either American toilers are property or they are free men and women. If they are property the Sherman law applies to them, and they are bound to their employers just as tightly as were the slaves of feudal barons. If the Sherman law does not apply to the workers, the Senate should pass the labor sections of the Clayton bill, and thus declare by legal enactment that every man is a free agent, that he owns himself, and that he may dispose of his labor power withont interference or direction of courts or their rules.

The concept that workers are property which the Clayton bill corrects is responsible for the industrial warfare in Colorado, Michigan, and West Virginia. It is a barrier to man's upward and onward march. It places those who stand in the jaws of need at the mercy of judges and courts. It checks growth, limits development, stays progress, and acts as a millstone around the necks of those who aspire to manhood's heights and estate of free manhood.

Members of organized labor and their sympathizers are urged to write their Senators to vote and work for the passage of the Clayton bill. The time to act is now. The question is the most vital one that confronts working people. Upon them rests the duty of arousing public sentiment and giving forceful expression to the just demands of the nation's wealth producers on this question that truly involves their "life, liberty, and pursuit of happiness."

Immigration Figures.

Figures just issued by the United States Department of Labor show that 119,885 immigrants were admitted to our shores during the month of April. Of this number, 30,717 came from Southern Italy. Greece furnished the next largest number, 9,798, followed by Germany with 7,751, and Poland with 6,533. A total of 6,286 Magyars were admitted, 4,641 Roumanians, 4,427 Russians, and 3,222 from Bulgaria and Servia.

The unskilled, as usual, constituted the vast bulk of this huge army. There were 36,041 listed farm laborers, and 28,079 as laborers. The total of those who professed a knowledge of farming was 2,179,

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeland Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts Maritimes de France, 33 rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22. Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhaven 14c,. Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S, Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara. Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

The British Society of Engineers, the membership of which continues to increase, numbered 162,283 (including 3533 unemployed) at the end of January.

The St. Petersburg Metal Workers' Federation (11,000 members) has been ordered to disband by the Russian authorities. This is regarded as a hard blow to the Russian trade-union movement.

The 15th congress of the French Textile Workers will take place in Caudry from August 15 to 17. It will deal specially with the question of night work and the introduction of unemployment benefit.

The Trades Council in Winnipeg, Canada, reports that it has been successful, after several years of propaganda, in obtaining a weekly rest-day for the police. The new regulation came into force on May 1.

According to a recent census there were 60,531 persons employed in the various insurance concerns in Germany, as compared with 22,000 in 1895 and 12,000 in 1882. Of the official staff of 43,000, 3400 were females.

An appeal has been issued by the Australasian Labor Federation in Sydney to all members of affiliated unions to contribute 6d. a week per member to assist the Amalgamated Society of Railways and Harbor Servants of South Africa.

The number of native laborers employed by the South African contractors' association in the month of January rose from 171,339 to 175,652; 154,202 were employed in gold digging, 9471 in coal mining, 11,979 in diamond mining.

The repeated employment of the military in the case of strikes caused the British Labor Party to bring up that question when the Budget was being debated, with the result that the Government declared itself prepared to appoint a royal commission for dealing with this question.

"Unemployment in the metal industry in the various countries during the year 1913" is the name of an interesting article appearing in the April number of the International Metal Workers' Review (Stuttgart). This paper is published in English, German and French, and serves as medium of information for the metal workers' trades unions in all countries.

The Dutch textile workers have recorded a further and important success. The full Saturday afternoon has now been introduced by the last textile factory in the Enschede district. This is probably due to the fact that the Government declared that on and from January 1, 1915, it would introduce the free Saturday afternoon, after years of agitation.

The "Women Workers' Paper," the organ of the Christian Workers' Society of Switzerland, reveals the idea which prevails in certain quarters in regard to the efforts of the organized workers. A recent issue of that paper contains an article calling upon the women workers to be thrifty, because "poverty originates in want" and "riches in amplitude." Among other things the article contained the following statement: "Want leads to poverty, it is also the cause of social upheaval, theft, dishonesty in commerce, socialism, strikes and revolution."

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INFORMATION WANTED.

Peter Bellenot, who last sailed on the S. S. "Mariposa" out of Seattle, Wash., about November, 1912, is inquired for by his mother, Mrs. Bellenot, 1406 Second street, West Berkeley, Cal. Anyone knowing of him kindly write at the above address.—6-24-14.

Fred Riley, a colored seaman, last heard from at Genoa, Italy, and at other times from ports in Australia and at Liverpool, England, is sole heir to his mother's estate. Anyone knowing his whereabout kindly notify Mr. John E. Selkirk, Attorney-at-Law, 100 Erie Co. Bank Bldg., Buffalo, N. Y.—6-24-14.

Norman Hadley, a seaman, supposed to be sailing on the Pacific Coast, is inquired for by J. B. McCurdy & Co., attorneys, relative to an inheritance. Anybody knowing his whereabouts, please notify Chief of Police, San Francisco.

$10.00 reward will be paid by Johnson & Higgins, 244 California street, for information locating John Anderson and George T. Nelson, who were members of the crew of the steamship "Asuncion" in October, 1908.

Nils Johnson, who was wrecked in the American bark "Oasis," Sept. 2, 1887, is inquired for by W. F. Hohenschild, Berkeley, Cal.

Alfred Kupfer, born February 9, 1890, at Coburg, Germany, is inquired for by the German Consulate, 201 Sansome street, San Francisco, Cal.

Johannes Puun, born in Oesel, Arensburg, Russia, supposed to be sailing on the Pacific coast, is asked for by his mother. Anyone knowing his whereabouts please notify A. Lepp, Sailors' Union, San Francisco.

Richard Ryan, who left the British steamship Candida at San Francisco in July last, is inquired for by the British Consul-General.

Fritjof Ellingsen, age 32, a native of Drammen, Norway, he was short, heavy set, dark hair, parted in the center, and good looking. Anybody knowing his whereabouts please notify Ed Knach, 171 Clipper street, city.

John Rebbetad, who was in the steamer A. F. Lucas in November, 1911, is inquired for by his brother Address, Coast Seamen's Journal.

Carl Janson, age 36, born in Wastervik, Sweden; last heard of in Seattle six years ago. Any one knowing his address please communicate with Erika Askenberg, 2280 86th street, Cleveland, Ohio.

INFORMATION WANTED.

Francis Robert Bassett, a native of England, last heard of in San Francisco, Cal., in 1901, was well known around the water front as "Liverpool Frank." Any information regarding this man will be gladly received at the office of the British Consulate, San Francisco, Cal.

Frank Melson, who went as fireman on the S. S. "Maye" from Philadelphia to New Orleans, in May, 1913, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. G. W. Paruin, 4309 Westminster avenue, W. Philadelphia, Pa.

Alex McDonald, formerly of Dundee, Scotland, who has not been heard of for 22 years, but is thought to be sailing on the Pacific Coast, is inquired for by Jas. Perry, 30 Bridge End, Buckpool, Buckie, Eng.—5-13-14.

Edgar Duncan Stewart, age 22 years, white, born in Massachusetts, who, on October 9, 1912, was shipped as seaman on the American steamship "Toledo," at Marcus Hook, Pa., for a voyage to Sabine, Texas, but who did not join the vessel the next day, and has not since been heard from. The undersigned will highly appreciate your kind co-operation: Augustin R. Smith, United States Shipping Commissioner, or Shipping Commissioner, Appraisers Building, San Francisco.—5-13-14.

John S. Bickel, a sailor supposing to be sailing on the Pacific Coast, is inquired for by his sister, who has important news for him. Address Laura Bickel, 8817 Birchdale Ave., Cleveland, Ohio.—5-13-14.

Any one knowing the whereabouts of John Burke No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

Arthur Griffith, alias Simmons, a British subject age 28 years; 5 feet 6 inches in height, fair complexion, stout build, blue eyes, top false teeth, clean shaven, who is believed to sail on a coasting vessel between San Francisco and Portland, is inquired for by H. B. M. Consul-General. Anyone knowing his whereabouts please notify the British Consulate-General, San Francisco.

John Erik Nordberg, a native of Sweden, age about 26, supposed to be sailing on the Pacific Coast, is inquired for by his brother Harold, care of Sailors' Union of the Pacific, San Francisco.

San Pedro Letter List.

Andersen, Martin -1894	Lyngard, Jorgen
Andersson, E. -1762	Lang, Charles F.
Alexandersen, P.	Line, Victor
Anderson, Gust	Lister, W.
Andersen, A. -1645	Lauren, J. O.
Benson, Charles	Lucander, Hj.
Baardsen, George	Larsen, Herman
Bringsrud, Harald	Lagovsky, Joe
Bulander, Bernhard	Larson, J.
Bylander, B. B.	Lindstrom, Lilla C.
Brien, Hans	Muller, W. -2039
Barteis, Otto	Miller, Wm.
Brusbard, E.	Mayers, P. M.
Berg, S.	Michaelsen, A. -1105
Carlson, Gustif	Morris, W. A.
Ceelan, John	Morris, M. H.
Claessen, Henry	Moulas, Nick
Clausen, J.	Magnussen, E. W.
Dallman, H.	Neergard, A. -1165
Ekholm, F.	Nelsen, Ernst C.
Ellingson, Ivar	Nelson, Ernest
Enstrom, Carl M.	Nelsson, E. K.
Eugene, John	Nelson, Frank
Ekiund, Sven	Owen, Fred
Fahlinen, Hjalmar	Olsen, Ludvig
Gunther, Dick	Olsen, Nick
Gustafson, Alf	Olsen, Hans
Galleberg, Martin	Olsen, Ole Wilhelm
Gronlund, Oscar	Osterberg, S. H. -1284
Grigoleit, E.	Olsen, O. Martin
Hansen, Fred	Paulson, Gustaf
Holmroos, W.	Pearson, Ed
Hansen, Johannes	Peterson, K. E. -903
Heeshe, Henry	Pihlstrom, Chas.
Hansen, H. P.	Petrow, A.
Hansen, Sigworth	Peterson, Oscar
Hakonsen, P. O.	Petersen, Svend.
Haro, Aarp	Aage
Harrold, Henry	Rantman, R.
Hansen, H. -2060	Rutel, Ernest
Johansen, Grunner	Rajala, Victor
Jordan, Earl	Repson, Ed
Johnsen, Walfred	Rasmussen, Alfred
Johannsen, Charlie	Sleen, Ed.
Johansson, A. -1874	Sandy, Oskar
Johnsson, J. A. -1659	Schmidt, Geo. -1041
Johansson, N. A. -280	Strahle, Chas.
Johansen, Leonard	Schultz, Albert
Johansen, Leonard	Sassi, Wilhelm
Jalonen, John	Sellers, W.
Kalnamm, Andvey	Sanders, C. -1077
Kolodzie, George	Samuelsen, Victor
Kallas, K. A.	Strand, L. C.
Krause, Ernst	Saar, Conrad
Klaessen, Karl A.	Saarinen, Hemming
Kaehler, George	Valboe, Harry
Lundberg, T.	Voss, Henry
Lindholm, Erik A.	Zunk, Bruno
	Packages.
	Johansen, Nils A.

Honolulu, H. T.

Anderson, Edw. -1734	Ivars, Carl
Abrahamsen, A.	Irvine, Robert
Austin, Frank	Jorgensen, C. M.
Andersen, Anton	Kayser, Charles
Andersen, O.	Koskinen, Sulho R.
Clarson, A.	Lentinon, E.
Clancy, James	Lundberg, T.
Hansen, Jos. G.	Nordling, C.
Hansen, Max	Paty, George
Hansen, Christ	Slattery, Wm.
	Silver, E.

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INDUSTRY

Pacific Coast Marine.

The Robert Dollar Company has chartered the British steamer "Cape Finisterre" for the round trip between this coast and the Orient.

The full-rigged Chilean ship "County of Linlithgow" has arrived on Puget Sound with the first shipment of South American hardwood from Iquique. She will load a special order of lumber at Port Blakeley for Valparaiso.

E. P. Winters, formerly quartermaster on the Pacific Mail Steamship Company's liner "Korea," was convicted recently by a jury in Federal Judge Dooling's court of concealing thirty-five tins of opium that were brought over from China. The smuggling occurred on April 30, 1912, while a number of customs guards subsequently convicted of smuggling were on duty.

The War Department has notified Waddell & Harrington, the engineers of the Interstate Bridge Commission, that but one plan of a bridge to span the Columbia River would be approved. It was stated that the department has no objection to either of the three types submitted, provided that if a vertical lift span be adopted it must have a clearance of 150 feet above the river when the latter is at a stage of 25 feet.

A shipment of 450 tons of Alaskan coal has arrived at Seattle from the north as cargo of the steamer "Admiral Sampson." The coal, which was mined from the Matanuska fields, is to be tested as fuel for the Navy. Another shipment of about 800 tons from the same fields is to be brought south by the steamer "Admiral Evans." The "Sampson" loaded the coal at Knik, Cook's Inlet, to which point it was hauled by sled from the Matanuska fields last winter.

By means of wireless telegraphy, the Island of Nauru of the Gilbert group, about 2500 miles south of Honolulu, has been linked with the terminus of the cable circuit at Yap, in the Carolines, and thus put in communication with all parts of the world. Nauru and Ocean Island both export large quantities of phosphate, and it is expected that Ocean Island will have wireless in the near future. Meantime, vessels loading at Ocean Island can call at Nauru and report to owners.

President O. L. Dickson of the White Pass and Yukon route, announced that as the result of the purchase by his line of the Northern Navigation Company's fleet, a new tariff has been made effective July 1 and will be continued to August 20 from Puget Sound points to Fairbanks via Skagway, equalizing the present rates via St. Michael to all points on the Tanana River, from Hot Springs to Fairbanks inclusive. This will open the Skagway gateway to shippers and enable them to save at least two weeks, and in some instances three weeks, in transit.

Officials at the Mare Island Navy Yard have been notified by the Navy Department that the contract for furnishing the material for the construction of the two bay oil steamers to be built at the local yard had been let to Worth Bros. of Coatsville, Tenn. Shipment will begin twelve days after the receipt of the schedule, which was mailed from the Navy Yard June 20. The machinery division at the yard is at work on the engines for the vessels, which must be completed by January 1, as they are wanted to serve the battleship fleets in San Francisco Bay during the Exposition year.

Prosperity of the farmers along the valleys of rivers flowing into San Francisco Bay is manifest in the announcement made by President I. N. Miller of Farmers' Transportation Company of the building of a new steamer to cost $75,000 when completed. The contract for the craft has been let to the Schultze, Robertson & Schultze Company, and the keel of the vessel will be laid in the near future. This new vessel is to ply between San Francisco and Colusa in conjunction with the "Valette," now operated over this route by the farmers' organization. It will be a freight carrier only, and will be equipped with all modern appliances for the quick handling of the class of cargo it is to carry. The length of the new craft is to be 206 feet, breadth 43 feet and draft 8 feet. According to men engaged in river traffic, the amount of cargo to be brought to San Francisco during the present season is far ahead of last year, and the prospects for even greater increases are bright. It is rumored that other vessels will soon be ordered built for handling the produce from the Sacramento and San Joaquin Valleys to the Bay region.

Victory for San Francisco in its three-year campaign for the location of the United States Navy's big $2,000,000 drydock at Hunter's Point came on June 16. The House of Representatives by a vote of 137 to 93, concurred in the Senate amendment to the conference report on the naval appropriation bill, providing that the Union Iron Works construct for the use of the Navy a dock capable of handling the largest battleships that can pass through the Panama Canal, at a rental of not less than $50,000 annually for six years. This, say those interested in the big bay venture, means that the appropriation for the drydock will be in the bill when it is signed by the President. The new dock will be built alongside of the present two docks at Hunter's Point. Of the drydocks now maintained there, one was constructed about thirty-five years ago and the other about twelve years ago. Neither of these two is adequate to handle the larger battleships, but the new one will be capable of receiving the largest super-dreadnaught yet conceived. By the terms of the agreement with the Government, the rental of $50,000 a year for six years will give the Navy the right to use one or all of the three docks. The drydocks will remain the property of the Union Iron Works, however, and always will be under its direct control.

A huge electric searchlight with a capacity of 50,000 candle-power will be utilized by the Standard Oil Company at Point Richmond to simplify the docking of their great oil tankers. Work on the structure, which is to be of steel and cement, is under way. The tower upon which the light will be mounted will be 135 feet high. The company expects to be well repaid by the saving in time to its numerous tankers, which arrive there almost every day, and are now unable to dock except in daylight. Many of these tankers arrive from Oriental and other foreign ports and are given pratique just before sunset. They steam up the bay toward Point Richmond, but find it unsafe to dock before morning. This means considerable delay and is very expensive for vessels with high charter prices, in some instances amounting to over $500 a day. The work on the new structure is being pushed to completion, and it is expected that it will be in operation within the next sixty days. It is reported that the Union and Associated Oil companies are contemplating following the lead of the Standard, and that within a few weeks similar equipment will be installed at their plants on the upper bay.

The first of seven steamers of the American-Hawaiian fleet to come to San Francisco through the Straits of Magellan during the present season from New York was the "Pennsylvanian." She was followed closely by the "Montanan." The American-Hawaiian Company formerly operated through the straits before the traffic arrangement was made with the Tehuantepec Railroad, since which time it has maintained two fleets, one on the Atlantic and one on the Pacific. The closing of the railroad has necessitated the shipment in one bottom all the way from the ports of the Eastern Seaboard to this coast, and the freighters will come this route until the Panama Canal is opened for traffic. Full cargoes are being brought out by the freighters, and the majority of them will load return cargoes in Hawaii for the trip back to the Atlantic Coast. Both the "Pennsylvanian" and "Montanan" came direct to this port, but others of the line will call at San Diego and Los Angeles before arriving here. Calling at San Francisco first was made necessary on account of the cargo for this port being stowed on top in the holds, as the vessels, leaving the East, expected to discharge at the Isthmus, but were diverted by wireless after putting to sea. There are on the way now the "Kentuckian," "Texan," "Iowan," "Dakotan," and the "Oregonian."

According to local reports, time charters for foreign ships have reached a lower figure than at any time during the past four years. This drop is usual during the early spring and summer months but seldom has it been so great as this year. Big tramp steamers receiving a charter price of $15,000 a month a year ago are now being paid for at the rate of a little more than $5000 a month. The general price per ton per month last year at this time was as high as ten shillings, and this has been cut as low as three shillings. As an indication of the drastic cut in freight rates a price of sixty shillings is quoted on lumber from British Columbia to Liverpool. The rate last year was 105 shillings. It is believed, however, that these low rates will be raised with the fall exportation of canned goods and it is the expectation of shipping men that by the first of August they will have reached at least seventy-five shillings. The reason for the large drop is ascribed to the fact that there is little freight business on the Atlantic coast this year, and the Argentine freight market which generally requires a large number of cargo carriers is now practically dead. Local shipping men are extremely dubious as to the effect the opening of the Panama Canal will have upon the business, and although it is hoped that it will be helped, there is a general apprehension that the bringing of an unusually large number of ships to this coast will have a depressing effect upon charter prices.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

International Seamen's Union of America.

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.

THOS. A. HANSON, Secretary.
570 West Lake St., Chicago, Ill.

AFFILIATED UNIONS.

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NEW YORK CITY, 51 South St.
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NEW YORK CITY, 12 South St. Telephone 2107 Broad. Night Call 2108 Spring.
New York Branch, 400 West St. Telephone 5153 Chelsea.

Branches:
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CONNEAUT HARBOR, O., 992 Day St.
ERIE, Pa., 107 E. Third St.
DETROIT, Mich., 7 Woodbridge St., East.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
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CONNEAUT, O., 922 Day St.
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SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
ERIE, Pa., 107 E. Third St.
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(Continued on Page 11.)

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NOTICE TO CORRESPONDENTS.
Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

ALLIED PRINTING TRADES UNION LABEL COUNCIL SAN FRANCISCO

WEDNESDAY, JULY 1, 1914.

FREEDOM OF CONTRACT.

The right of the worker to "freedom of contract" is at present engrossing the thoughts of such broadminded (?) individuals as John D. Rockefeller, Jr., and the leading spirits of labor-crushing associations throughout the length and breadth of the land. Sermons are preached on the rights of the worker to bargain for himself and inspired editors of the Hearst and Otis type exploit the idea in lengthy editorials. Even the wily politician—where the constituents are of the wealthy and reactionary class—shrieks his defense of the individual worker to "freedom of contract."

It is the propagation of this worthy (?) idea that led to the butchery at Ludlow by thugs of the "Lefty Louie" and "Gyp the Blood" type, who undoubtedly were hired on the "freedom of contract" basis. The sacrifice of women and children at Michigan, Lawrence and other places can be laid directly at the door of the exponents of this "individual liberty" idea.

What is this "freedom of contract" which calls for such drastic measures to make the same effective? Why is it so strenuously advocated by all the labor-crushers of the land? The answer is simple. A contract is considered a mutual agreement, bargain or compact, between two or more individuals or parties, with mutual benefits to both and the rights and obligations of both sides guaranteed. In order that it shall be a free contract it is necessary that both parties stand upon equal footing as regards necessity of accepting or rejecting terms, also it is of great importance that neither coercion, influence or pressure shall have any bearing upon either of the parties involved in the agreement. If a contract is entered into under any other circumstances it cannot be a free contract.

Now what is the position of the individual worker when seeking employment and making terms with the employer, and the position of the employer in the same matter? The worker occupies the position of supplicant for that which is necessary to his very livelihood, while the employer is in the arbitrary position of accepting or refusing, as it suits his whims; in other words, there is absolutely no contract, free or otherwise.

As a general rule the employer when dealing with individual workers merely states "his" terms which, in the very nature of things, are usually unjust, abridging rights and liberties guaranteed to all citizens by the laws of the land, and if the worker does not accept the humiliating conditions he is not employed and there is no so-called "free contract" made. The liberty of an individual hungry man to bargain with a bloated millionaire is somewhat uncertain, and any conditions imposed by the latter need a whole lot of imagination to bring them within the meaning of the word "contract."

The first and most important term of the free contract between employer and employe is the abridgment of the employes' liberty, i. e., the right of the employe to collusion with his fellows and the collective bargaining for wages and conditions. The talk of individual liberty regarding employer and employe is all buncombe. There is a vast difference between the worker who is the cat'spaw of labor sharks and preachers of individualism, and the man who exercises his right to collective bargaining with the right to sell his labor at his own terms.

The collective bargain of union men gives the agreement between employers and employes at least some semblance of what might be termed a contract, inasmuch as there is an opportunity of obtaining a little consideration of the rights of the party of the second part. The person who insists upon his sacred right to individual contract with the employer occupies the same position as the mouse does in dealing with the cat—just prior to the "finale."

POVERTY IN JAPAN.

California has an area of 155,652 square miles and a population somewhere near 2,500,000. Japan, not including her recently acquired territory, has an area of 147,353 square miles with a population somewhat in excess of 51,000,000.

The mute story of an overcrowded land is strikingly illustrated by the foregoing figures. And the same figures explain why Japan has been forced recently to make retrenchments in her ambitious naval program.

Notwithstanding their intense national pride, notwithstanding their almost unanimous wish to maintain a powerful armada, the people of Japan have reached the limit in raising funds, and retrenchment has become the order of the day.

The burden of an ever increasing taxation has become unbearable to the poor—and the poor constitute a vast majority of the population. So dire is the poverty of the masses that, though the income tax is applied to incomes as low as $150 per annum, it is said that the larger part of the population still escape this particular form of taxation, so pitifully small are their earnings.

Then, in Japan the same problem affects the people as it does in other countries—the increase in the cost of living. There, as elsewhere, it has risen out of all proportion to the increase in wages.

The only remedies suggested by the "statesmen" who guide the destinies of Japan are either the greater influx of foreign capital or retrenchment in governmental departments. Others, who are not regarded as statesmen, advocate a cessation in the waste of millions of money in constructing ships of war at the same ratio as the great powers of Europe. Still others, referred to as agitators, propose to clap a mighty stiff tax on the incomes of Japan's aristocracy.

Naturally, the suggested income tax on the plutocracy has not met with an enthusiastic reception in the councils of the latter. The "statesmen's" remedies are mere makeshifts. So, as a last resort, it finally became necessary to sacrifice Japan's national pride at the altar of poverty and cease building dreadnaughts and other engines of destruction.

With taxes grinding the very life out of the poor, is it any wonder that every worker in Japan is looking forward with fond expectation to the day when he may follow his fortunate brothers who emigrated to America?

THE SUBSTITUTE BILL.

An editorial in the Washington (D. C.) "Times" intimates that the substitute Seamen's bill, which recently emanated from the House Committee on Merchant Marine and Fisheries, is but a feeble excuse for safety-at-sea legislation.

After calling attention to the weak spots in the substitute bill, the "Times" says:

> It is inconceivable that Congress can be persuaded to enact this substitute after the terrible disasters in the last few years. It is equally inconceivable that Congress will permit this session to adjourn without enacting proper legislation.
>
> The information at hand indicates that the committee instructed its chairman to make request for a rule, and it is earnestly to be hoped that the rule may be asked for and given, to the end that the La Follette bill may be enacted.
>
> That is the kind of legislation the Democratic and Republican conventions promised, and, with the exception of providing boats for all persons on board, it is the bill enacted by the House shortly after the conventions had adjourned and before the election took place.
>
> Gentlemen, keep faith.

It is to be hoped that Chairman Alexander will not continue the peculiar tactics of delay which have of late characterized all his actions with reference to effective legislation for greater safety of life at sea. Judge Alexander rendered signal service in furthering the Seamen's cause at previous sessions of Congress. But since he mixed with the British Lords, the German Barons and the French Counts who represented "the other side" of the question at that London Conference, there seems to have come a change in his general attitude toward the seamen. Let us hope that at this crucial moment he will not desert the men who for many years regarded him as a true and unselfish friend—as a man who made their fight and fought their battles in Congress, not in the hope of any possible reward, but simply because it was "a cause that lacked assistance," and simply because it was a "just" cause.

It is not generally known that the union label, now universally recognized as the most effective means of obtaining patronage for articles manufactured under fair conditions, was a weapon originating from the long struggle against Chinese labor in California. Yet, it is duly recorded in history that the first union label was adopted by the Cigarmakers of California in 1874.

Some well-meaning but misguided unionist would build a Chinese wall around their organization. They forget that a trade-union is not exactly as strong as the number of its members; but that it is exactly as weak as the number of its non-members.

MILITARISM GONE MAD.

Max Waechter, who is a friend of peace, writes from London that in the mad armament race of nations the warlike expenditures of Europe amount to $2,500,000,000 per year. About 5,000,000 people serve permanently in European armies and navies, and as these might earn $2,500,000,000 in civil life, armaments cost Europe $5,000,000,000 per year in time of peace.

"We modern Europeans are not warlike people," says Dean Inge in St. Paul's Cathedral, London. "Warlike nations like the Turks do not make these elaborate preparations. The true fighting man trusts to his own right arm to protect him when the time comes. It is the old, rich, timorous nations who laboriously guard themselves against enemies of whom there is no sign in any quarter. Europe is like a street of tradesmen who pay half their income in burglary insurance against each other."

The remarkable thing in connection with these two statements is that the great mass of the people of all nations are poor and that the 5,000,000 soldiers in Europe have nothing to gain in fighting the battles of the economic exploiters.

Big Business either wholly dominates or largely influences the actions of the world's governments, and while that condition prevails we may expect wars and revolutions to break out now and again. In proof of which we have the slaughtering of human beings in Mexico because corrupt politicians, for a price, fell out amongst themselves as to whether American or English capitalists should be allowed to grab and exploit the oil wells and other natural resources of that unfortunate country.

Judge Maurice T. Dooling of the Federal District Court has declared invalid an order issued in 1909 by President Taft, withdrawing from entry 3,000,000 acres of oil lands in California. This decision gives undisputed possession of large areas to the Standard Oil Company and the Midway Oil Company. The lands are estimated to be worth from $250,000,000 to $1,000,000,000. Well, both "John D." senior and junior need the dough. They are constantly called upon to subsidize missionary work among the heathens abroad. And it costs money, too, to keep the Christians at home in their proper places—those Colorado gunmen do not work for love or charity! Fortunately there is a way of forcing the oil magnates to let go of a part of that 3,000,000 acres. If the people of California will adopt the pending Constitutional Amendment providing for Home Rule in Taxation it will not be difficult to divide that vast estate. Vote for Assembly Constitutional Amendment No. 7.

"Shipping" Illustrated, of New York, is a shipowners' organ. Still, it has some lucid thoughts—occasionally. Here is one from a recent issue:

> Mere compliance with the law as regards life-saving equipment and boiler inspection is in no way indicative of the general seaworthiness or safety of any vessel in this country, as the rules of the U. S. Steamboat Inspection Service completely neglect every element of safety at sea outside of imposing elaborate rules concerning lifeboats and lifebelts and boiler testing.

Quite right! And what are you going to do about it? Mere moaning will never bring about any change in a deplorable situation. Why not fall in line and boost for the Seamen's bill?

TRAITOROUS DISRUPTIONISTS.

The outrage perpetrated by disaffected miners who have allied themselves with the Industrial Workers of the World, at Butte City, Montana, is in line with our experiences of the activities of that alleged organization of labor.

Wherever the bona fide labor unions have succeeded in effecting a satisfactory agreement with the employers, which agreement is considered detrimental to the interests of other employers who refuse to deal with their employes collectively, through an organization, there will be found the I. W. W. organizer, attempting to create dissension.

It is possible that among the rank and file of the advocates of disruption there are some honest impossiblists, who actually believe it is necessary to destroy existing labor unions in order to build up what they consider "the more advanced" organization.

It is very apparent that there would be plenty of opportunity to demonstrate the alleged superiority of their institutions in districts where there are no organizations.

Where were the I. W. W. organizers while the desperate struggle was being waged on the upper peninsula of Michigan?

Are they aiding in the fight of the coal miners in Colorado?

Not at all! You will find them busy in the organized Pittsburgh district of Pennsylvania, where the success of the miners' organization in forming working agreements threaten the unorganized Irwin district; the coke regions; the Fairmount field of West Virginia.

And so, we find them active in Butte, Montana, known as the best organized city in the United States.

The strength of the organization at Butte threatens the non-unionism of other metal mining camps. Therefore disruption must be fostered. Here you will find the I. W. W. organizer, or rather disrupter.

It is our earnest belief that a thorough understanding exists between the unfair employers in the non-union districts and the leaders in this destructive movement.

"By their works you shall know them," and so far, the only result we have seen of I. W. W. activities is in the sowing of seeds of disruption in organized industries. —The United Mine Workers' Journal.

The Imperial Merchant Service Guild (British Merchant Marine Officers' Ass'n) continue to receive reports from their members commanding and officering British ships of the constant and grave troubles they experience in dealing with Chinese crews. In one case, owing to serious troubles with Chinese seamen and firemen, the officers and engineers of a British ship lying at Oran declined to proceed further in the vessel, and their objections were only got over by a promise that the vessel would put into Gibraltar, where the delinquents were dealt with ashore. The Clyde agent of the Guild reports that recenty two second officers declined to sail on a steamer, on the ground that she carried a Chinese crew.

The compulsory arbitrationist should remember that the government, like fire, is a good servant but a bad master.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., June 29, 1914.
Regular weekly meeting came to order at 7 p. m., Jack Rosen in the chair. Secretary reported shipping dull. A Quarterly Finance Committee was elected to audit the Union's accounts for the past three months.
JOHN H. TENNISON, Secretary pro tem.
84 Embarcadero. Phone Kearny 2228.

Victoria, B. C., June 22, 1914.
No meeting. Shipping dull; prospects uncertain.
CHAS. J. DOLAN, Agent pro tem.
518 Yates St.

Vancouver, B. C., June 22, 1914.
No meeting. Shipping dull; prospects uncertain.
W. S. BURNS, Agent.
231 Hastings St., E. corner of Hastings and Main, P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, June 22, 1914.
No meeting. Shipping dull; prospects uncertain.
H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, June 22, 1914.
Shipping and prospects poor.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, June 22, 1914.
Shipping medium; prospects uncertain.
J. PEARSON, Agent.
P. O. Box 6. Tel. Main 557.

Portland Agency, June 22, 1914.
Shipping dull; prospects uncertain.
G. A. SVENSON, Agent.
P. O. Box 2100. 51 Union Ave. Tel. East 4912.

Eureka Agency, June 22, 1914.
Shipping fair; prospects uncertain.
JOHN ANDERSON, Agent.
227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, June 22, 1914.
Shipping dull; prospects uncertain.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, June 15, 1914.
Shipping dull; prospects poor.
JACK EDWARDSON, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., June 25, 1914.
No meeting. Shipping slack for cooks, fair for waiters.
EUGENE STEIDLE, Secretary.
Phone Kearny 5955.

Seattle Agency, June 18, 1914.
No meeting. Shipping dull.
LEONARD NORKGAUER, Agent.
Phone Main 2233. P. O. Box 214. Grand Trunk Dock, Rooms 203-205.

San Pedro Agency, June 18, 1914.
No meeting. Shipping slow; few men ashore.
HARRY POTHOFF, Agent.
P. O. B. No. 54.

Portland Agency, June 22, 1914.
No meeting. Shipping fair; prospects medium.
THOMAS BAKER, Agent.
27½ Second St., Bickle Bldg., Room 10, Phone Main 9731.

DIED.

Alex Jungberg, No. 291, a native of Sweden, age 48, died at Tacoma, Wash., June 26, 1914.

THE HEALTHY CANAL ZONE.

This long death history of the Isthmus loomed up appallingly when the United States government began work in 1904. Here was a superb project that had always appealed to the imagination of the world. Balboa crossed the strip of land in 1500 and took possession in the name of Spain. For ten years an engineer under Balboa worked on plans for an artificial waterway. Since then it has been the ambition of nations to cut a way between the continents. Goethe prophesied that the United States would ultimately succeed.

When we began our one great advantage was not our superior knowledge of engineering—it was the knowledge that certain mosquitoes carried yellow fever and malaria. The experiment at Havana had demonstrated that they could be exterminated. But "conditions on the Isthmus were radically different from those in Havana." Cuba was made free from yellow fever in seven months. It required sixteen months to stamp out yellow fever from the Isthmus. The sanitary department had been established and running for two years in Havana when the work of yellow fever prevention was begun there. It was necessary to begin the work at the Isthmus with a thorough sanitary survey; next these ancient sources of infection, these old cities and towns must be cleared of the accumulated dirt of 400 years; thousands of tons of rubbish must be burned, streets paved, sewage systems built, a clean, uncontaminated, plentiful water supply furnished. Yellow fever and malaria were the most dreaded diseases, but plague was also feared. Rats had to be eliminated.

It was not necessary to clear the entire Isthmus of mosquitoes. The radius of flight of the yellow fever and malaria mosquitoes is limited to 1,000 yards. The Canal Zone was divided into sanitary districts, and the work of extermination was carried that distance outside the circle of every inhabited district. Breeding places were eliminated, such bodies of water as could economically be disposed of were filled; others were oiled, or larvicided; all dwellings effectively screened. It was a work that required time, even with all the resources of the United States back of it. The Canal Commission, anxious to meet the expectations of those who wanted "to see the dirt fly," thought to start the work of digging simultaneously with the sanitary preparations. An epidemic of yellow fever broke out early in 1905.

There were 246 cases of which 133 were employes; out of eighty-four deaths, thirty-five were employes. An authority states, "Judging by the alarm caused by the comparatively mild epidemic of 1905, there is no doubt that if the American force had had the same amount of yellow fever that the French had, the work of constructing the canal would have been stopped, on account of lack of men."

Of course people became panicky, and lost faith in the mosquito theory and effectiveness of the work of sanitation. It must have been a trying time for those who bore the great burden of responsibility of this demonstration upon which the eyes of the world were fixed. How anxiously they must have awaited the results. By New Year's, 1906, yellow fever was stamped out. No case has appeared since. What a conquest!

What an object lesson! Think of it! If this one most dreaded, because most disease-stricken spot on the map of the world, this tropical jungle, can be made healthful and habitable beyond other places, heretofore regarded as earth's most favored spots, what heights may we not hope to attain in racial and individual healthfulness. If yellow fever can be eliminated from the Canal Zone, why should not every fever disappear from the face of the earth; and all children's diseases which so tax the constitution and take such heavy tribute from the sum of human happiness, why should they not be stamped out also?—La Follette's Weekly.

CANAL COST TO DATE.

A comparison between the cost of the Panama Canal work as estimated by the United States Engineering Commission in 1899, before the Government took over the enterprise, and the actual expenditures as given by the official record shows that the cost of digging the Culebra cut was 78 1-6 cents a cubic yard, against the estimated 80 cents a cubic yard. Since the work as a whole was of entirely unprecedented magnitude, the estimate of unit cost involved special difficulties. Construction had to be carried on at a distance of 2000 miles from the base of supplies and the influence of tropical conditions, of government control, and of labor markets also had to be taken into consideration.

Granted that a liberal estimate was provided at the start, it still speaks well for the directing forces concerned with the Canal's development along its various stages that the figures for the principal diggings, as well as for lock construction, are below rather than above the estimates. The engineers considered that the concrete laid in the locks at Gatun, Pedro Miguel and Miraflores would cost $8 a cubic yard, whereas this work ran from as low as $6 to $7.53 a cubic yard, as the highest. In the sea level sections of the Canal at the Atlantic and Pacific ends, however, where nearly 80,000,000 cubic yards of dredging was done, conditions reversed themselves, for the engineers' estimate was 20 cents a cubic yard while the average cost was 24 cents.

The total expenditures up to December, 1913, were $198,000,000, and this item included administrative and general expenses and the cost of the plant used in construction. The plans have been changed from time to time, and such changes have involved additional digging and more concrete laying. Engineers of international repute and not identified with the Panama construction, express their admiration for those who, fifteen years ago, estimated so accurately, and Engineering News takes occasion to offer its congratulations to the Government Engineering Commission, the builders of the Canal and all individuals concerned in the completion of the enterprise, because unless they had held closely to calculations all early figuring could have gone awry. The engineering commission of 1905 also made a correct estimate when it stated that it would require eight and one half years to complete the Canal, for the waterway is already in use for commercial traffic.

JAPAN'S MERCHANT NAVY.

"Go boldly and unlock the ocean gates," was the message given in a dream to Christopher Columbus in the days of Ferdinand and Isabella. He followed the inspiration of that voice, but not until our own day has the key been turned in the gate to India. That work is the climax of the voyage of the Genoese captain, says the "Minerva" (Rome), an able weekly review of events in Columbus' homeland. It dwells particularly on the fact that the Panama Canal has opened the gates of the Atlantic Ocean to the countries of the far East. It will end, we are told, in Europeanizing, or perhaps Americanizing, the people of Nippon and far Cathay. There was a time when Japan especially strove to live secluded from the influence of Western civilization. The rulers of the country decreed that no vessels should be built in her shipyards of sufficient size and strength to cross the ocean. This is now all changed, and the wonderful development of Japan's merchant navy is really one of the most striking events in her history for the past forty years. To quote the "Minerva":

"From remote antiquity to the beginning of the seventeenth century, Japan cultivated commercial relations with China, Indo-China, and the adjacent islands. But in 1636 a law was promulgated forbidding the subects of the Empire to build, buy, or possess junks of more than 50 tons burden. This was intended to exclude traders as well as fishermen from having the material means of going out far from shore, and the Government of Nippon hoped in this way to hinder forever the people of the West from exercising upon the country even the slightest social or economic influence."

These Draconian limitations were, however, gradually relaxed. In 1800, or thereabouts, the Mikado bought for his own private use a three-masted ship from Holland; his example was followed by several feudal lords, or daimios, who purchased sailing yachts in Europe. Somewhat later the old law was repealed, and the subjects of the Empire were left at liberty to construct vessels of whatever size they chose. Since then the progress of Japanese mercantile shipping has been amazing:

"Three years after the repeal of the restrictive law by the young Mikado Mutsa-Hito the merchant navy of Japan comprised thirty-five sailing ships, with a gross tonnage of 8,320 burden; ninety-six steamers, with a gross tonnage of 23,364 burden; while in 1910 the number of sailing ships rose to 6,337, with a gross burden of 412,859 tons, and the steamers grew in number to 2,518, with a gross burden of 1,233,785. In no other country in the world has so rapid a development been recorded."

Of course a great deal of European capital has been invested in the shipping trade of Japan, but the Japanese own no small part of it:

"At the present moment a third of the tonnage of the merchant fleet of Japan belongs to four companies exclusively Japanese. These companies have their headquarters at Tokyo, from which a third of the tonnage hails; Osaka, where one-fourth of the fleet anchors; and Kobe, which is to be credited with harboring one-sixth of the ships."—Translation made for "The Literary Digest."

SEA MUSSELS.

With a tempting list of recipes and backed by the experience of a unique and successful campaign in Boston, the United States Bureau of Fisheries has undertaken to add a new article to the popular diet in the form of sea mussels. Since the middle of January, by the aid of Professor I. A. Field of Clark University and Mr. Charles Doucot, chef of the Hotel Brunswick in Boston, the Federal Government has succeeded in bringing this hitherto neglected sea food into such prominence that each of a score or more of Boston's most prominent hotels and restaurants now make it a regular feature of their bills of fare.

Dealers as well as the hotels and housekeepers have been quick to take advantage of the new opportunity. By means of placards advertising sea mussels and bearing the indorsement of the Bureau of Fisheries, the markets have exploited them extensively and the demand has spread to other Massachusetts towns and to Rhode Island. In order to promote the work more fully the Federal agents have assisted the dealers in arranging for a supply, and the Government will shortly hold demonstrations in the markets, serving mussels prepared in various ways.

The fresh mussels are, of course, the choice form; but several firms on both coasts now offer them canned in their own juice or pickled, in which form they retain their tenderness and most of their flavor.

All of this is part of a comprehensive undertaking on the part of the Bureau of Fisheries to develop this country's fishery resources in the interests of the public food supply. Appreciating that with the increasing cost of meats the food requirements of the people must be met by a greatly increased consumption of sea foods, the bureau, through Professor Field, has for some time been collecting data and making laboratory experiments to prove the wholesomeness and value of various neglected products. Among the most valuable of these unutilized resources are the enormous beds of sea mussels which extend along the Atlantic coast as far south as North Carolina and along the Pacific down to San Francisco.

Why this delicious food has been so neglected in America is not easily explained. In Great Britain, Holland and France millions upon millions of pounds of sea mussels are consumed annually, and in France and Holland the demand necessitates cultivation of mussels just as of oysters. But until recently the general public of the United States has hardly known of the existence of the sea mussel.

The sea mussel is closely related to the oyster and the clam. It is not, however, to be confused with the fresh water mussel. As a nutritious and wholesome food it is equal to either the oyster or the clam, and many persons regard it as superior in flavor. Mr. Doucot, after the first introduction of sea mussels upon the menu of the Hotel Brunswick in Boston found his patrons immediately calling for more, and clubs and cafes and private homes increased the demand.

The mussels exist in such abundance in such readily accessible places, and they are so readily obtained by the oysterman's regular equipment that they can be put upon the market at lower cost than can either oysters or clams. They are at their best, moreover, when oysters are out of season, though they are in season all the year round.

As a food they are economically good, not only because of their high nutritive value and digestibility, but because, unlike the clam, all the meat is edible, and because their shells are thin and regular a barrel of mussels contains more edible material than a barrel of oysters. A peck of mussels in the shell will supply all the meat required for a meal for ten persons. In Boston a peck of mussels may be bought for 25 cents.

Of the recipes recommended by the Bureau of Fisheries, Mr. Doucot's "mussels a la mariniere" proved so popular at the Hotel Brunswick that 250 pounds of mussels were used in one day. Some of the other tempting dishes are mussels roasted, steamed, fried, creamed, mussel chowder, mussel broth, mussel croquettes and mussels a la poulette. All of these recipes—18 in number, with information as to the value of mussels, where to find them, when to use them and why to use them—are published in a circular now in press for the Bureau of Fisheries and obtainable upon application.

A STRIKE WORTH WATCHING.

There is going on in London just now a venture that American trade unionists will watch with great interest. The building trades were locked out by the building contractors. London building work was stopped short. The Theosophical Society had planned to erect a great structure. The cessation of work was at first a problem to the Theosophists. But Mrs. Besant thought over the matter and came to the conclusion that since the building trades were to erect the structure, they could as well have the contract direct.

According to London dispatches, work on the Theosophical Society's building is proceeding under a contract made directly with the unions. The contractors—AND THEIR PROFIT—have been eliminated.

That the success of this undertaking may bring about a move toward general elimination of contractors is not impossible. This lockout may prove more costly to the profit-taking contractors of London than they had anticipated.

Nor is the elimination likely to stop in London. Already some of the great American unions are thinking along similar lines. Notable among them is the Bricklayers' Union, a union that has ample funds with which to finance whatever it undertakes.

If the workingmen learn the uselessness of the exploiter through such means as this, then the London lockout will indeed have been a fortunate one. This new phase of the situation lends it a double importance and makes it one doubly worth watching. And this despite the half-jocular comment of Bernard Shaw, who remarked that he for one should pass on the other side of the street from a building constructed under such conditions.—New York Call.

The union label is the best guarantee of a decent minimum wage. Demand it on all products!

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,
LAKE SEAMEN'S UNION,
V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION

570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y.....55 Main Street
Telephone Seneca 936 R.
CLEVELAND, O.....1401 W. Ninth Street
Telephone Bell Main 1842.
MILWAUKEE, WIS.....133 Clinton Street
Telephone South 240.
ASHTABULA, O.....21 High Street
Telephone 552.
NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.
DETROIT, MICH.....7 Woodbridge Street, East
Telephone 3724.
SUPERIOR, WIS.....1721 N. Third Street
Telephone, New, Broad 385.
BAY CITY, MICH.....108 Fifth Avenue
OGDENSBURG, N. Y.....70 Isabella Street
CONNEAUT, O.....922 Day Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue
PORT HURON, MICH.....517 Water Street
ERIE, PA.....107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

HEADQUARTERS:
71 Main Street, Buffalo, N. Y.
Telephone Seneca 48.

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CHICAGO, ILL.....445 LaSalle Avenue
MILWAUKEE, WIS.....151 Reed Street
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MARINE COOKS AND STEWARDS' UNION.

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BRANCHES:

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ASHTABULA, O.....74 Bridge Street
TOLEDO, O.....54 Main Street
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PORT HURON, MICH.....517 Water Street
CONNEAUT. O.....922 Day Street
OGDENSBURG, N. Y.....70 Isabella Street
NORTH TONAWANDA, N. Y.....152 Main Street
SUPERIOR, WIS.....1721 N. Third Street
BAY CITY, MICH.....108 Fifth Avenue
ERIE, PA.....107 E. Third Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue

UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS:

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Buffalo, N. Y.
Duluth, Minn.
Escanaba, Mich.
Grand Haven, Mich.
Green Bay, Mich.
Houghton, Mich.
Ludington, Mich.
Manistee, Mich.
Erie, Pa.
Menominee, Mich.
Ogdensburg, N. Y.
Oswego, N. Y.
Port Huron, Mich.
Manitowoc, Wis.
Marquette, Mich.
Milwaukee, Wis.
Saginaw, Mich.
Sandusky, O.
Sault St. Marie, Mich.
Sheboygan, Wis.
Superior, Wis.
Toledo, O.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

while the number of gardeners was but 177. The servant list contributed its usual large proportion, 11,656 being admitted. Among the trades, that of carpentering received the largest supply, 1,338 being admitted. There were 1,332 clerks and accountants, 1,189 tailors, 842 shoemakers, 952 masons, 891 mariners, and 514 dressmakers. It is interesting to note that these peoples were, in the majority of cases, ticketed to the industrial States, over one-half of them being distributed among the States of New York, 30,582; Pennsylvania, 15,575; Massachusetts, 10,479; Illinois, 10,343, and Ohio 9,263. During the month of April 399 were deported under the provisions of the immigration law, for various reasons, and 22,801 emigrants voluntarily departed from this country. New York, with 5,499, and Pennsylvania, with 4,991, furnished the bulk of this number.

Living Wage Stays Disease.

Regular employment at wages sufficient to meet the cost of hygienic living is the sine qua non of all the requirements. It does not take an expert in disease prevention to tell us that an underfed, poorly clothed, poorly housed group of people are going to prove easy prey to the germs of influenza, pneumonia, tuberculosis, and similar disease. Neither does it take a deep and prolonged study of wages, cost of living, and housing conditions of the working people of the United States for us to know that a large percentage of them are living on a scale greatly below a hygienic minimum. To illustrate, we find that in the annual report for 1913 of the joint board of sanitary control in the garment trade in New York City, which represents 5,000 men and women workers, the following statement:

"The most of the harm to the health of the workers is due to long hours, overexertion on piecework, overfatigue at rush seasons, and worry durig the absence of work."

Representatives of the Phipps Institute report similar conditions in Philadelphia.

Conditions are no better in St. Louis, where Schwab, after a study made among 7,000 garment workers, found that 25 to 30 per cent. suffer from neurasthenia. According to his view, the nerve weakness is due largely to overfatigue, speeding up on piecework during the rush season, and the lack of work during the prolonged slack season and the worry incident thereto.

In the same city the Jewish Alliance Exchange found that a very large majority of demands made upon the society for relief were due to sickness, and whether the sickness was the cause of lack of employment or not, the two conditions were so intimately related that permanent cure was not thought possible without adjusting the employment at a living wage.

When a substantial part of any community is working on a level much below a hygienic minimum there will be an increasing demand upon the charity organization, especially on account of sickness.

In fact, the index of the general effects of industrial conditions upon a community may be obtained by ascertaining the amounts expended for relief work by charitable and other organizations. When the industries fail to meet the cost of hygienic living by their employes, the burden is shifted to the public.

The sanitary conditions of the places of employment have a distinct and direct bearing in the causation of disease through poor general conditions, poor lighting, heating, and ventilation, overcrowding, excessive humidity, and special conditions of deleterious gases, fumes, dusts, poisons, and the like. These conditions are so obviously causing disease and are so prevalent in so many industries and causing so much direct injury to the workers that the general public have come to consider these as the full extent of the damages for which industrial conditions are responsible.

The occupational diseases are so directly due to the employment that in many cases they could with little modification of the law be made to come under the workmen compensation acts.

The reports of the lead industries made by Alice Hamilton show such bad sanitary conditions that measures are being enacted to regulate those industries.

Conditions are no better in the chemical and dusty trades in New York State, as shown by the report of the factory commission.

It is not necessary to quote from reports showing the harmful effects of long hours, low wages and poor sanitary conditions; they are matters of such common knowledge as to cause little comment except when some unusually bad condition is found.

Employers must be shown that the healthy man is the most efficient and the cheapest employe, and that any reasonable expense to maintain him in health is a profitable investment.

Employers must be convinced of the results to be expected from the maintenance of hygenic standards and that much of the responsibility is theirs.

The responsibility has been so thoroughly fixed on the employes by the protocol agreement among the garment workers in New York City that sanitary strikes are authorized.—B. S. Warren, surgeon, United States Public Health Service.

Uncle Sam to Own Railroads?

Government ownership of railroads in the United States is inevitable, and will be welcomed by every railroad director, is the belief of President Erb, a well-known American railroad man, in a recent interview in London.

Mr. Erb says nothing can stop Government ownership, and that this will not be opposed by the officials, as the prime troubles of the railways as at present constituted is the fact that the actual owners no longer control them, but are forced to bow to the dictates of the great banks upon which they are dependent.

Mr. Erb gives the following additional reasons for the inevitable nationalization of America's railroads:

"The hue and cry against the railroads has certainly been justified in some instances, but the reason for the evils increasing has been overlooked. Up to ten years ago the men identified with the management of railways were, without exception, large owners of the railroads' capital. When money was spent for new equipment, for increasing the mileage, or for improvements, the head of the roads used due precaution for the simple reason that it was largely their own money they were spending.

"But a new era began with the beginning of the twentieth century. Men who did not own a dollar's worth of stock were elected to important executive positions, and it was no longer their own money they spent. Extravagance was therefore to be expected.

"What Mellen did, virtually every railway president in the country has to do or go broke. For no railroad in the United States to-day can pay expenses and be independent without outside financial assistance. That's why the old order of railroad men are praying for the nationalization of the roads.

"The longer the roads are compelled to continue under private ownership, the greater must become the difference between income and outgo, with the eventual result that our securities will be down to the point which will spell ruin to the hundreds of thousands of shareholders.

"My knowledge of the feeling inspiring virtually every railroad director in the country today enables me to say that not one would hesitate for an instant to turn over their properties to the Government for the present market valuation—and thank God they are out of a hopeless mess."

Support Labor's Demands.

At a meeting of the Buffalo Federation of Churches, the following was included in a report of its social committee which was unanimously adopted:

"The churches must stand:

"For equal rights and complete justice for all men in all stations of life.

"For the fullest possible development for every child, especially by the provision of proper education and recreation.

"For the abolition of child labor.

"For such regulation of the conditions of toil for women as shall safeguard the physical and moral health of the community.

"For the abatement and prevention of poverty.

"For the conservation of health.

"For the protection of the worker from dangerous machinery, occupational diseases, and mortality.

"For the right of all men to the opportunity for self-maintenance, for safeguarding this right against encroachments of every kind, and for the protection of workers from the hardships of enforced unemployment.

"For suitable provision for the old age of the workers, and for those incapacitated by injury.

"For the right of employes and employers alike to organize for adequate means of conciliation and arbitration in industrial disputes.

"For a release from employment one day in seven.

"For the gradual and reasonable reduction of the hours of labor to the lowest practicable point, and for that degree of leisure for all which is a condition of the highest human life.

"For a living wage as a minimum in every industry, and for the highest wage that each industry can afford."

Demand the union label upon all purchases!

USE OF SEAWEED.

According to Consular reports, seaweed is very generally collected in the United Kingdom, though the amount available varies considerably from time to time. Most of the seaweed is gathered along the bays facing south and southwest, the directions from which the storms come. In the market-gardening regions it is not as a rule used fresh, but mixed with sand and allowed to decompose. It is then used with guano and superphosphate for fertilizing early potatoes and cauliflowers. It is also used to enrich the soil for root crops of various sorts. The material usually collected consists of Fucus serratus, F. vesiculosus, and, after rough weather, Laminaria digitata. On the north coast of Devon seaweed is used especially to fertilize potatoes and other root crops.

In the Scilly Islands, owing to the lightness of the soil, as much as 50 (long) tons of seaweed are frequently applied to an acre of ground for early potatoes, nearly as much for mangolds and other roots, and somewhat less for grain crops. Quantities are stacked in piles and allowed to decompose and are then used for bulb cultivation and general garden purposes. The weed is usually gathered between September and March and is the most important fertilizer in the islands.

In the Isle of Thanet (Kent) seaweed is used in several ways. In early autumn the fresh weed is spread over lucerne and sainfoin (10 to 15 tons per acre) and the residue is raked off just before the grass begins to grow. Fresh weed is also spread before plowing, and is said to be beneficial to cabbage, celery and asparagus, as well as ordinary farm crops. It is not, however, regarded as a very important fertilizer and is collected only at odd times. Enormous quantities are thrown up by the high tides, often more than can be profitably utilized.

In Jersey seaweed is cast up by the tides, and is also cut from rocks. Fresh seaweed is scattered over the ground, soon after the crop following early potatoes is out of the way, commonly about the middle of September. Later in the season recourse is had to seaweed which has been collected, dried and stacked during the summer by some of the poorer people. Little deterioration, it is said, sets in if the weed is quickly dried and not exposed to rain. Plowing usually occurs in December and January. Artificial fertilizer to the extent of 1 to 4 hundredweights (hundredweight equals 112 pounds) is ordinarily used in addition to the seaweed.

There is no particular method of harvesting seaweed. The farmer simply sends his wagons to the seashore and collects as much as he may require. There is no market for seaweed except in the North of Devon, and there it is sold only to a very limited extent; in that district seaweed is sent by barges to inland points for the use of farmers away from the sea.

The extraction of iodine from seaweed or kelp in England has been superseded by the process for obtaining it from iodate of sodium. In Scotland iodine is still obtained to some extent from the half-fused ash of dried seaweed. Except where farmers dry and burn seaweed for the purpose, potash is not commercially prepared from this source in this country. Since, however, in many parts of England farmers are permitted to burn off gorse and similar growths, both for clearing purposes and for obtaining the potash residuum, very little potash is produced from seaweed.

The kelp or seaweed industry in Ireland is carried on almost exclusively by fishermen and peasants on the northern and western coasts, although the industry itself is in the hands of a Scottish syndicate, which also controls a large part of the nitrate imports. The estimated output of kelp for the past four years were: 1910—4419 tons, value $82,730; 1911—4292 tons, value $80,783; 1912—4719 tons, value $89,056; 1913—3939 tons, value $80,934.

Iodine, the chief product of value derived from kelp, can, under existing methods of manufacture, be more cheaply produced from nitrate, and the lowering of the price of iodine has led to a decrease in the manufacture of the article in this country. In addition to iodine other useful substances obtained from kelp are the chloride, sulphate, and carbonate of potash, carbonate of soda, ammonia sulphate, and acetate of lime. Of these the first four salts are extensively used in agriculture, but the processes by which they are obtained from kelp are not carried on in this country.

A TIMELY EXPOSE.

(Continued from Page 2.)

the information required of him by law. In other words, this meant: "Give us a reasonable chance to obey the law, don't subject us to dismissal by reporting our names to the shipowner when we give you the information required by law." Here is what the board said in reply to Capt. Wescott:

"Referring to your letter of the 11th ultimo, requesting the Board adopt a rule forbidding Inspectors of this Service to disclose the names of persons imparting to them information as to defects in such vessel or her equipment, and in reply you are informed that this matter has been considered by the Board, and I have been directed to notify you that the Board does not believe that such a rule should be adopted, and, therefore, the Department has taken no action in the premises."

The reply quoted is signed by D. J. Dougherty as secretary of the Board. Is any comment necessary? The decision rendered in this case was surely not for the purpose of "safeguarding life." It appears as though the Board does not want the law carried out. Under the circumstances the fact that there have been comparatively few violations of the rule regarding "abusive language" seems to indicate that the licensed men are gifted with wonderful patience. It would seem that under such conditions even a few real "cuss" words might be justified.

Capt. Wescott, however, took his case to Congress, a bill prohibiting inspectors from imparting names under such circumstances was introduced, public hearings were held, and the measure was favorably reported. Its enactment into law is certain. The action taken in the star chamber proceedings of the Board of Supervising Inspectors could not stand under public investigation. Even the representatives of the shipowners found it impossible to defend the action of the Board.

In the next issue of the Journal I shall discuss some of the disasters which have occurred on the Great Lakes and will point to specific instances where officials of the Inspection Service have failed in their duties.

V. A. OLANDER.

In the course of the next two years Cape Town harbor will be able to accommodate vessels 750 feet long and drawing thirty-eight feet of water. Further development work has been approved by the Government. Very few harbors in Australia or New Zealand have this capacity, and the deepening of Cape Town harbor is of special importance in view of its position as the "half way house" on the route to Australia. Already 75 per cent of the outward traffic to Australia goes by way of the Cape of Good Hope.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to bodv or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

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The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia

29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

Representative MacDonald has introduced a bill to establish a National employment bureau under the Department of Labor. This bill differs from other proposed legislation on this subject, as the MacDonald plan would use the postoffices as labor exchanges instead of opening branch offices. The bureau would be directly administered by three commissioners, and every postoffice would become a labor exchange.

A threatened strike of Canadian Northern railway conductors has been averted by the company reinstating six men who had been dismissed for alleged "knocking down" of fares. The Order of Railway Conductors asked the company either to reinstate the conductors dismissed or prosecute them. The latter course was taken by the company, but the accused conductors won out, no case being returned. Since that time the company refused to do anything until faced with a serious strike.

"Applause is not in order in the Senate," thundered the presiding officer of the Massachusetts upper legislative branch, in an effort to silence the storm of applause that swept the Senate chamber when Senator Sheehan of Holyoke, in defending the present child labor law, concluded one of the most passionate and fervid orations of the present session. Opponents of the law attempted to secure a physical test amendment, which would permit children, after examination by a physician, to work in the mills. The House defeated the proposal, and on a preliminary vote in the Senate its friends abandoned all hope to secure its passage by that body.

While endeavoring to adjust differences between the Savannah and Northwestern Railroad and their striking conductors Judge W. L. Chambers, member of the Federal Board of Mediation and Conciliation, is quoted as saying: "I would not have returned to Savannah had the railroad not consented to recognize the conductors. I could not deal with them under any other condition. This is the day of organizations. It matters not how small or how large the railroad. Unless they were recognized as an organization, one would not be bound by any decision that might be made. The request for mediation came from the conductors as a union, and I could not mediate the differences except as a union."

An ultimatum to the Journeymen Soft Stone Cutters, the United Brotherhood of Carpenters and Joiners, and the International Union of Bricklayers, was issued on June 18 by the Building Trades Department Council of the American Federation of Labor. After an executive session of the Council, it was declared that the Soft Stone Workers, who are affiliated with the Federation, will be called upon to cease cooperating with the Carpenters and Bricklayers, who are charged with working in opposition to the Marble Workers. The 225,000 carpenters and 80,000 bricklayers withdrew from the Federation some time ago, the Carpenters demanding the right to work sheet metal in buildings, while the bricklayers claimed the right to work in marble. The resolutions which were adopted give the seceding organizations sixty days to recant or be expelled.

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Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Abolin, K.	Kallas, M.
Alquist, E.	Karlson, Rudolf
Andersen, -1797	King, Frederick
Barker, Thos.	Kruger, J.
Bohm, Aug.	Larsen, O.
Bodsten, S.	Landgren, Carl
Brodie, W. G.	Lilliland, G.
Bjorkman, Chas.	Lee, J. C.
Bishop, Patrick	Luther, F.
Backman, A. A.	Larsen, B.
Christensen, H. -1366	Litenberg, A.
	Mattson, Rudolf
Daniels, Chas.	Madsen, C. H.
Deuland, Chas.	Moller, Walter
Dahlstrom, Arthur	Mortensen, John R.
Echlin, L. W.	Ness, Carl
Edsen, Frank	Nilsen, Ed.
Erikson, E.	Niwerth, Aug.
Eriksen, C. -872	Nielsen, Alfons
Erikson, Eric	Nordstrom, J. E. W.
Engstrom, F.	Noshis, P.
Fjelstad, Karl	Nordlof, S.
Framnes, I.	Nygaard, Olaf
Fisher, Frank	Naro, H.
Freitag, W.	Njosvik, J.
Gundersen, L. S.	Olsen, Edwin
Giortz, P. V.	Olsen, B. -597
Grendal, Chas.	Olsen, Jorgen
Hansen, Ragnvald	Olsen, A. M. -944
Holst, Rudolf	Paaso, A.
Hood, W.	Peterson, J. P. -920
Holm, Hans	Palmer, A.
Hopke, P.	Packwood, Wm.
Howard, Geo.	Prigge, Albert
Hubner, Herman	Sund, K. A.
Hansen, C. E.	Stolsvik, Johan
Hansen, Schroeder	Sheele, A.
Hansen, John	Simms, G.
Jacobsen, Torgils	Smith, E. C.
Jacobsen, Oscar	Swenson, L. G.
Jensen, H. -2014	Sheppard, Stewart
Jensen, R.	Sterndock, J.
Jensen, Chr. P.	Townsend, R.
Jensen, J. -1684	Torkelsen, Alf.
Johnson, G. -1452	Thomsen, Alf.
Johnson, A. W.	Wettland, Johan
Jacobsen, Holger	Wickstrom, W.
Kennedy, T. I.	Williams, Chas.
Klemsen, Adolf	Packages.
Kohlmeister, O.	Wilhelm, Ewald

INFORMATION WANTED.

William Walker, a native of Islandmagee, Antrim Co., Ireland, is inquired for by his nephew. Any one knowing his whereabouts kindly communicate with John Walker Geddis, 7 Willowbank St., Brooklands, Winnipeg, Manitoba, Canada.

W. Kahlberg, No. 688, and C. Monsen, No. 1964, are inquired for at the Standard Oil Company's office, at San Francisco.

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Tacoma Letter List.

Andersen, Anders	Kesber, Karl
Anderson, John	Linea, W.
Almkvist, Emil	Line, Wiktor
Berglind, Ed.	Loren, A. L.
Bjorklund, Eric S.	Murphy, Daniel
Carson, James	Nielsen, Niels -751
Corty, Caser	Nilsson, Teodor
Doering, E. W.	Nisse, Clemens
Englund, Gust. E.	Ogilvie, Wm. A.
Hansen, Johannes	Olsen, Martin E.
Isaksson, Karl	Paterson, John
Iversen, Iver	Swansson, August
Johansson, Charles	Wilbrandt, Harry
Johansen, Christian	Wene, K. J.
Karthauser, Otto	

INFORMATION WANTED.

Axel Peterson, F. Lundberg, J. Gustafson, M. Garcia, crew of the steamer Riverside, at the time she towed in the Oceana Vance, kindly call at the office of the Charles Nelson Co. for money due them.

Any one knowing the whereabouts of Wilhelm Brannemann, born at Dockenhuden, Germany, in 1882, please communicate with Hans Martens, No. 1892, Sailors' Union of the Pacific, San Francisco.

Jacob Rokus is inquired for by his brother, Henry John Rokus, and would like to communicate with him. The last I heard from him was in 1903 at New Orleans on British steamer "Michigan," where he was shipmate. He is 32 years old and was born near Rotterdam, Holland. Any information of his whereabouts will be very thankfully received by me at 55 Main street, Buffalo, N. Y.

Carl Julius Carlson, born in Sweden in 1877, is inquired for by his mother. There is about $2000 due him from his father's estate. Last heard of in September, 1902, on the Atlantic Coast. Previously sailed on the Clifford between St. Johns and New York. Address Fru Sophia Carlson, Klubbegard, Hallands Lan, Heberg, Sweden.

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Eureka, Cal., Letter List.

Ahlstrom, Harry	Hansen, Harald
Eriksen, Anton	Lomas, Richard
Hansen, Harry	Olsen, Alvind B. K.
-1827 (photo)	Thorssen, Fredrik N.

INFORMATION WANTED.

The members of the crew of the barkentine "Mary Winkelman" who made the voyage in her to Mollendo, Peru, and arrived at San Francisco on her return trip on April 5, 1914, are wanted by the Charles Nelson & Co. at San Francisco, Cal.—6-24-14.

Andre Wilue, a seaman, born at Dundee, Scotland, age 34, about 5 feet 8 inches tall, supposed to be sailing on the Pacific Coast, is inquired for by his father. Anybody knowing his whereabout, kindly notify A. S. Wilue, Monifieth, Vancouver, B. C.—6-24-14.

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Portland, Or., Letter List.

Anderson, A. -1645	Karlson, August
Anderson, Gust. -1808	Kluge, Frank
	Kelly, Patric
Andresen, Anton -1635	Laine, Frank
	Larsen, John
Andersen, Mike	Lewik, Karl
Bergman, Karl W.	Lutzen, Wald.
Berglund, Ed.	Mathson, Nils
Bjorkman, Chas.	Mathiassen, Sigurd
Brun, Mathias	Maass, R.
Bults, Ernest	Meckerman, Ernest
Bakkersen, Peter J.	Marx, Thorwald
Carlsen, J.	Mikalsen, Andreas
Christensen, H. P.	Moberg, Karl
Carlson, C. Erland	Nelssen, C. J.
Campbell, Frank	Nilsson, Axel
Dahl, Henry	Nielsen, Kristian
Deswert, William	Narberg, John
Day, Aca	Olsen, Arthur
Danielsen, Nils J.	Olsen, Ansgar
Edstrom, John	Olson, J. W.
Erman, A.	Olsen, John Andreas
Ekham, Frans	Phillip, Max
England, E.	Petterson, Einar
Freitag, Franz	Peterson, Hans
Fristrom, S.	Petersson, M.
Geiger, Josef	Pettersson, W. H.
Gordia, Piet	Pelz, Gottfried
Gynther, John	Pohland, Max
Gravier, Eugene	Petersen, John
Greil, Ben	Rautio, Jacob
Hansen, Max O.	Reincke, Herman
Henriksson, William	Rhodes, F.
Hellman, Albin	Schmidt, Hans
Henricks, Woldemar	Swanson, Carl O.
Hedlund, Albert	Simens, O. L.
Holm, Aage	Scott, James
Huneig, Hans	Schulz, Alfred
Hansen, H. F. C. C.	Wieprecht, Ernest
Johansen, Chris	Welsen, J.
Jansson, L. -2166	Walter, John
Johansson, Arvo	Woldhouse, John
Jacobson, A.	

Aberdeen, Wash., Letter List.

Andersen, -1118	McLean, H.
Arnell, John	Martin, James
Andersen, F. C.	Mackenzie, Hector
Andersson, Geo. G.	Malm, Gus
Behn, Alfred	Nordgren, Chas.
Bowen, J. J.	Oksanen, Juko
Burkland, John	Olsen, Oswald, -1059
Breien, Hans	Peterson, Axel
Butler, J. E.	Pettersen, Karl
Christensen, Albert	Petersen, J.
Christensen, F. R.	Pettersen, Olaf
Christensen, Hans P.	Peter, V.
Christiansen, -1093	Peterson, Nels
Ernandes, Frisco	Rundblad, Oscar
Eriksson, -333	Sim, Gunder
Elenius, Axel	Schmidt, Heinrich
Evanger, Nils	Simensen, Isak
Fuller, J. H.	Sorensen, -1607
Forde, S. C.	Scheftner, Bernhard
Graf, Otto	Sundberg, John
Heinig, Johann	Schacht, Hein.
Hansen, Ove Max	Sormato, Matti
Hansen, C. F.	Schlachtl, Alf.
Junge, Heinrich	Toves, H. C.
Jacobson, Arthur	Thorne, John
Johansen, Hans	Udby, Harold
Knudsen, R. E.	Walder, Olsen N.
Kinnunen, A.	Packages.
Kyrkslatt, L.	Glazer, Y.
Kristiansen, Nils	Gorgensen, Olaf
Loining, Hermand	Hansen, John
Lengtssen, Gottfried	MacGuire, O. F.
Laine, Herman	Solberg, Peter
Lorsin, G. L.	Stanners, W. S.
Larsen, Lars	

INFORMATION WANTED.

Anybody knowing the whereabouts of Arne Johnsen please notify O. M. Johnsen, Mosby, Christiand S., Norway.

Frederick Wood, a seaman, sailing on the Pacific Coast, is inquired for by his sister, Miss Lucy Wood, 108 Broughan street, Darlinghurst, Sydney, N. S. W., Australia. He is described to be tall, with dark curly hair and carries a scar on the nose. Anyone knowing his whereabout kindly notify the office of Chief of Police, San Francisco, Cal.—6-24-14.

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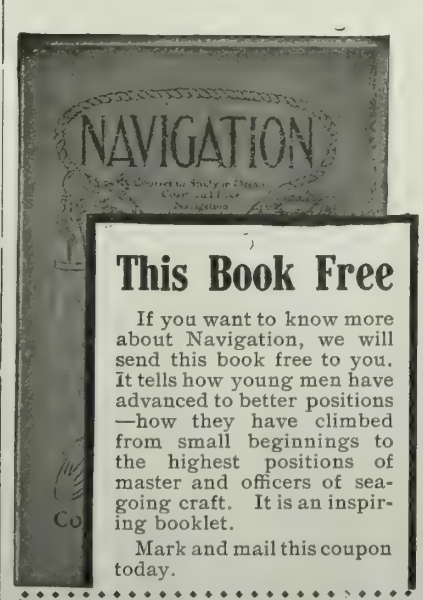
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Home News.

The King of Siam will be represented at the Panama-Pacific International Exposition by his brother, Rajani, and he will send also a sacred white elephant, Siamese dancing girls and other features typical of the nation. A battalion of Siamese troops is to attend and the officers will be carried in the King's private yacht.

Laboratories will be established in Chicago and San Francisco for analyzing drinking water served by railways. Assistant Secretary Newton of the Treasury Department authorized them, and Surgeon-General Blue of the Public Health Service will equip them immediately for examinations to prevent the spread of disease in interstate traffic by the use of contaminated water.

Thomas G. Stallsmith, U. S. Commissioner for the Panama-Pacific International Exposition to the Orient and Straits Settlements, has returned from an eight months' circle of the globe, and as the result of his visit the following nations have accepted the invitation of the President of the United States to participate and have appropriated the sums named for the purpose: China, $1,500,000; Australia, $400,000; New Zealand, $250,000; Philippine Islands, $600,000; Cochin and Indo China, $300,000; Java, $250,000, and Siam, $300,000.

A steamer specially chartered for the purpose will carry forty-eight great Oregon logs from Coos Bay to San Francisco. They are to be used as the principal pillars in the Oregon building of the Panama-Pacific Exposition. Each log will represent a State of the American Union and each of the States will be invited to supply a flag or emblem and a copper or a brass plate to bear a suitable inscription of the dedication. Each log will also bear another plate giving the name of the donor and telling of the locality in Oregon where it was cut.

In an address to the Reforestation Congress, President Sandles, of the Ohio Agricultural Commission, urged that the 41,000 acres of delinquent tax lands which have been escheated to the State into forest and game preserves, be reforested by the State. Private agency in reforesting cannot handle the proposition, it was argued. Exemption of forest lands from taxation was urged, conditioned that the State exercise a supervisory control over the lands. "A tree for each person in the State every year," was declared by President Sandles to be the ultimate aim. To bring about reforestation, he said, there should be planted 5,000,000 trees each year.

Because one of the 10,000 unemployed who were drenched with a fire hose at Detroit last January while seeking employment at the Ford plant contracted pneumonia and tuberculosis as a result of the episode, and Henry Ford could not find hospital accommodations for him in the city, even by personal search, the motor car man made an offer to the directors of the General Hospital, now in course of construction, to take over the project, repay all subscriptions, complete the structure and make it a poor man's hospital. He offered to spend $2,000,000 on the project to complete it, and as much more as may be necessary to keep it running.

Domestic and Naval.

Articles of incorporation of the New York & Buffalo Steamship Co., which will operate a fleet of freight boats on the new barge canal, have been filed at Albany. H. F. Morse, a son of Charles W. Morse, holds 1488 shares of the 1500 shares of stock in the company. The elder Morse and the other eleven directors hold one share each. The capital stock is given at $75,000.

According to British shipping journals the managers of the large fleets of cargo carriers continue to pin their faith to large vessels. Several British owners are offering for sale their vessels below 5000 and even 6000 tons, having replaced them, or intending to replace them, by carriers of 7000 to 8000 tons, which is just now the more popular size for economic tramp steamers.

Proposals were opened recently at the office of the U. S. engineer of the Wilmington district for removing the wreck of the "Charlemagne Tower, Jr.," lying sunk in the Atlantic Ocean, near Seaside Park, N. J. The bids were as follows: Johnson & Virden, Lewes, $7250; J. Frank Owens, Jr., Wilmington, $1398; Merritt-Chapman Derrick and Wrecking Co., New York, $14,774; John B. Wheelton, Jr., Chincoteague, Va., $4874; N. B. Register, Lewes, $8580; Mark Townsend, Linwood, N. J., $5250; Eugene Boehm, Atlantic City, $6722.

It is reported that the 6000 tons of sugar in the holds of the Austrian steamer "Esrom" advanced $37,500 in value, while she lay a week in the Delaware River, unable to get a wharf to discharge her cargo. The owners of the sugar did not mind the delay, although they had to pay the owners of the vessel $10,000 demurrage. This remarkable advance in price was brought about by an attempt on the part of English capitalists to corner the Cuban sugar crop in the face of one of the largest crops the island has had in many years.

The lightship "Halifax 19," lost with sixteen lives on Combe Ledge, Liscombe Island, N. S., was constructed by Messrs. Bow, McLachlan & Co. for the Marine and Fisheries Department of the Canadian Government and had a register of 513 tons, her dimensions being 121 ft. by 29 ft. by 11 ft., and the fact that she was insured for the voyage from Clyde to Halifax on a value of £26,000, gives some indication as to the work that had been put into the hull. Naturally the propelling power was not great because of the object for which she was built. She left the Clyde April 25 and arrived at St. John's about May 18. The whole value was insured in Great Britain.

The British Admiralty has decided to abandon the hospital ship "Maine," presented to the British nation by American women during the South African war, and which went ashore on June 17 in the Firth of Lorne, on the west coast of Scotland. It was the opinion of the officials that the cost of the salvage and repairs of the "Maine" would be more than the value of the vessel. The hospital ship which is now being fitted out and which was to have been known under the name of "Mediator," will be christened "Maine" in order to perpetuate the memory of the abandoned hospital ship "Maine" and her services during the Boer war.

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San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify Jack Rosen, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

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Abolin, Chris.
Alho, Jack
Amundsen, Albert
Andersen, A.
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Blair, Francis
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Buaas, Thorn
Butter, Richard
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Bye, Sigurd

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Carson, Chas.
Ceelan, John
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Christenson, Willie D.
Classen, H. G.
Clausen, Chr.
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Cook, Harry
Cord, F.
Cord, Peter

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Daubbs, Paul
Davidson, H.
Davis, Gala
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Digman, Carl A.
Dixon, John
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Doyle, Wm.
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Schroder, Friedrick
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Smith, Percy S.
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Sorensen, C. J. T. G.
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Stengord, Wm.
Strandquist, Louis
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Sundberg, John
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Tho, Johan
Thoren, Gus
Thorn, A. W.
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Usar, M.

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Velson, Frank
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Wills, Geo.
Wimmer, Geo.
Wineberg, Chas.
Wirta, John
Wold, Olaf
Zimmerman, Fritz Carl
Zunk, Bruno

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Anderson, Axel
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Bledsing, Wm.
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Brevick, Johan
Carter, H.
Christoffersen, Olaf
Ellefsen, Otto
Finnelly, Wm.
Guldbrandsen, Jack
Hannus, Alex.
Hansen, John T.
Hansen, Karl
Hansen, Marius
Haugen, Lars
Hendriksen, Hagbart
Huebner, Carl
Iho, John
Iversen, Reidar
Johansen, Axel
Johanson, J. -2021
Jorgensen, Jorgen
Jorgensen, Oluv
Klette, E. F.
Laas, J.
Lala, August
Laydon, D.
Lindroth, Erik
Lundberg, Oskar
Markley, Paul
Mathiesen, Ludwig
McLaughlin, M.
Milles, I. P.
Nelson, -461
Nelson, Hasmund
Nilsen, Emil
Olsen, -1244
Olsen, Carl -1101
Petersen, A. L.
Petersen, Olav
Raasch, O.
Rarly, Frans.
Rasmussen, Emil
Rathke, Reinhold
Rimmer, Chas.
Roslin, Robert
Sander, A.
Schroder, Aug.
Summers, J. J.
Thorsen, Jens
Wakely, R. E.
Walters, Albert B
Willmann, Wilhelm
Wurthman, W. L.

INFORMATION WANTED.

Heinrich Schel, born in Zingst, near Barth, Germany, is requested to communicate with Mr. A. Praast, 93 Diepe Straat, Antwerp, Belgium.

William Fayette White, whose mother died recently, is inquired for by his brother. Anyone knowing his whereabouts please address S. A. White, 106 W. Salem Ave., Roanoke, Va.

George Albert Vaughan, age 47, of Handsworth, Birmingham, England. Was in New York City in 1902; worked as steward on New York and South American boats. Important. Address, Rev. R. C. Cookson, 96 Monroe street, Brooklyn, N. Y.

William McGrail, of Baltimore, Md., who sailed on the Atlantic and Gulf Coasts as cook for a number of years, is inquired for by his brother, George McGrail, 603 Decatur street, New Orleans, La.

Johan Hilmar Hansen, a seaman who was last heard from in Seattle, Wash., in 1911, is inquired for by his father, Anton Hansen, Nygaten 34, Moss, Norway.—5-13-14.

Nils Edmund Johansen, a native of Tansberg, Norway, aged about 50, last heard of at Melbourne, Australia, is inquired for by his brother. Address, Martin Johansen, 839 Centennial avenue, Alameda, Cal.

Charles Harold Allen, who has served as an apprentice in a British ship, age about 21 years, medium height, brown hair, last heard of in San Francisco November 9, 1911, is anxiously inquired for by his father. Please notify British Consul-General at San Francisco.

Andrew Wilne, native of Dundee, Scotland; about 28 years of age, dark complexion, last heard of about nine years ago, sailing as steward, also as fireman, is inquired for by his relatives. Address A. S. Milne, 1122 Rose street, Grandview, Vancouver, B. C.

Albert Smith, a native of Cork, Ireland, who left the American ship John C. Meyer, on Feb. 20, 1911, is very anxiously inquired for by his wife. Please notify British Consul General at San Francisco.

W. A. Goodrich, who left the British ship Puritan at San Francisco, February 6, 1911, is inquired for by the British Consul-General at San Francisco.

A. J. Nielson, who was injured on the "Minnie E. Kelton" at the time of her loss, please communicate with H. W. Hutton, 527 Pacific Building, San Francisco, Cal.

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Phone Douglas 315 San Francisco
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INFORMATION WANTED.

Samuel Dickson, a seaman, aged about 40 years, son of Moffett Dickson, deceased, of Belfast, Ireland, or any person knowing his whereabouts, is requested to communicate at once with the undersigned in connection with a legacy. A. R. Smith, U. S. Shipping Commissioner, Philadelphia, Pa.

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Henning, Chas.	Tacona, Carmelo
Hallen, Victor	Vogel, Gus
Happner, H.	Wallen, E.

Seattle, Wash.

Abolin, Adam	Osterlund, Albert
Borgen, K. Sigurdsen	Olsson, Sigfrid
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News from Abroad.

The Russian Duma has adopted urgency for the bill securing immunity for deputies who may speak in the Chamber, by 166 votes to 69, after a heated debate.

After a voyage of some 12,000 miles the two Australian submarines, which were recently completed in Great Britain, have arrived in Port Jackson. This is the longest voyage ever undertaken by vessels of this class, under their own power.

William Marconi, on the 8th, talked over his wireless telephone between London and Berlin, a distance of 600 miles. "I could not hear all the words," he said, "but the test was most promising, considering the distance."

Militarism is provoking a spirited protest from Austro-Hungarian taxpayers. The minister of war asks for $186,000,000. The army needs $115,000,000, the navy $36,000,000, and the militia $35,000,000. Seven years ago the total was $96,000,000.

Major E. L. Holmdahl of Francisco Villa's personal staff has been delegated by Villa to equip and lead an expedition to take Lower California for the insurgents. Such an attempt would require an 80-mile march across the desert in order to capture Mexicali and Tia Juana. Three previous expeditions have failed.

The undisputed control of France over the whole of her North African possessions has added one more to the great active forces of civilization of the epoch. The new situation is said to have opened up a scheme of railway development that is creating great interest amongst the French, and even bids fair to rival the two great civilizing enterprises, both of which are of French origin, viz.: the Suez and Panama Canals.

Nine aviators lost their lives at Vienna on June 20 when a mimic war in the air was suddenly turned into tragic reality by the accidental ripping of a dirigible airship by a biplane while both were flying at a great height during the Austrian army maneuvers. Both craft were destroyed and their occupants, nine military and naval officers and noncommissioned officers, were burned and mutiliated beyond recognition.

Sir William Levevry, one of the English millionaires subject to the super-tax of the Lloyd-George budget, estimates that a man with an income from $5,000,000 would pay one-third of it to the government. "I like it," he said. "In my view the ideal system of taxation, both local and imperial, is through the income tax, the supertax, death duties, land tax, site value tax, and taxation upon luxuries, such as alcohol, tobacco, etc. Everything else free."

An illustration of the rapidity with which opium smoking in China is being suppressed is afforded by the fact that the British Government has now agreed to recognize the province of Hupeh as clear of the production of opium as from June 1. It is stated that the provinces of Fukien and Chikiang are also clear, but the date upon which this is to be recognized is not yet announced. In accordance with the Anglo-Chinese agreement on the subject, the importation of opium into any Chinese province can be forbidden as soon as the growth of the poppy in that province has been finally suppressed.

With the Wits.

"Have you any experience with children?"

"No, ma'am, I always worked in the best families."

Flossy—How do you like my new dress?

Harry—It's ripping!

Flossy—Quick! Call a taxi!

Grandma—You never saw your Uncle John. He's a great big six-footer.

Small Willie—But, gramma, I can't see what any man wants with more than two feet.

"Now, Tommy," reprimanded his mother, "don't let me catch you throwing any more stones."

"Well, what will I do when the other fellers throw 'em?" asked Tommy.

"Just come and tell me," his mother replied.

"Tell you!" he exclaimed in astonishment. "Why, you couldn't hit the broad side of a barn."—Lippincott's.

The usual large crowd was gathered at the New York end of the Brooklyn Bridge waiting for trolley-cars. An elderly lady, red in the face, flustered and fussy, dug her elbows into convenient ribs irrespective of owners.

A fat man on her left was the recipient of a particularly vicious jab. She yelled at him, "Say!"

He winced slightly and moved to one side.

She, too, sidestepped and thumped him vigorously on the back.

"Say!" she persisted, "does it make any difference which of these cars I take to Greenwood Cemetery?"

"Not to me, madam," he answered, slipping through an opening in the crowd.—Philadelphia Public Ledger.

Secure and Profitable

The wise man keeps part of his money in a reliable savings bank. If you are making money now, why not put aside something for a rainy day? .. Savings and Commercial Depts.,..

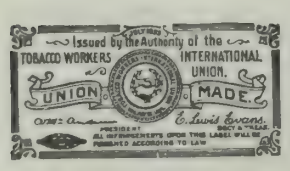
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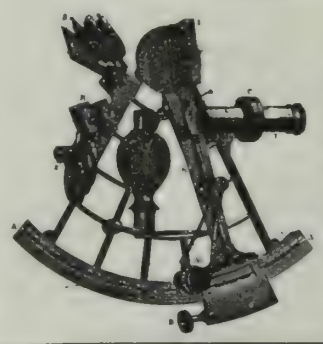
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COAST SEAMEN'S JOURNAL



FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XXVII, No. 43. SAN FRANCISCO, WEDNESDAY, JULY 8, 1914. Whole No. 2285.

DIVIDENDS BEFORE SAFETY!

Shipowning Interests Highly Pleased With Substitute Seamen's Bill.

WHAT THE DEMOCRATS PROMISED IN THE NATIONAL PLATFORM OF 1912:

We urge upon Congress the speedy enactment of laws for the greater security of life and property at sea; and we favor the repeal of all laws, and the abrogation of so much of our treaties with other nations as provide for the arrest and imprisonment of seamen charged with desertion, or with violation of their contract of service. Such laws and treaties are un-American, and violate the spirit, if not the letter, of the Constitution of the United States.

WHAT ANDREW FURUSETH SAYS ABOUT THE SUBSTITUTE FOR THE LA FOLLETTE SEAMEN'S BILL:

"The Alexander substitute for the La Follette Seamen's bill is worse than the bill which was vetoed by ex-President Taft. The Alexander substitute takes the deplorable existing conditions which exist and attempts to nail them down by law."

WHAT THE REPUBLICANS PROMISED IN THE NATIONAL PLATFORM OF 1912:

We favor the speedy enactment of laws to provide that seamen shall not be compelled to endure involuntary servitude, and that life and property at sea shall be safeguarded by the ample equipment of vessels with life-saving appliances and with full complements of skilled, able-bodied seamen to operate them.

AN ANALYSIS OF THE SUBTITUTE.

An analysis of the Alexander bill reported as a substitute for the La Follette Seamen's bill from the House Committee on Merchant Marine, reveals the fact that it is unquestionably the worst attempt in the history of this legislation to serve the shipowning interests at the expense of safety of passengers.

The bill adopts the provisions of the inadequate London Treaty as to lifeboats in the international ocean trade, requiring that but 75 per cent. of the people on board shall be provided with space in lifeboats, and leaving 25 per cent. to be taken care of on "liferafts." This is bad enough, but the bill goes on to provide that on vessels which stay within 20 miles of shore, lifeboats need be carried for only 35 per cent. of the persons on board, another 35 per cent. to be provided for by "liferafts," and the remaining 30 per cent. with nothing. The inference seems to be that persons will not object to being drowned within 20 miles of shore. But the bill goes further. On the Great Lakes, only 20 per cent. of the passengers and crew are to be provided for by lifeboats, 30 per cent. with rafts, and 50 per cent. with nothing.

When it is recalled that 1,026 people were drowned within one mile of shore on the St. Lawrence River, the absurdity of these provisions will be apparent.

The bill provides that to handle these lifeboats, an officer, petty officer, or able seaman shall be in charge of each lifeboat. That includes officers and petty officers in the engineer's department, who may know nothing whatever about handling boats; it includes officers and petty officers in the Steward's Department, who will almost certainly know nothing of such matters. The effect of this provision is such that on a large vessel, twenty of the lifeboats that are provided may be without a single sailor, either in charge, or as a member of the crew.

The Alexander substitute does not provide even that the inadequate number of boats shall be manned by able seamen. They are to be manned, according to this bill, by what are called "certified boatmen," the qualifications prescribed for whom are such that a farmer boy who has never been in a boat may learn all the requirements in less than a week. To be a "certified boatman," means that the man shall have learned how to launch and row a boat in smooth water, all of which can be learned in less than a week. The bill provides that boats carrying 60 persons or less must have three such "certified boatmen"; boats carrying from 61 to 85 shall have four; and so on up to boats carrying 161 to 210 persons, which must have seven, and these, in addition to the man in

(Continued on Page 2.)

AN ANSWER TO THE OBJECTORS.

Strong objection to the La Follette bill comes from the owners of boats plying on bays and inland lakes who declare that its safety provisions should not be applied to ships that do not go out of sight of land. On this point the sinking of the "Empress of Ireland" on the St. Lawrence River is a staggering piece of rebuttal.

What is the La Follette bill, and what will it accomplish? The most obvious need of a passenger, when disaster overtakes a ship, is some means of escape from the doomed craft. This is the need which the "Titanic," slow sinking in a calm sea, held up to the world. Lifeboats for all are needed, and—equally important—men who know how to lower and control them. This last was the need which the "Volturno," burning in high seas, with half helpless friendly vessels standing by, set before all men. The section of the La Follette bill covering these two points reads as follows:

"Provided, that no vessel carrying passengers, except those navigating rivers and harbors and the smaller inland lakes, as hereinbefore specified, exclusively, shall be permitted to depart from any port of the United States unless she is provided and equipped with a sufficient number of seaworthy lifeboats to carry and transport at one time every passenger and every member of the crew licensed to be carried on board such vessel and unless she shall have a sufficient crew to man each lifeboat with not less than two men of the rating of able seamen or higher, who shall be drilled in the handling and lowering of lifeboats under regulations to be prescribed by the Board of Supervising Inspectors with the approval of the Secretary of Commerce."

There is little if any opposition to a requirement of lifeboat capacity equal to the passenger capacity of the boat, for ocean-going steamships. From shipping interests on the Great Lakes, Chesapeake Bay, and other inland waters, however, there comes strenuous opposition. They declare that many of the boats plying in those waters are built for excursion purposes only, are operated only in the day time, when dangers are at a minimum and are so constructed that there is not room for a lifeboat capacity (exclusive of rafts) equal to the loads of day passengers they carry, while the expense of carrying crews to man them would be prohibitive. They state that to require them to meet the provisions of this bill will drive summer excursion business from the water.

It is difficult to see any reason for excluding Great Lake boats which ply in mid-lake. If they are unsafe when not fully equipped

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AN ANALYSIS OF THE SUBSTITUTE.

(Continued from Page 1.)

with lifeboats they are a public menace. There are boats running from Buffalo to Duluth, which are frequently out of sight of land, and require several days for the trip. If we refer to the excursion boats alone, there are those running from Chicago to St. Joe, Michigan, which cross Lake Michigan, during the season, twice each day. At the middle of the voyage they are more than an hour from land. What would happen at such a point if there were a collision, or fire broke out, and there were not enough lifeboats?

The critics of the bill would have us believe, apparently, that ships on inland waters can be run to shallow water and beached, in case of disaster. Could they beach a vessel that caught fire in the middle of one of the Great Lakes? The "Empress of Ireland" went down, a mile from the banks of the St. Lawrence. The captain of the "General Slocum," which burned ten years ago in the East River, with the loss of a thousand souls, tried to beach the ship—and with what result? The commission that inquired into that disaster reported as a cause of the spread of the fire:

"—his action in maintaining a high speed and creating a strong draft of air from forward, sweeping the flames aft."

If lifeboats are to be of service there must be men to handle them. The bill provides that there shall be at least two able seamen for each lifeboat, and requires three years of deck service at sea or on the Great Lakes as preliminary to that rank. The shipping interests oppose this provision; they would have some of the boats manned by stokers and stewards. Yet the steward is not engaged for his physical strength. The stoker comes from the fires, from working in an atmosphere of more than 100 degrees, to face an icy wind on deck. He would be in no physical condition to handle a boat.

The opponents of the bill retort that an able seaman on a modern steamship knows no more of boats than a steward. If this is true are not the shipowners criminally negligent? Able seamen should be trained to meet an emergency.

At present anyone can be put aboard an American vessel, and called a sailor. The shipowners have contended that steam navigation has killed sailorizing and that it is a thing of the past. One such at the Senate committee hearings claimed he could make a steamboat sailor in thirty days. Another contended six months was sufficient. A steamboat sailor steers the vessel, keeps a lookout, paints and cleans woodwork, rigs stagings, slings weights, repairs awnings and deck gear, washes decks and keeps the ship clean, handles lifeboats and is supposed to be able to row and save himself and the passengers in the event of a wreck, or such a disaster as overtook the "Volturno" and the "Columbian." Any landsman is able to judge whether thirty days or six months is sufficient training for all these things. . . .

England, Germany, Norway, Australia and New Zealand say three years' experience is needed to make a sailor and they have passed laws to that effect. The provision in the La Follette bill on this subject would merely bring us up to the standard of these countries.

Sufficient lifeboats for all and trained seamen to man them are necessary safety provisions. These will be of little avail, however, if the seamen do not understand the language spoken by their officers. The bill, therefore, provides that within five years from the passage of the act sixty-five per cent. of the crew on vessels flying the American flag shall be able to understand English.

England, France, and nearly all the European maritime nations have what is popularly called a language test. The lives of the passengers and the crew often depend on a seaman's intelligent knowledge of the commands of his officers. As a proper safeguard to all on board the men who man the boats should be able to understand the language of thier officers.

The manning scale, seamen's efficiency and language tests are all vitally connected from the standpoint of safety, for the deck crew man the lifeboats in case of disaster at sea, and on their skill, strength and gallantry depend the lives of the passengers. The promoters of the bill hold that there is a further question of large public policy at stake in them.

The white men—English, American, Scandinavian, and in a measure the Latins—are forsaking the sea. The Lascars, natives of East India, Chinamen and Japanese are growing in numbers in vessels carrying passengers. The reason usually given for their presence is that white labor is not needed.

In the last analysis the real reason for the presence of Asiatics on American steamers is that they are cheap. The yellow seaman has many virtues; chiefest of all is that he costs a third less than a white sailor. In no industry has the pressure of competition by Oriental labor been felt by American workmen so keenly as in shipping.

The promoters of the bill contend that the natives of a country have a right to a place on their own ships. Seamen are needed as a second line of defense; the United States navy is short of men. Germany can reman her navy without trouble because of her efficient training of seamen. France has a dependable supply of seamen at her command.

The opposition to the language test comes from the Pacific steamship companies who now employ Chinamen and Japanese. They declare that with the higher wages they would have to pay to English-speaking seamen, they would not be able to compete with the Japanese vessels.

The London Times in an editorial on the opening of the International Conference on Safety at Sea, said: "The risks of the sea are too varied and great for human ingenuity to overcome completely." True enough, legislation cannot remove the dangers; but it can minimize them. A passenger vessel with several thousand souls on board is a hotel afloat—a hotel at sea exposed to the dangers of the deep, such as fire, collision, and the unseen hazards of the sea. No complete list of the human lives lost at sea is kept anywhere. But an incomplete list shows that in ten years over 6,000 souls have been lost from passenger vessels alone.—"Slocum," in The Survey.

GOOD-BY "PORT AND STARBOARD."

The Secretary or the Navy has issued a General Order (No. 98), the salient features of which are that the term "helm" shall not be used in any command or directions connected with the operation of the rudder; in lieu thereof the word "rudder" shall be used—standard rudder, half rudder, etc. The commands "starboard" and "port" shall not be used as governing the movement of the rudder; in lieu thereof the word "right" shall be employed when the wheel (or lever) and rudder are to be moved to the right to turn the ship's head to the right (with headway on) and "left" to turn the ship's head to the left (with headway on). Instructions in regard to the rudder angle shall be given to the steersman in such terms as "handsomely" "ten degrees rudder," "half rudder," "standard rudder," "left-handsomely," etc. The steersman should afterward be informed of the new course by such terms as "course—135 deg."

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SAFETY AND TRADE.

(An Editorial from Harper's Weekly.)

Two friends of the writer of this paragraph went down with the "Empress of Ireland." We have no desire to discuss that ship, or what shall be done with the captain of the "Storstad"; or to recall the horrors of the "Titanic," on which other friends perished; or of the "General Slocum," or of any others in the fateful list. Let dead past bury its dead.

In Washington there has long been pending a bill to increase safety at sea, partly by exacting more lifeboats and men to man them, mainly by making the sailor's life one that self-respecting men will follow. Senator La Follette has fought ardently for this bill. Andrew Furuseth, president of the Seamen's Union, is giving his life to it. There seems to be little chance of passing it. The steamship companies are against it. They say it would cost money.

Of the "General Slocum," the coroner's jury said, "inefficient crew." Of the "Titanic" the senatorial commission said, "the crew, inefficient in skill and number." Commenting on the quality of seamanship as the greatest cause of wrecks, Mr. Furuseth says:

"White men are leaving the sea. Modern education and the worn-out, ancient status cannot continue together. Men refuse to go into or remain in any calling which will not furnish sufficient upon which a family may be kept. More and more men come to sea as does the sewage. Last Congress passed a law providing for more reasonable hours of labor for officers of vessels, and it is largely disobeyed, either secretly or openly, with the excuse that the shipowners cannot find men from whom officers can be made. Let this thing continue a few more years and the Asiatic will have to be accepted on the bridge in command, because none others will be available. . . .

"Sea power is in the seaman. Ships are but the seaman's working tools. If there be a desire in the white race to retain its sea power, the Caucasian must be brought to sea again. Nations which desire to share in that sea power must depend upon their own citizens or subjects. If a reasonable safety at sea be desired, men of strength, courage and skill must be induced to again seek the sea; and they will not come to accept existing status nor tolerate other existing conditions."

Yet who expects the Seamen's Bill to pass? The shipowners say it would be bad for business.

Evidences of heavy emigration from Armenia to this country are particularly noticeable in Armenian villages, where the remaining residents are principally women, children, old men, and a small number of younger men. Frequently there are not enough men left in the village to cultivate the surrounding fields. If no money came from the absent ones this condition would be alarming and starvation and suffering would be a common condition, but the inflow of money is as regular and constant as the outflow of breadwinners has been continuous. It is estimated that families residing in Harput and near-by places receive at least $50,000 per month from America.

Demand the union label upon all purchases!

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Insist on Safety at Sea.

According to press dispatches, an officer of the Canadian Pacific Railroad, owner of the "Empress of Ireland," testified before the commission investigating the collision involving that boat, that if passengers on the ill-fated vessel had read the instructions on the life belts their bodies would not have been found with the heads under water.

The shocking and unbelievable statements indicate the viewpoint of dividend seekers, who would create the impression that passengers, in times of shipwreck and disaster, are mentally competent to read printed directions on life belts. The claim that distracted women, frantic children, and excited men on a sinking vessel "should read the instructions" is the limit for a disregard of human life. It sustains the charges of trade unionists in their struggle for safety at sea. It is in accord with the opposition shown in the House of Representatives against the La Follette Seamen's Bill, which has been approved by the United States Senate. This bill provides for lifeboats for all, each boat to be manned by at least two competent seamen in its crew. It seems incredible that vesselowners would advocate a lifeboat, filled with terror-stricken women and children, being swung away from the side of a sinking ship by cooks, coal passers, and even Chinamen and Lascars, men who probably never handled an oar. A situation that calls for the highest standard of seamanship is often directed by those who, through lack of training, and in many cases, ignorance of our language, are incompetent in times that call for the clearest brain and highest skill.

It is to remedy this condition that organized labor asks the public to join with them and insist that the House non-concur in the amendments to the bill favored by its committee. Insist that the Senate proposal be adopted. In some instances the House amendments provide for a lowering of existing standards. They allow vessels to leave port in the coastwise trade with only 30 per cent. of lifeboats; in lake trade, with only 20 per cent. of lifeboats; leaving the number of passengers to be carried to the sole judgment of the shipowner. These are only a few of the objections to the bill as reported.

Life should be protected, regardless of dividends, and the specious pleas of those who fear a reduced income if floating deathtraps are converted into vessels possessing a reasonable degree of safety.

The most primitive instincts of self-preservation should impel a unanimous endorsement of the seamen's efforts to make safety at sea a fact, instead of maintaining fictitious standards manufactured by press agent departments of the vessel companies.

Playing 'Possum.

The Clayton anti-trust bill is under consideration by the Senate Judiciary Committee. The nature of the action which that committee will take upon the bill will be determined by the effectiveness and the determination with which the men of labor present and need and the demand for Labor's legislation. The workers must boldly insist upon their rights, show the justice of their cause and thereby reveal the cause for the activity of their opponents, the advocates of the privileged interests now pleading for postponement and delay.

The United States Supreme Court's recent decision in the case of International Harvester Company versus the State of Missouri has been of inestimable value to those advocating the Clayton bill. In this case the Court approvingly quoted the Missouri State Supreme Court: "It must be borne in mind that the differentiation between labor and property is so great that they do not belong to the same general classification of rights, of things, and have never been so recognized by the common law or legislative enactments."

This declaration refutes the argument of those who have relied upon the "class legislation" theory, for the highest court of the land sustains labor in its contention that the wealth producers should not be classified with the product of their labor wealth.

The United States Supreme Court goes farther than the declaration that labor and property have no connection. It denies the claim that an anti-trust law to be constitutional must include organizations of workers.

This decision has shattered the argument of those who have opposed Labor in its campaign to annul court decisions that have applied the Sherman anti-trust law to workers.

The "class legislation" cry of our opponents, recited with gusto and force, has been confuted by the highest judicial authority. The insolent, acquisitive claims of power and predatory wealth are now replaced by whimpering pleadings for delay.

The merciless greed that exploits human workers to increase profits has tried to conceal its real purpose by plausibility and protestations of reasonableness. It is now pleading that, in the name of "harmony and peace," the Senate postpone action "to give business a rest."

Let no trade unionist or sympathizer be either fooled or lulled by the pleas of the industrial looters who have denied workers the right to exercise their normal activities. Clearly do these spokesmen for the privileged interests foresee the dawn of a new era for workers if the Clayton bill, as passed by the House, is approved by the Senate. The salvation of the interests lies in inaction, postponement and delay.

For this goal big business has shaped its course and every force at the command of its marvelous organization has been concentrated for the fight. The cry, "Let us get together," is now heard from the hosts of special privilege.

Workers must be on their guard against this flank attack. They must awaken to the danger of artificial public sentiment our opponents seek to create. These efforts can be nullified through the activity of trade unionists, the railroad brotherhoods, farmers' organizations, and the individual

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeland Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts Maritimes de France, 33 rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S, Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

In Holland, the "Catholic Trades Unions" numbered 21,096 members at the beginning of 1913, as compared with 61,447 members of the modern trades unions.

The National Society of the Bank and Savings Bank Officials in Australia recently held their fourth general meeting in Vienna. The following points of the very comprehensive program might be mentioned: service regulations; defense funds; the economic position and the organizing of the savings bank officials; the female officials.

At a conference of representatives of the British federations of the miners, railwaymen and transport workers (which number 800,000, 300,000 and 250,000 members respectively), it was decided to appoint a commission for the purpose of bringing about a firm co-operation in future. It will be of untold benefit to the British movement if these important groups institute a system of permanent co-operation.

The Bavarian Railway Workers' Federation (Munich), an organization under the protection of the German Catholic Political Party, the "Centrum," reports a membership of 28,650. The benefit fund of the union is optional, and numbered 15,894 members at the end of the year 1913. The invested funds amount to 1,050,000 marks; 98,000 marks were expended in 1913 in death benefits, invalidity and sick pay. This union entirely renounces the right to strike.

Two thousand workers who were employed on the south side of the Simplon Tunnel have been on strike since April 17 for the purpose of securing an increase in wages, abolition of the premium system and the establishing of a representative conciliation board, etc. The management refuse to negotiate with the workers. The strikers are of all nationalities and the press has spread stories concerning dynamiting and anarchism, etc. In the meanwhile, the workers at the north end are contemplating a sympathy strike.

Statistics have come from France on the sweated labor of women that seem the last horrible word on the subject. At Amiens there are 1000 women tailors who turn out ready-made suits (sold in Paris for $1.87) for 20 cents each. At Rouen a seamstress makes shirts at the rate of four an hour. She is paid 4 cents a dozen. By working fifteen hours a day she clears 16 cents net. The same is true of Lyons, Elbeuf, Toulouse, etc. At Elbeuf 250 women are paid from 1½ to 3½ cents an hour. A textile workwoman there said: "I have never known what it is to eat a good meal."

At the beginning of this year there were 35,865 members of the Metal Workers' Federation in Vienna, Austria. This number included 1021 builders' fitters, 1807 bronze workers, 3247 turners, 3867 stokers and machinists, 1043 machine workers, 1563 mechanics, 1088 metal polishers, 7568 fitters, 2175 smiths, 1608 plumbers and 3731 female workers. The membership in Vienna decreased by 2000 during last year as a result of the economic depression. No fewer than 15,570 metal workers registered a total loss of work of 600,000 days. In Vienna about one-half a million kronen was expended in connection with unemployment benefit.

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INFORMATION WANTED.

Peter Bellenot, who last sailed on the S. S. "Mariposa" out of Seattle, Wash., about November, 1912, is inquired for by his mother, Mrs. Bellenot, 1406 Second street, West Berkeley, Cal. Anyone knowing of him kindly write at the above address.—6-24-14.

Fred Riley, a colored seaman, last heard from at Genoa, Italy, and at other times from ports in Australia and at Liverpool, England, is sole heir to his mother's estate. Anyone knowing his whereabout kindly notify Mr. John E. Selkirk, Attorney-at-Law, 100 Erie Co. Bank Bldg., Buffalo, N. Y.—6-24-14.

Norman Hadley, a seaman, supposed to be sailing on the Pacific Coast, is inquired for by J. B. McCurdy & Co., attorneys, relative to an inheritance. Anybody knowing his whereabouts, please notify Chief of Police, San Francisco.

$10.00 reward will be paid by Johnson & Higgins, 244 California street, for information locating John Anderson and George T. Nelson, who were members of the crew of the steamship "Asuncion" in October, 1908.

Nils Johnson, who was wrecked in the American bark "Oasis," Sept. 2, 1887, is inquired for by W. F. Hohenschild, Berkeley, Cal.

Alfred Kupfer, born February 9, 1890, at Coburg, Germany, is inquired for by the German Consulate, 201 Sansome street, San Francisco, Cal.

Johannes Puun, born in Oesel, Arensburg, Russia, supposed to be sailing on the Pacific coast, is asked for by his mother. Anyone knowing his whereabouts please notify A. Lepp, Sailors' Union, San Francisco.

Richard Ryan, who left the British steamship Candida at San Francisco in July last, is inquired for by the British Consul-General.

Fritjof Ellingsen, age 32, a native of Drammen, Norway, he was short, heavy set, dark hair, parted in the center, and good looking. Anybody knowing his whereabouts please notify Ed Knach, 171 Clipper street, city.

John Rebbetad, who was in the steamer A. F. Lucas in November, 1911, is inquired for by his brother. Address, Coast Seamen's Journal.

Carl Janson, age 36, born in Wastervik, Sweden; last heard of in Seattle six years ago. Any one knowing his address please communicate with Erika Askenberg, 2280 86th street, Cleveland, Ohio.

INFORMATION WANTED.

Francis Robert Bassett, a native of England, last heard of in San Francisco, Cal., in 1901, was well known around the water front as "Liverpool Frank." Any information regarding this man will be gladly received at the office of the British Consulate, San Francisco, Cal.

Frank Melson, who went as fireman on the S. S. "Maye" from Philadelphia to New Orleans, in May, 1913, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. G. W. Paruin, 4309 Westminster avenue, W. Philadelphia, Pa.

Alex McDonald, formerly of Dundee, Scotland, who has not been heard of for 22 years, but is thought to be sailing on the Pacific Coast, is inquired for by Jas. Perry, 30 Bridge End, Buckpool, Buckie, Eng. —5-13-14.

Edgar Duncan Stewart, age 22 years, white, born in Massachusetts, who, on October 9, 1912, was shipped as seaman on the American steamship "Toledo," at Marcus Hook, Pa., for a voyage to Sabine, Texas, but who did not join the vessel the next day, and has not since been heard from. The undersigned will highly appreciate your kind co-operation: Augustin R. Smith, United States Shipping Commissioner, or Shipping Commissioner, Appraisers Building, San Francisco.—5-13-14.

John S. Bickel, a sailor supposing to be sailing on the Pacific Coast, is inquired for by his sister, who has important news for him. Address Laura Bickel, 8817 Birchdale Ave., Cleveland, Ohio.—5-13-14.

Any one knowing the whereabouts of John Burke No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J

Arthur Griffith, alias Simmons, a British subject age 28 years; 5 feet 6 inches in height, fair complexion, stout build, blue eyes, top false teeth, clean shaven, who is believed to sail on a coasting vessel between San Francisco and Portland, is inquired for by H. B. M. Consul-General. Anyone knowing his whereabouts please notify the British Consulate-General, San Francisco.

John Erik Nordberg, a native of Sweden, age about 26, supposed to be sailing on the Pacific Coast, is inquired for by his brother Harold, care of Sailors' Union of the Pacific, San Francisco.

San Pedro Letter List.

Andersen, Martin -1894	Lyngard, Jorgen
Andersson, E. -1762	Lang, Charles F.
Alexandersen, P.	Line, Victor
Anderson, Gust	Lister, W.
Andersen, A. -1645	Lauren, J. O.
Benson, Charles	Lucander, Hj.
Baardsen, George	Larsen, Herman
Bringsrud, Harald	Lagovsky, Joe
Bulander, Bernhard	Larson, J.
Bylander, B. B.	Lindstrom, Lilla C.
Brien, Hans	Muller, W. -2039
Bartels, Otto	Miller, Wm.
Brusbard, E.	Mayers, P. M.
Berg, S.	Michaelsen, A. -1105
Carlson, Gustif	Morris, W. A.
Ceelan, John	Morris, M. H.
Claessen, Henry	Moulas, Nick
Clausen, J.	Magnussen, E. W.
Dallman, H.	Neergard, A. -1165
Ekholm, F.	Nelsen, Ernst C.
Ellingson, Ivar	Nelson, Ernest
Enstrom, Carl M.	Nelsson, E. K.
Eugene, John	Nelson, Frank
Eklund, Sven	Owen, Fred
Fahlinen, Hjalmar	Olsen, Ludvig
Gunther, Dick	Olsen, Nick
Gustafson, Alf	Olsen, Hans
Galleberg, Martin	Olsen, Ole Wilhelm
Gronlund, Oscar	Osterberg, S. H. -1284
Grigolelt, E.	Olsen, O. Martin
Hansen, Fred	Paulson, Gustaf
Holmroos, W.	Pearson, Ed
Hansen, Johannes	Peterson, K. E. -903
Heeshe, Henry	Pihlstrom, Chas.
Hansen, H. P.	Petrow, A.
Hansen, Sigworth	Peterson, Oscar
Hakonsen, P. O.	Petersen, Svend.
Haro, Aarp	Aage
Harrold, Henry	Rantman, R.
Hansen, H. -2060	Rutel, Ernest
Johansen, Grunner	Rajala, Victor
Jordan, Earl	Repson, Ed
Johnsen, Walfred	Rasmussen, Alfred
Johannsen, Charlie	Sleen, Ed.
Johansson, A. -1874	Sandy, Oskar
Johnsson, J. A. -1659	Schmidt, Geo. -1041
Johansson, N. A. -280	Strahle, Chas.
Johansen, Leonard	Schultz, Albert
Johansen, Leonard	Sassi, Wilhelm
Jalonen, John	Sellers, W.
Kalnamm, Andvey	Sanders, C. -1077
Kolodzie, George	Samuelsen, Victor
Kallas, K. A.	Strand, L. C.
Krause, Ernst	Saar, Conrad
Klaessen, Karl A.	Saarinen, Hemming
Kaehler, George	Valboe, Harry
Lundberg, T.	Voss, Henry
Lindholm, Erik A.	Zunk, Bruno
	Packages.
	Johansen, Nils A.

Honolulu, H. T.

Anderson, Edw. -1734	Ivars, Carl
Abrahamsen, A.	Irvine, Robert
Austin, Frank	Jorgensen, C. M.
Andersen, Anton	Kayser, Charles
Andersen, O.	Koskinen, Sulho R.
Clarson, A.	Lentinon, E.
Clancy, James	Lundberg, T.
Hansen, Jos. G.	Nordling, C.
Hansen, Max	Paty, George
Hansen, Christ	Slattery, Wm.
	Silver, E.

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Pacific Coast Marine.

The C. A. Smith Lumber and Manufacturing Company is building a 200-foot warehouse at Marshfield, Ore., to accommodate the "George W. Elder" and the Smith fleet.

The Alaska Whaling Company, with its three vessels, established a few years ago by Mr. Otto Sverdrup, has passed by purchase into the hands of the Pacific Sea Products Company.

A fire, in the night of July 1, destroyed the Simpson Lumber Company's dredge, which was moored at Porter mill, North Bend. The loss is estimated at between $5000 and $6000. Nothing was saved except the clamshell bucket.

Portland, Ore., shipped 446,781 bushels of barley in May, according to statistics just received by the local custom-house from Washington. said to be a greater quantity than the combined shipments of all other American ports.

The recent false alarm of an accident to the Pacific Mail Steamship Company's steamer "Siberia," which resulted in a heavy underwriting loss through re-insurances, has served to draw attention to the delay in providing a wireless installation at Hongkong.

The tug "Defiance" arrived at San Pedro during the past week with the United States barge "Disinfector" in tow. The barge will be anchored in the outer harbor as temporary quarantine station until a permanent station is provided at Deadman's Island.

The first log raft of the season is en route down the coast from Astoria. The raft, which contains 5,000,000 feet in poles, is consigned to the Benson Lumber Company of San Diego. It is reported that five rafts will be sent south from the Columbia River this season, making an aggregate measurement of 25,000,000 feet.

Shipbuilding is an important industry in Vancouver. During the year ended March 31, 1914, there were built 38 screw vessels, total tonnage, 634; 2 stern-wheelers, tonnage, 1,291; and 15 barges, tonnage, 2,114. There were also added to the registry 23 screw vessels and 11 barges not built locally, also 1 barque and 4 schooners.

A board of survey has been appointed for the battleship "Oregon," which is to be put into commission and made ready to lead the great naval procession through the Panama Canal. Rear-Admiral Charles P. Pond is chairman of the board, which will meet at the Puget Sound Navy Yard July 8. The "Oregon" has been laid up for several years.

The former Spanish gunboat "Manila," which was captured by Dewey in the Spanish-American war, was towed down from the Mare Island yard recently and taken to the Union Iron Works, where she is being rejuvenated for another lease of life. For the past few years the "Manila" has been used as a prison ship at the yard. She was recently sold to James Strong and other New Orleans parties who, it is said, contemplate running her from New Orleans to the Canal.

The fixed white light at North Head, Ore., has been changed to an occulting or flashing light. The light now operates with two seconds' eclipse, six seconds' light, two seconds' eclipse and twenty seconds' light. The substitution of the flashing light is a result of the wreck of the oil tank steamer "Rosecrans," which went on Peacock Spit January 7, 1913, and it was reported by one of three survivors of her crew that North Head light had been mistaken for the Columbia River light vessel.

The first full shipment of corn from South America ever to come to San Francisco is in the holds of the British freighter "Cloughton," which steamed from Buenos Ayres on June 27th for the Golden Gate. As there is no longer any duty on the importation of corn the product will, it is believed, find a good market here, and should it prove a successful venture further shipments may follow. The consignment is coming to Girvin & Eyre, who have chartered the "Cloughton" outward for California barley to the United Kingdom.

In anticipation of the boom in San Francisco Bay transportation which will develop with the approach of the opening of the Panama-Pacific Exposition, Henry C. Peterson, the launch operator, has ordered the construction of half a dozen motor craft to add to his fleet. Three of the launches, which will be 60 feet long, with a beam of 17 feet, and equipped with 100-horsepower engines, will be built here, and the other either by the McCormicks at their St. Helens yards or by Kruse & Banks at Marshfield. They will be of the combined passenger, freight and towing type.

The oil tanker "Oberon" will leave this coast in February for England, as will also the tanker "Trinculo." Both steamers are owned by C. T. Bowring of Liverpool, but are operating under charter to the Union Oil Company. The steamers, it is stated, will leave the Pacific Coast service early next year and go back into the trade between Port Arthur, Tex., and the United Kingdom. The "Oberon" was formerly in this service, carrying oil from the Texas port to British naval bases. Larger vessels, carrying 10,000 tons of oil, will replace the "Oberon" and "Trinculo."

Hereafter all Government messages sent over the Alaska cable, excepting those forwarded by the War Department, which controls the Alaska cable and telegraph system, must be paid for at half the established commercial rate, under a general order received from Washington, D. C. The order, it is said, is designed to relieve the cable of the flood of official messages which heretofore have been transmitted free. The general order also rescinds the privilege accorded soldiers stationed in Alaska of sending free two messages a month to relatives in the United States.

The Great Northern Steamship Company's liner "Minnesota," which sailed during the week from Seattle for ports in the Far East, was delayed at Port Townsend due to an accident in which three men, F. Morganson, M. Pullus and H. Codling, all of the engineers' department, were seriously injured. The boat was held until machinists to replace the three injured were brought from Seattle. When the "Minnesota" landed its pilot at Port Townsend it was learned that a portion of the machinery connected with the crank shaft had become heated. It was while repairs were being made that the three were injured.

Deciding Charles Haberman's suit to recover $150 from Frank Jebson, for whom he worked as a seaman on a trading vessel that plied the west coast of Mexico, Superior Judge Hunt of San Francisco gave the plaintiff a verdict for $85. While in Jebson's employ in 1912, and while the vessel upon which he had shipped was in the Gulf of California, Haberman was accused of murdering a seaman who had disappeared from the vessel. He was tried and acquitted in a Mexican court, and on his return to the ship found a Mexican crew aboard. Haberman was placed in charge, but had difficulty sailing the boat for the reason that the crew could not understand English and he knew nothing of Spanish. Whatever he wanted done he had to do himself.

The "Gayhead" sailed from San Francisco on October 6th of last year, shaping a course for the southern seas, where sperm whaling was engaged in. She was probably heading for the Arctic, where the right whales abound, when disaster overtook her. According to L. E. James, managing owner of the whaler, the vessel was valued at $15,000. She carried some insurance. In addition to Captain Porter, who is a veteran whaling master, the "Gayhead's officers included Henry J. Gonzalves, first mate; Henry Kruse, second mate; Antonio Nicolau, third mate; John Erick, fourth mate, and Boatsteerers Manuel Pena, Ben Lopes, John Domingo and Frank Phelan. The "Gayhead" was a vessel of 265 gross tons, 110 feet long, 26 feet beam, with a depth of 15 feet. She was built at Mattapoisett in 1877.

San Francisco will become the clearing house for another big fishing concern, capitalized at $2,000,000, if plans made known recently are carried into effect. A number of well-known British and Norwegian fishing merchants are said to have joined hands with local interests to centralize the entire fishing industry of the Pacific Coast at this port. Captain Frederick K. Dedrick, a Norwegian master mariner, is representing the new concern during the perfecting of preliminary plans. He says the company already has capitalized for $2,000,000, and this later may be increased to $11,000,000. The plan is to compete with the chilled fish industry of Europe, and take the lead in dried fish trade between the United States and China. Those back of the venture declare they intend to concentrate the greatest business of its kind on the Pacific.

After braving Arctic gales for a quarter of a century and having figured in many a long voyage out of the Golden Gate, the well-known whaling bark "Gayhead" is a total wreck on the coast of southwestern Alaska. Captain George W. Porter and his crew of thirty-one men were saved and will be brought home on a Government steamer. News of the disaster was received by wireless from the station at Chignik. The "Gayhead was wrecked on June 26 at West Head, in Castle Bay, an inlet of Chignik Bay. Although no details of the disaster were given, it is believed that the windjammer drove ashore in a gale, piling up on the rocks that mark the shores of the harbor. Captain Porter and his men landed safely and made their way to the cannery station at Chignik, from where they sent word of the destruction of the old whaler.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394.
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(Continued on Page 11.)

Coast Seamen's Journal

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Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

ALLIED PRINTING TRADES LABEL UNION COUNCIL SAN FRANCISCO

WEDNESDAY, JULY 8, 1914.

WELFARE WORK.

One of the lesser luminaries among the Colorado coal mine operators has just made a grand discovery.

After relating in detail what he (in the goodness of his heart) has voluntarily done for the comfort and well-being of "his" miners, he makes the following naive admission:

> Our experiments along these lines, after studying the sociological conditions of miners for 23 years, proved beyond any question of doubt that our theories in regard to improving the social conditions and uplifting the social plane were mere vagaries.
>
> Our most earnest efforts were simply rewarded by our final destruction, and at the hands of those whom we endeavored to benefit.

It took twenty-three years to teach this particular employer that the average human being prefers to fight for his just share of the loaf rather than forever accept the crumbs which are generously allotted to him by "grace from above." It took twenty-three years to teach this student of sociology that free club houses, free libraries and free baths in porcelain tubs will only stimulate a normal individual's desire to spend his own hard-earned money when and where he pleases—to spend his spare time where he sees fit, read what he desires and think for himself without fear of being disciplined or blacklisted.

The trouble with the type of employers whom this Colorado operator represents is their inability to see themselves as others see them. While they earnestly believe that every one regards them as magnanimous and benevolent philanthropists, they are as a matter of fact very generally looked upon as hypocrites of the worst kind. And that is exactly what they are.

Welfare work in the ship, mine or shop, where all attempts at self-help (trade-unionism) are frowned upon, can not possibly be based upon an unselfish desire "to improve social conditions" and "uplift the social plane" of the toilers. Welfare work in such cases is resorted to solely for the purpose of substituting for trade-unionism that species of "ism" which prevails in the penitentiaries—that marvelous "system" of organization maintained by force, in which every unit is taught to do as he is told without a murmur, eat and drink what is furnished without any grumbling, and at all times show a wholesome respect for "the powers that be."

Fortunately, the above described process of substitution has never been gracefully accepted in this alleged "home of the brave and land of the free." It has been tried in the cotton mills of New England, the steel mills of Pennsylvania, the coal mines of Colorado, the lumber camps of California and numerous other places. But under present conditions there is no substitute for unionism. Whether the workers are natives or raw immigrants, they will not for any length of time tamely submit to constant and unrelentless restraint and espionage even though it may be mixed with so-called welfare work.

The workers must and will ultimately work out their own salvation. No learned theorists can do it for them. And the experience of the Colorado man who tried it for twenty-three years ought to be an object lesson to all doubters.

WHO IS A "GENTLEMAN"?

The Britishers are surely confronted with some knotty problems. Besides the Ulster situation and the Suffragettes, the attempt to define the meaning of the word "gentleman" and the status of a gentleman, as distinguished from a lowbrow, is causing no inconsiderable effort and worriment.

According to the reading of the Workingman's Insurance Act, any one who earns over $800 yearly and does not perform manual labor is a gentleman. This definition, of course, results in class distinction especially glaring when applied to the men in the Merchant Marine.

Under the existing rule, on big ships the captain, mate, second-mate, and every one in the engineering-room down to the sixth assistant are designated as "gentlemen," but the line is drawn at the seventh engineer. On small ships only the manual workers are receiving benefits, as it does not matter how low the stipend, officers who do not actually work with their hands, or men of any calling who do not perform manual labor, do not profit by the act. At present the situation created is to the effect that no manual laborer is classed as a gentleman, but if he should by promotion get another to do his work he immediately becomes a gentleman.

Owing to the entangled condition into which the constructions of the Workingman's Insurance Act has brought the shipping interests, some of the most eminent lawyers have been retained to conduct an inquiry at Liverpool for the purpose of making a final definition of the meaning of the word "gentleman." If it were not for their tenacious adherence to their old snobbish ideas, the ridiculous situation now presenting itself to the shipping men of England would have been avoided.

The undesirable distinction that has prevailed between officers and seamen in the Merchant Service of Great Britain, as well as of other countries, if properly considered at the inquiry might go a long way towards solving this latest of John Bull's problems; but the legal minds are everywhere still somewhat lethargic and more or less imbued with the old snobbish beliefs; hence further entanglements may be expected before final adjustment.

As a matter of common knowledge, the snob is the very opposite of a "gentleman," but he will have his inning at the inquiry and elsewhere. The definition of the meaning of the word "gentleman" from the American point of view has always been clear and generally understood by all. Birth and the possession of the world's goods or station in life has no bearing upon the matter whatsoever. An American who shows that he desires to uphold the standard of honor, who conforms to the practice of the golden rule; who is chivalrous with women, sympathetic and kind to children, and always ready to defend the right even if right is miscalled wrong; who lives the life of ideal citizenship, is considered a gentleman, irrespective of his station, wealth, or earning capacity.

GRIM HUMOR.

In the dim past, New Zealand was inhabited by a race called the Morioris. The individual Moriori was, according to a writer in the Auckland "Star," "a great fat, hulking somnolist, who could put in twenty hours of unbroken sleep out of the twenty-four, so effeminated by generations of peace, that 'at every mile he must rest a while,' whom exposure hurt little, because his skin possessed the gift of closing its pores at will, who perspired only when he fed, and who fed with the voracity of a hungry beast. He was a monster of incredibly vast superstitions; a creature utterly ignorant of athletics, etc."

Upon these creatures the warlike Maori descended like a wolf on the fold, and slaughtered them until nearly all were killed—and devoured—in detail, a remnant only being spared to fulfill the office of slaves. In this connection it is related that the fierce Maori had a sense of grim and smileless humor. He didn't go to the trouble of fetching wood or constructing ovens to cook his victims in. No! He made his prospective dinner do it. It is recorded that the unhappy wretches who were destined to provide a Maori feast were themselves obliged to carry the fuel and prepare the ovens in which they were to be cooked.

In commenting upon the foregoing, the Brisbane "Worker" says:

> All human history might be searched in vain to provide a grimmer sample of humor than this. Who can tell the thoughts of those unfortunates as they set about preparing the cooking pots for themselves?

It is a far cry from the Maori feast of the dim past to the wars of the twentieth century. But why surmise that the unfortunates who prepared the cooking pots for themselves should do any thinking? They were but sleepy savages devoid of the finer feelings which we are supposed to have acquired through our perfected civilization.

In this enlightened day and age the various races and nations still prepare for each other's slaughter—in detail. We no longer use the cooking pots and we do not actually eat the vanquished, but we have invented and work feverishly at the production of far more horrible implements of warfare than the Maoris ever dreamed of. The workers who manufacture guns and ammunition apparently never give any thought to the obvious fact that these

things are to be used against their fellow workers in other lands, or perhaps even against themselves. Moreover, it is obvious that there is little thinking among the "civilized" workers of the world, who, dressed as soldiers, are still murdering and slaughtering each other.. In modern wars men kill and maim "the enemy" with wonderful speed and dispatch, and they do it—not for their own advantage—no, but because in many respects we are, after all, not so very different from the Maoris and their victims, the Morioris.

As for grim humor,there is plenty of it in evidence to-day. What else shall we call it when highly (?) educated workers (first) manufacture the weapons of war, (second) spend their best years in training for a possible war, and (third) not not only kill and maim each other upon a given signal, but also vote to tax themselves to the limit of endurance and permit huge debts of war to be saddled upon generations yet unborn.

The savage Maoris waged war for a purpose—with a definite object always in view. All that the "civilized" worker of this century gets out of war is broken bones and more taxes.

THE FINAL ANALYSIS.

The "Argonaut" of San Francisco concludes its brief comment upon the "Empress of Ireland" disaster with the following sentence:

> Such disasters as this are a part of the price that we pay for speed and magnitude and comfort, and at intervals that price will be inexorably exacted.

It may be partly due to the mania for speed, but it surely can not be laid at the door of magnitude and comfort. To the contrary, safety is a twin sister to magnitude and comfort. Real safety, however, is a useless sort of a thing for advertising purposes. Under present laws, rules and regulations, it does not pay the shipowner to give more than perfunctory attention to "real safety." Sham safety will do just as well. There is nothing in the world to prevent him from calling any old tub "unsinkable," or to refer to her in luring advertisements as the "latest marvel in marine architecture."

The "Argonaut" ought to learn, what every one qualified to speak upon the subject already knows, that "safety" without proper consideration of the human element becomes but a hollow, meaningless term. In the final analysis, safety at sea always depends upon "men." And strange as it may seem, that is something which has never been conceded by the "Argonaut" or any publications of its class.

The "Pacific Marine Review" does not like Andrew Furuseth and refers to him as a shyster lawyer. Well, the old man convinced some of the distinguished lawyers who are members of the Senate Committee on Foreign Relations that the proposed "London treaty" for safety of life at sea needed some amending. To begin with, he was practically alone in his contentions. When he was through, the majority of the committee were with him. Single-handed he won his fight against the Chamberlains and Uhlers and all the other pliant tools of greed who would subordinate safety of life to safety of dividends. And still this little manikin who writes for the Pacific Coast shipowners' organ has the nerve to call him a shyster.

VACATION TIME.

During these days when the daily press is virtually loaded with advertisements of summer resorts and lists of society folks frequenting same, etc., several pertinent questions suggest themselves regarding that charming word "vacation."

First of all, it would be interesting to know what percentage of the world's workers have ever known how it feels to have —not an out-of-work vacation—but a "real vacation," of the kind we read about, with time off, full pay and an opportunity to spend a few weeks in the woods, in the mountains or at the seashore.

If the clerical workers and those employed directly by the various municipalities, states and nations, are eliminated from consideration, it soon becomes evident that nine-tenths of those who toil and produce all wealth have never had and will probably never know what it means to have a real vacation. True, most every one has had an enforced period of rest—a period of idleness often accompanied by hunger and want and more or less prolonged according to the supply and demand of labor. But that is not the kind we have in mind, yet it may be said without fear of contradiction that the enforced vacations exceed the real, happy vacations about which we hear so much these days, by a very considerable number.

So we find this topsy-turvy world of ours in a condition where only a very small portion of the most useful men and women are ever given the opportunity to relax and rest without want and worry, while the vast majority seem to be destined to go through life hearing and reading, and perhaps dreaming, about glorious "vacation time," but never to know or experience how it feels to have one—unless it be the kind that is labeled "Out of work."

"Collier's Weekly" is of the opinion that Representative Humphrey of Washington, known to most of his constituents as "Chinese" Humphrey, would have done his State credit in Congress about sixty years ago. Our esteemed contemoprary is probably not aware of the fact that the Hon. "Chinese" Humphrey holds down his seat in Congress only because at the last election there were too many aspirants for his job. His three opponents divided the overwhelming majority which desired his retirement, and "Chinese" was "triumphantly" re-elected by less than thirty-one per cent. of the vote cast.

The current issues of "Harper's Weekly," "The Survey," and "La Follette's Weekly" contain special articles and editorial comment on the latest attempt to stifle effective legislation for safety of life at sea. It has become almost certain that some kind of Seamen's bill will be enacted at this session. At any rate, "The Interests" have evidently arrived at that conclusion and are laying their wires accordingly. However, now that several leading publications with nation-wide circulation have determined to let the light of publicity shine upon that Substitute bill we need not fear the result.

For fair products of all kinds consult the JOURNAL'S ad columns.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., July 6, 1914.
Regular weekly meeting came to order at 7 p. m., Chas. M. Albrecht in the chair. Secretary reported shipping dull. The Quarterly Finance Committee reported having examined the Union's accounts for the past three months, having found same correct.

JOHN H. TENNISON, Secretary pro tem.
84 Embarcadero. Phone Kearny 2228.

Victoria, B. C., June 29, 1914.
No meeting. Shipping dull; prospects uncertain.

CHAS. J. DOLAN, Agent pro tem.
518 Yates St.

Vancouver, B. C., June 29, 1914.
No meeting. Shipping dull; prospects uncertain.

W. S. BURNS, Agent.
231 Hastings St., E. corner of Hastings and Main, P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, June 29, 1914.
No meeting. Shipping dull; prospects uncertain.

H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, June 29, 1914.
Shipping and prospects poor.

P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, June 29, 1914.
Shipping fair; prospects uncertain.

J. PEARSON, Agent.
P. O. Box 6. Tel. Main 557.

Portland Agency, June 29, 1914.
Shipping dull; prospects uncertain.

G. A. SVENSON, Agent.
P. O. Box 2100. 51 Union Ave. Tel. East 4912.

Eureka Agency, June 29, 1914.
Shipping fair; prospects uncertain.

JOHN ANDERSON, Agent.
227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, June 29, 1914.
Shipping dull; prospects uncertain.

HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, June 22, 1914.
Shipping dull; prospects poor.

JACK EDWARDSON, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., July 2, 1914.
Regular weekly meeting was called to order at 7 p. m., Ed. Andersen in the chair. Secretary reported shipping slow. A Quarterly Finance Committee was elected to go over the finances of the Union for the past quarter.

EUGENE STEIDLE, Secretary.
Phone Kearny 5955.

Seattle Agency, June 25, 1914.
No meeting. Shipping slow.

LEONARD NORKGAUER, Agent.
Phone Main 2233. P. O. Box 214. Grand Trunk Dock, Rooms 203-205.

San Pedro Agency, June 25, 1914.
No meeting. Shipping fair; few men ashore.

FRANK CONNERS, Agent pro tem.
P. O. B. No. 54.

The bottoms of North Pacific Whaling craft are now painted green instead of red, as was formerly the custom. This, it is said, will prevent the whales from seeing so plainly the approach of the ship, as they see red paint under the water, and for that reason all the whalers are now given green underworks.

THE SYMPATHETIC STRIKE.

I have always taken the view that trade-unions are the fighting forces of labor. They are not friendly societies, and in so far as they are agencies of diplomacy and negotiation, they are like the Foreign Offices of political States. These offices are but the unprotected damsels who appeal to heaven for justice, but it is a knight in armor and not the Archangel Gabriel who comes to their assistance. So, in accordance with my view, trade-unions must at all costs retain the rights of an army and must not part with their power to declare war and to fight effectually after its declaration.

One day, perhaps, all this fighting will fall back among the relics of an industrial and social barbarism which will be nothing but a landmark in history showing our children what manner of irrational men their forbears were. The golden age of industrial peace will come, but those of us who yearn for it must not run out to meet it without sticks or staves so that the robbers on the highway may fall upon us with impunity.

The grinding employer is as responsible as the ground workman for the strife—in fact, he is the cause of the strife, and it is proposed that the victims should not be allowed to defend themselves, because society must protect itself against the inconvenience and loss which the self-defense entails. If society were to make itself responsible for the protection of the victims, if it were to say, "I shall see all your grievances redressed," it might with some conscience add to the sequel: "That being secured, I must protect myself against strikes and lockouts."

That, however, is not the main road I wish to travel. I point it out because if I did not, some one might say that it was not in my map at all. One has to walk with wary circumspection in these days, and, like a soldier in a holiday crowd, has to show all his medals.

If the liberty to strike has to be maintained, so has the liberty to strike sympathetically. In the days before the amalgamated unions, if one district struck with another in the same trade it was a sympathetic strike, and even now no strike of any dimensions can ever take place without it being partly sympathetic. The employers know this and accept it, for they reply with the sympathetic lockout.

But the sympathetic strike must be used with discretion for, as an ordinary weapon for everyday use, it has all the disadvantages and drawbacks of the general strike, and bristles with all its practical difficulties. You can call a general strike perhaps once in twenty years, and even if it fails in its purpose it will bring so much good in its train that it is justified. But you cannot call it once in twenty months. It is "a bonnie weapon" in the background, not a penknife with which to sharpen pencils. It is perfectly and undeniably true that the ill of one workman (if he be a decent man) is the ill of all, that we should not allow a fellow sparrow to fall to the ground without being aware that it is a menace to ourselves. But the machinery for enforcing this very elementary truism is prodigiously ponderous, is not very efficient, and the effect of its use is not quite certain. It may bring down a score of sparrows instead of setting up the one that has already fallen.

I have just been reading the report of a speech punctuated by approving cheers. It told those elementary truths about solidarity, and thereby did the hearts of those who listened good. But it ended just where its very first sentence ended. Now, I do not know if this was by design or by mistake—whether it shirked its own issues or preferred not to look at itself full length in the mirror. It was a pity, because it is in its full length image that the public—especially the working-class public—should interest themselves. The very worst leadership, the blackest pessimism, the most tragic abandonment of an abiding faith, is when one blindly rushes upon fate without forethought, without reserves, without a possible way of retreat. A sympathetic strike, unless it is pretty certain to be successful, not only demonstrates the solidarity of labor in fighting, but also the solidarity of labor in disaster. It brings rout, not defeat.

Let me illustrate. Suppose there is a local dispute, say with wood porters. A yard is locked out or has struck, and carts loaded by blacklegs arrive, say, at a railway station. The railwaymen are appealed to to come out in order to stand by their fellows. Ought they to do so? On general principles of solidarity there is a prima-facie case for an affirmative answer. But the answer surely must not be given on remote general principles. When there is an epidemic of small-pox, on general humanitarian principles everybody should do his best to ease and end the suffering of the community. That does not mean that everybody should rush to the infectious-diseases hospitals and begin to minister to the sick. It only means that it is the duty of the community to provide the right help in the right way. We have to call in the practical wisdom, and not merely the ethical axioms, of men as our guide.

Now, in the case I am supposing, how little real help to the wood porters is a railway strike? It does not hit the offending employer; it simply brings the Railway Servants' Union into trouble. It is as though the Triple Alliance provided that when Italy got into trouble with Turkey, Germany had to help her by fighting America. I am not at all forgetful of the pathos of the demonstration. But there it ends. The only comment it brings to my lips is that attributed to Mr. Champion in respect to an Australian fight, when he remarked that the men were lions led by asses. It is a wanton waste of fighting energy. Charges of light brigades happen only under generals who do not know their business. They make poetry, but not history.

The sympathetic strike can be of use only when it is carried on in trades closely associated with that in which the trouble originated, so that the energies of that trade will be directed, by reason of the new pressure brought to bear upon it, to seek peace. One of the fallacies of the school of the sympathetic strike is the assumption that to widen the area of a strike is to strengthen the hands of the original strikers. As a matter of fact, in the majority of cases it only weakens their hands. If the sympathy produces a trouble of national proportions it shifts the opposition to the men from a workshop or trade on to society itself. It thus alters the whole condition of the original fight for the worse, so far as the men are concerned.

If it is not wide enough to become national, it raises new opponents among the employers, and whether that is good or bad for the strikers depends altogether on the state of the markets. It might be good, it might be bad. But such a gambling conclusion is certainly not good enough for "a fighting policy." But in closely allied trades or in interdependent processes the sympathetic strike has been and will still be an effective weapon in the hands of workmen who have to compel both the public and the employers concerned to listen to grievances.

Finally, it is a mistake to assume that solidarity can be shown only by laying down tools in sympathy. The employers in federated trades know that, and lock out their men all round because the solidarity of labor can be shown more effectively by some men remaining at work and subscribing to keep the others out than all men going on to the streets. The laying down of tools is as often an employers' game as the workmen's. If the railwaymen in the case I have supposed, instead of leaving work, had subscribed to help the original strikers, they would have shown an equally genuine sense of solidarity, but in a far more effective way. A man's own union should first of all fight his battles. If it cannot do so, the chances are altogether against another union being able to do so. Upon this idea the general federation of trade unions in Britain was founded.

Cases will undoubtedly arise when the sympathetic strike will be necessary. Labor will have to demonstrate in force occasionally. Society is a lazy, sleepy, easy-going thing, that will not do right if the doing so is troublesome; and it has to be roused, kicked every now and again, and have its nose put on the grindstone. It has been stated—but I should like to see some more evidence than has been produced—that the Queensland sugar workers won their battle because other unions threatened to call out their men. I emphasize threatened, because in that word lies the kernel of the whole matter. If a sympathetic strike is to be successful its threat will, as a rule, be enough. But once it is threatened, the threat has to be carried out whatever the consequences. I therefore return to what I have already written. It must be used and talked about with circumspection. It is a heady liquor for impulsive men, and nothing will put more obstacles in the way of labor progress than frequent threats that it is to be used and ultimate attempts to try it on.—J. Ramsey Macdonald, M. P., in The Carpenter.

Competition is said to have become keener in the Spanish emigrant traffic with larger steamers and decreased business. Steerage fares to Buenos Aires have been reduced to $14.50, of which amount $5.40 is paid to steamship agents as commission and $1.10 as tax to the Government, leaving $8 per passenger for the companies. The steerage fare to Cuba remains at $36.40, owing to a pool among the lines running there.

REORGANIZING THE MILITIA.

Colorado is able to manage her own affairs. Such is the report to be made to President Wilson by the State legislative committee which investigated the Ludlow affair, according to a report at the State Capitol.

That statement would probably be true if Colorado governed herself but it is an utter falsehood considering that Governor Ammons, a pliant lickspittle of the coal operators, is attempting to run the affairs of the State.

"How is Colorado any better able to manage her own affairs now than she was before the federal troops came into the field?" is the question her real citizens are asking.

Ammons, the person who bowed and scraped and licked the boots of John D. Rockefeller and his representatives in Colorado, is still in office ready to repeat his anarchistic attempts to break the strike at the expense of the State.

Adjutant-General Chase, who rode down the women and children in Trinidad, who kicked Sarah Slator savagely in the breast, is still head of the national guard.

Linderfelt, Hamrock and every other leader of the militiamen who destroyed the Ludlow tent colony, murdering and cremating nineteen men, women and children at Ludlow in the most terrible slaughter in industrial history, are still members of that body.

The gunmen who, armed with State equipment and operators' machine guns, mowed down the innocents are still in good standing.

There has been no change whatsoever in the personnel of the operators' tools who run the State government and who tyrannized the strike zone for seven months before Ludlow.

If the federal troops are withdrawn from the field, the operators will soon cause enough trouble to provide the Governor with an excuse to send the scabherding militia back to the strike district.

There is no sane reason to believe that Chase and his gunmen will do any other than before—terrorize the strikers, their wives and children and possibly slaughter the innocents again as they did at Ludlow.

But the militia is to be reorganized. What do you think of that? Yes sir, the legislative committee think so and so do many others.

Suppose it is reorganized, who do you think would care to wear the cloak of the Colorado national guard stained with the blood of the innocent men, women and children of Ludlow who, unarmed and unprotected in any way, were slaughtered?

Who would care to take the place of Adjutant-General Chase knowing that, with Ammons in the chair, the head of the national guard must be prostituted to the coal operators and shoot down men, women and children?

Who would join a national guard defamed by such murderers as Hamrock and Linderfelt, for certainly as head of the gunmen militia at Ludlow, they were as responsible as any for the slaughter of the innocents?

As a matter of fact the reorganization of the Colorado national guard is a joke. There may be changes in the official heads of the organization but they will always be under the command of commander-in-chief Elias M. Ammons, cowpuncher and tool of the coal operators.—Furnished by the Publicity Committee, United Mine Workers of America, District No. 15.

LAND MONOPOLY.

In the May-June number of the Single Tax Review, published in New York City, W. B. Northrop shows that the railroads of the United States own no less than 200,000,000 acres or 312,500 square miles. That is about equal to the area of the New England States, New York, New Jersey, Pennsylvania, Delaware, Maryland, Virginia, North Carolina and South Carolina combined. It is somewhat less than half the area of Mexico. One out of every eleven and a half square miles in Continental United States belongs to the railroads.

But there are other land monopolies than the railroads. One-half of the State of Florida is owned by 182 men whose combined holdings amount to 16,990,000 acres. Two men, Miller and Lux, own an estate in California of 14,500,000 acres. The Weyerhauser estate owns 1,525,000 acres in two States. The estate of the late "Lord" William Scully owns 200,000 acres in Illinois. The Steel Trust owns or controls hundreds of thousands of acres of ore and mineral lands, and so on.

If the Federal Government were to compile a list of all large land holdings in the United States, it would make some of the big holdings in Mexico look small in comparison.

In addition there are holdings in all the large cities which measured in acres, look small as compared with big agricultural and mineral holdings. But measured in value they are much larger.

There is the same need of checking land monopoly in the United States as there is in Mexico.

AN ANSWER TO THE OBJECTORS.

(Continued from Page 1.)

charge, comprise the total crew of such lifeboats.

The standard lifeboat in use to-day is one that carries 65 to 70 persons, and under this bill, such a boat would have a crew of four men. To-day, the usual crew for such a boat is at least nine, and generally eleven men. The size boat carrying 86 to 110 persons might possibly be handled by man-power, but any larger boat cannot possibly be handled by man-power with the equipment and crew as provided in this bill.

The Alexander bill allows vessels in the coastwise and Lake traffic, which do not come under what is known as the "passenger act," to carry an unlimited number of passengers. Thus, the steamer "Monroe," which was lost off the Virginia capes, and which was certified to carry about 400 people, could under this bill, carry as many as 2,000. The bill would result in increasing the carrying capacity of coast and Lake boats at the expense of safety.

There is sure to be vigorous opposition to the passage of such a measure, and Representative Bryan, of Washington, a member of the committee, is preparing a minority report and is assured of vigorous support on the floor if the measure is considered at this session.—Gilson Gardner, Washington Correspondent.

Demand the union label upon all purchases!

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships. Fraternally yours,

LAKE SEAMEN'S UNION,
V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION

570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y.....55 Main Street
Telephone Seneca 936 R.
CLEVELAND, O.....1401 W. Ninth Street
Telephone Bell Main 1842.
MILWAUKEE, WIS.....133 Clinton Street
Telephone South 240.
ASHTABULA, O.....21 High Street
Telephone 552.
NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.
DETROIT, MICH.....7 Woodbridge Street, East
Telephone 3724.
SUPERIOR, WIS.....1721 N. Third Street
Telephone, New, Broad 385.
BAY CITY, MICH.....108 Fifth Avenue
OGDENSBURG, N. Y.....70 Isabella Street
CONNEAUT, O.....922 Day Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue
PORT HURON, MICH.....517 Water Street
ERIE, PA.....107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

HEADQUARTERS:
71 Main Street, Buffalo, N. Y.
Telephone Seneca 48.

BRANCHES:

CLEVELAND, O.....1185 W. Eleventh Street
CHICAGO, ILL.....445 LaSalle Avenue
MILWAUKEE, WIS.....151 Reed Street
DETROIT, MICH.....27 Jefferson Ave., East
SUPERIOR, WIS.....1814 Fourth Street
OGDENSBURG, N. Y.....70 Isabella Street
BAY CITY, MICH.....108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.

HEADQUARTERS:
BUFFALO, N. Y., 55 Main St. Tel. Seneca 2295

BRANCHES:

CLEVELAND, O.....1401 W. Ninth Street
MILWAUKEE, WIS.....151 Reed Street
CHICAGO, ILL.....314 N. Clark Street
ASHTABULA, O.....74 Bridge Street
TOLEDO, O.....54 Main Street
DETROIT, MICH.....7 East Woodbridge Street
PORT HURON, MICH.....517 Water Street
CONNEAUT, O.....922 Day Street
OGDENSBURG, N. Y.....70 Isabella Street
NORTH TONAWANDA, N. Y.....152 Main Street
SUPERIOR, WIS.....1721 N. Third Street
BAY CITY, MICH.....108 Fifth Avenue
ERIE, PA.....107 E. Third Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue

UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS:

Ashland, Wis.
Ashtabula Harbor, O.
Buffalo, N. Y.
Duluth, Minn.
Escanaba, Mich.
Grand Haven, Mich.
Green Bay, Mich.
Houghton, Mich.
Ludington, Mich.
Manistee, Mich.
Erie, Pa.
Menominee, Mich.
Ogdensburg, N. Y.
Oswego, N. Y.
Port Huron, Mich.
Manitowoc, Wis.
Marquette, Mich.
Milwaukee, Wis.
Saginaw, Mich.
Sandusky, O.
Sault St. Marie, Mich.
Sheboygan, Wis.
Superior, Wis.
Toledo, O.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

members of these organizations. Through letters and resolutions Senators should be made acquainted with the need of granting workers the rights of free men at this session of Congress. Insist that justice be accorded the men of labor by the passage through the United States Senate of the labor sections of the Clayton bill as they passed the House of Representatives.

Minimum Wage Legislation.

Minimum wage legislation has made a powerful appeal to the hearts of the people. It seems the most expeditious way to insure a more just wage for workers. In the American Federationist for May was related the movement of organized labor in Porto Rico to approve such legislation and our effort to convince them of the fallacy of the underlying principle. I said in substance that if such a declaration for the establishment of a minimum wage for all workers in private employment were enacted, the government of the island might find it convenient to enforce compulsory service to labor at the wage set by law. Such a development would re-establish the old conditions of serfdom, peonage, or slavery, and every effort to increase wages the working people might make would have to be based upon political agitation in order to secure the change. Indeed the proposition was going back to the old, rather than making for the new. I stated that a minimum wage for governmental employes was justified, as in that case the Government was the employer, but workers in private employment must depend upon the intelligence, the energy, and the solidarity of the organization of wage-workers.

One State in our Union has enacted a law fixing a minimum wage for women and children. From English history we know that it is but a step—and a logical step—from legal fixation of wages to compulsory service at those wages. It is time for us as a nation to consider seriously our manifold regulations and to consider whether we wish to jeopardize individual freedom by extending regulations to personal private contracts, and particularly as they apply to labor—that is, contracts to perform personal service.

This species of effort to better human conditions does more credit to our hearts than to our heads. It secures immediate relief, perhaps, but in such a way as to hinder future initiative. Whatever is purchased at the expense of liberty of action and personal rights is purchased at a price too dear for any free people to afford. Freedom of personal contract is the one narrow distinction between the free worker and the unfree. It is for the workers then to guard their freedom as something more precious than life itself—for it is that which makes life worth the living. Be not deceived by any specious sympathy and guileful interest in your welfare, but like men and women work out your own problems and determine your own lives. Benefits, improvements gained by the power of collective action may be slower, but they do not menace future welfare—they do not transfer to others control over future activity, policies, or methods. Self-help leads to independence, reliance, and true welfare.

Freedom is a priceless heritage, and yet withal, a possession easily destroyed. It is an easy matter to infringe upon the legal guarantees of freedom. The distinction between the free and the unfree is legally a very narrow one, though with tremendous power in the lives of men. It is time for us as a nation to consider seriously whither our legislation tends.—President Gompers, in American Federationist.

Scientists Plan Slumless City.

An idealistic project has recently been launched by an international organization known as the "World Conscience Society." The details and plan were conceived and perfected after ten years of labor by Hendrik Christian Anderson, an American-Scandinavian sculptor, residing in Rome, assisted by some forty sculptors, artists, engineers, architects, and scientists, and has for its object the establishment of an ideal world city where all international activities are to have their home and inspiration. A review of the massive and beautifully illustrated volume which embodies the plan in its details was recently published in the Monthly Bulletin of the Pan-American Union.

"This proposed international city," writes the reviewer, "is to be a city of light, health, wide avenues, parks, playgrounds, fountains, lagoons, and noble buildings.

"It is to be a city without slums, a city of efficiency, convenience, and beauty. Not only in structure, plan, and equipment will it be the ideal city, but it is intended to become the intellectual, artistic, and practical international capital of the world; a clearing house for the various social, cultural, scientific, and political aspirations of humanity.

"As designed it will cover some ten square miles of ground. Its architectural plans are so drawn that it can be built at almost any spot accessible to the sea that the nations may choose. Science, art, and physical culture are the three international divisions. The scientific center is connected with the center of art by the broad Avenue of Nations, flanked on either side by palaces which will house Ambassadors and delegates representing their respective nations. It has for its crowning motif the gigantic Tower of Progress, which rises to the height of 1,000 feet or more.

"The art center is conected with the physical culture center by means of gardens devoted to horticulture, natural history, zoology, and botany. The physical center is intended to facilitate a world reunion of athleticism and to promote the scientific development of the human form in all nations. A vast stadium is its central feature."

The estimated cost of creating such a city, according to the author of the plan, would not be more than $100,000,000, a sum that would not severely tax the resources of the governments of the world if equitably distributed. The international committee of the organization is to determine the site and location of the city at its meeting next year. Numerous places have been mentioned, such as the Dutch coast near The Hague; the Riviera, near Cannes; Turvueren, near Brussels; St. Germain on Laye, near Paris; the Marmora coast, near Constantinople; the New Jersey coast, near Lakewood; the Isthmus of Panama, and recently the Island of Cuba.

Uncle Sam Favors Industrial Insurance.

The United State public health Service has indorsed the idea of industrial insurance, the burden of which is to be shared by the State, the employer, and the employe.

In the report just made public the director of the public health service approves the statement that the basic principle of industrial insurance should be to prevent illness, rather than to pay the costs of preventable diseases and disabilities. These conclusions are announced:

1. Industrial sickness insurance is an economic necessity in social evolution.
2. The basis upon which industrial insurance should rest is the prevention of illness and physical disabilities.
3. Frequent periodic physical examinations of workers constitute the logical means by which defects and diseases can be detected in their incipiency.
4. The scope of such examinations should be extended to include home as well as factory conditions.
5. Industrial insurance based upon preventive measures should redound greatly to the benefit of society by reducing the annual loss of time through illness, by establishing minimum hygienic standards for industries, by favoring the enactment of uniform legislation, and by increasing the efficiency of local health authorities.
6. The cost of carrying industrial insurance based on preventive principles systems.

Industrial insurance is an economic necessity in modern social evolution, according to the report. The burden of carrying it should be the State. The employer and the State should co-operate to prevent diseases and the employe should assist them by joining in willingly in their plans.

All of the systems of industrial insurance now are at fault because they do not take up the question of prevention, but deal with the situation only after disease starts in. The employe does not enjoy the benefits of sickness insurance until the disease or disability has lasted some time.

In other words existing systems of insurance fail to recognize adequately the principle at the root of the present day campaigns in the interest of public health, namely that of prevention. Too great attention has been paid to providing the sick employe with medical attention after he becomes entitled to it and too little to preventing the illness which entitled him to the benefit of the insurance.

Systems of industrial insurance will be costly until the principle of prevention is taken into account.

The United States Coast and Geodetic Survey, Department of Commerce, has recently published a revised edition of the Table of Depths in Channels and Harbors, which gives the latest available information of the depths in the principal ports, channels and anchorages of the United States including Alaska, Porto Rico, the Canal Zone, Hawaii, the Philippine Islands, the Marianas Islands, and American Samoa. The arrangement of the localities is geographical and there is an alphabetical index for convenient reference

ONE MAN'S VIEWS.

Joseph Conrad, the well known English writer of sea stories, thinks that a cork-fender inserted at the proper moment between the stem of the "Storstad" and the side of the "Empress of Ireland" would have minimized the dreadful consequences of the collision to a mere matter of badly dented plates. He also suggests, as an afterthought evidently evolved from the disaster, that all ocean-going steamships be equipped with bow-puddings after the manner of tugboats.

I question very much whether, under the circumstances, the use of an ordinary cork-fender would have appreciably changed the results of the collision. Judging from the damage inflicted on the frame of the "Empress of Ireland" by the impact of the "Storstad's stem, the headway made by the latter vessel must have been so great that it would have required several scores of cork-fenders rolled into one to have materially checked it. To have attempted it with a fender of ordinary dimensions would have been futile, not to mention the obvious fate of the man rash enough to have rushed into the breach.

Mr. Conrad's suggestion as to bow-puddings is more to the point. Personally I think that the idea can be improved upon. Anyway, this is what I would suggest:

Make the part of the stem above the water somewhat wider than the part below the water—say from 10 to 25 inches, according to the size of the vessel. To this wide part of the stem, and covering its entire length and width, affix a heavily rubber-tired timber balk, cushioned upon stout, spiral steel springs securely fastened to the stem.

That's all. I leave to men with more scientific training than I possess to pass upon the value of my suggestion.

"The large cities of the country are becoming so congested that the race cannot live normally, and soon there will be a country-wide tendency to degeneracy," says ex-president Eliot of Harvard University. This is the same gentleman who once heatedly averred that scabs are "the highest type of American manhood." It is to be noted in this connection that the slums of our large cities are the chief breeding grounds of professional strikebreakers, "the highest type" of scabs. Thus, then, according to Professor Eliot, the chief sources of our national degeneracy to come are also the sources from which spring "the highest type of American manhood." How about it, professor?

What a familiar ring there is to an old-timer like myself about the details of that knock-down and drag-out episode on the steamer "Harvard"! A lowdown swab of a common sailor gets the best of his nibs, the chief mate, in a fist fight. Enter that ancient terror of the seven seas, old Tallwater Discipline, with blood in his eye. He gives the high sign to the afterguard. It's a long time between booting matches is his intimation. The "abysmal brute" in the bucko gang abaft the mast scents the quarry. Bring that lowdown swab, etc., aft into the cabin. Lock the doors. Now, all together. Jump on the ————. Give it to him. Kick his ———— head off. Knock his teeth out. Boot him in the ribs. Stamp on his face. Beat the life out of the ————. Biff! Bang! Thump! Whack! Soak him again. Give him a couple o' more for good measure. Put the ———— in irons an' feed him on bread an' water for a month. God —— him.

Yep, old Tallwater Discipline's ruffled feathers must be smoothed at all hazards, or a decent bucko 'll never know where he's at. Likewise the majesty of the law must be upheld. Wherefore watch the courts put the naughty skipper and mates of the Harvard in jail! Not yet, but soon—maybe, perhaps, haply; peradventure when the cows come home. Quien sabe?

Jim Hill tells us that it would take at least one billion dollars to put American railroads in the shape they should be. And Mr. Hill is some authority on railroads; none better in the country. All of which proves just this: If after ninety years of uninterrupted private ownership American railroads are in such bad shape as Mr. Hill's statement implies, then private ownership of railroads must be a colossal failure.

Wall Street is suffering from an overdose of prosperity dope, samples of which have been found to contain as much as 90 per cent. water. The celebrated psychological specialist, Doc Wilson, has been called in to attend the patient. The case will be watched with considerable interest as Doc Wilson is a noted representative of the kill-or-cure school of medicos.

The man who can make one small truth the basis of a dozen lies is a dangerous citizen.—Editorial paragraph in San Francisco Examiner.

Looks like a slam at Hearst. The fellow responsible for its appearance in the Examiner had better look out. Hearst has been known to make some of his writers walk the plank for much less than that.

General Chase, the leading villain in the drama of the "Ludlow massacre," is now chautauquaing through Colorado in the interests of the mine owners. Which demonstrates once again that you can't keep a good man down. Especially when he is good to Big Biz.

The real animus behind the opposition to prohibition is simply this: Drink makes people foolish. A fool and his money are easily parted. A lot of sleek and urbane gentlemen live sumptuously, without working, on the money that fools part with. See the cat, Bill?

The United States Department of Agriculture estimates that the wheat crop raised in this country this year will amount to about one-half of the world's production. Of course, that is the most substantial sort of guaranty that there will be no bread lines the coming winter!

"Angel" Perkins of the Progressives and the "Kernel" haven't had a word to say lately about "pornographic scribblers." Now watch 'em get ready to swipe some more of the Socialists' thunder.

Every bondman in his own hand bears the power to cancel his captivity.—Shakespeare.

Swat the poll tax; hail the Single Tax!

EL TUERTO.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

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Labor News.

Several hundred stogie makers in the Pittsburgh district have voted to sever all connections with a so-called "revolutionary" union, and are now discussing affiliating with the bona fide trade union movement.

The Plasterers and Helpers' union is the first to officially establish the five-day work week in Boston. As a result of a new four-year agreement, which is now in effect, all work on Saturday is eliminated. Until May 31 of next year the wage rate will be 65 cents an hour, after which it will be 70 cents an hour for three years.

Stringent labor laws and State inspection of factories was urged by the recent North Dakota Federation of Labor convention. At the present time the State is without factory inspection laws. President Bates was reelected, and the meeting place for next year was left to the board of directors, which will also discuss plans for labor legislation, prior to the convening of the State Legislature, next winter.

The legislative committee of the Iowa State Federation of Labor is endeavoring to secure the passage of legislation making it obligatory upon all employers to pay their workers in no longer than two week periods. At the last session of the general assembly this bill passed the House, but was sidetracked by the Senate in the closing hours of the session. Railroad workers are particularly interested in this measure and the State Federation believes it will be enacted into law the coming year.

A new use for the Government printing office at Washington is suggested in the bill introduced by Representative Hughes, chairman of the Committee on Education. He introduced a bill which provides that the public printer be authorized to print text-books for use in public schools in the various States. The bill stipulates that the books should first be approved by the proper State authorities, and that a charge amounting to the actual cost of printing should be made against the States.

Organized labor in Grand Rapids, Mich., is keeping close "tab" on private detective agencies, operated for the benefit of manufacturers, since one local has expelled a man found guilty of reporting to the employers. A city ordinance, adopted at the request of organized labor, makes it mandatory that all detective agencies file a list of their employes with the superintendent of police and city clerk, same to be at all times open for public inspection. Evasions of this ordinance are now resulting in court prosecutions.

Beginning the first of August, the new New York State labor bureaus will be in operation, as the result of legislation passed by the last General Assembly. The principal office of the bureau will be in New York City, but there will be at least nine important branches throughout the State. This department will have supervisory powers over all private employment bureaus. The service the State will give will be free, and the act provides that any person connected with the bureau who takes any fees, directly or indirectly, is guilty of a misdemeanor, with an extreme penalty of $500 fine and jail for six months.

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Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Abolin, K.	Landgren, Carl
Albers, Geo.	Lillland, G.
Alonzo, J.	Lee, J. C.
Anderson, A. -1821	Luther, F.
Anderson, Alfred	Larsen, B.
Anderson, Julius	Larsen, E. B.
Barker, Thos.	Lersten, J.
Bohm, Aug.	Lind, Hialmar
Bodsten, S.	Lutten, T.
Bjorkman, Chas.	Mattson, Rudolf
Backman, A. A.	Mortensen, John R.
Bekker, Geo.	Martinsen, Ragvald
Berglund, Ivar	Maher, Wm.
Brennan, P.	Markman, H.
Braun, G. W.	Merkle, G.
Carlson, John -861	Mikkelsen, K. -1620
Carlson, Thure	McGuire, W. T.
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Deuland, Chas.	Noshis, P.
Daly, John	Nygaard, Olaf
Danielsen, J. M.	Naro, H.
Engstrom, F.	Njosvik, J.
Elsted, J.	Nase, A. Knudsen
Eriksen, John	Newland, E.
Eriksen, Egill	Nickerson, A. D.
Evanger, Nils	Nielsen, H. J.
Fenes, Ingvard	Nissen, Louis
Finck, John	Olsen, O. P. 1141
Forslund, Victor	Olsen, Martin
Fredriksen, Harold	Osterberg, Gustaf
Franzell, A.	Olsen, Edwin
Giortz, P. V.	Olsen, Jorgen
Grendal, Chas.	Paaso, A.
Grant, Dave	Petersen, Fred
Griel, H.	Rasmussen, Arthur
Gueno, P.	Rosen, H. M.
Hansen, Ragnvald	Saunders, R.
Holst, Rudolf	Schmit, John
Hood, W.	Schankat, Hans
Holm, Fred	Seppala, T.
Hopke, P.	Soderberg, Albin
Howard, J.	Staff, Fred
Hubner, Herman	Stupf, Andreas
Hansen, C. F.	Stover, Harry
Hansen, H. O.	Svensen, Ted
Hansen, Olaf	Sundberg, K. K.
Haak, R.	Sunde, P. A.
Hagger, F. W.	Sund, K. A.
Hellisen, H.	Sheele, A.
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Jensen, Chr. P.	Sheppard, Stewart
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	Tahti, Hjalmar
Jacobson, A.	Thorsen, Torger
Johannesen, Ludvik	Thorsen, Johansen
Johannesen, Karl	Thorton, Thomas
Johanson, P. A. (Reg.)	Toosen, Theo
	Utne, L. B.
Johnson, Hilmer	Ullman, John
Klemsen, Adolf	Valentinsen, G.
Kallas, M.	Vetland, Sverdrup
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Kruger, J.	Woods, Patrick
Kiorsvik, Johan	Wettlond, Johan
Knutsen, Knut	Wickstrom, W.
Larsen, A. -135	

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Andersen, Anders	Kesber, Karl
Anderson, John	Linea, W.
Almkvist, Emil	Line, Wiktor
Berglind, Ed.	Loren, A. L.
Bjorklund, Eric S.	Murphy, Daniel
Carson, James	Nielsen, Niels -751
Corty, Caser	Nilsson, Teodor
Doering, E. W.	Nisse, Clemens
Englund, Gust. E.	Ogilvie, Wm. A.
Hansen, Johannes	Olsen, Martin E.
Isaksson, Karl	Paterson, John
Iversen, Iver	Swansson, August
Johansson, Charles	Wilbrandt, Harry
Johansen, Christian	Wene, K. J.
Karthauser, Otto	

INFORMATION WANTED.

Axel Peterson, F. Lundberg, J. Gustafson, M. Garcia, crew of the steamer Riverside, at the time she towed in the Oceana Vance, kindly call at the office of the Charles Nelson Co. for money due them.

Any one knowing the whereabouts of Wilhelm Brannemann, born at Dockenhuden, Germany, in 1882, please communicate with Hans Martens, No. 1892, Sailors' Union of the Pacific, San Francisco.

Jacob Rokus is inquired for by his brother, Henry John Rokus, and would like to communicate with him. The last I heard from him was in 1903 at New Orleans on British steamer "Michigan," where he was shipmate. He is 32 years old and was born near Rotterdam, Holland. Any information of his whereabouts will be very thankfully received by me at 55 Main street, Buffalo, N. Y.

Carl Julius Carlson, born in Sweden in 1877, is inquired for by his mother. There is about $2000 due him from his father's estate. Last heard of in September, 1902, on the Atlantic Coast. Previously sailed on the Clifford between St. Johns and New York. Address Fru Sophia Carlson, Klubbegard, Hallands Lan, Heberg, Sweden.

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Eureka, Cal., Letter List.

Ahlstrom, Harry	Hansen, Harald
Eriksen, Anton	Lomas, Richard
Hansen, Harry	Olsen, Alvind B. K.
-1827 (photo)	Thorssen, Fredrik N.

INFORMATION WANTED.

The members of the crew of the barkentine "Mary Winkelman" who made the voyage in her to Mollendo, Peru, and arrived at San Francisco on her return trip on April 5, 1914, are wanted by the Charles Nelson & Co. at San Francisco, Cal.—6-24-14.

Andre Wilue, a seaman, born at Dundee, Scotland, age 34, about 5 feet 8 inches tall, supposed to be sailing on the Pacific Coast, is inquired for by his father. Anybody knowing his whereabout, kindly notify A. S. Wilue, Monifieth, Vancouver, B. C.—6-24-14.

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Anderson, A. -1645
Anderson, Gust. -1808
Andresen, Anton -1635
Andersen, Mike
Bergman, Karl W.
Berglund, Ed.
Bjorkman, Chas.
Brun, Mathias
Bults, Ernest
Bakkersen, Peter J.
Carlsen, J.
Christensen, H. P.
Carlson, C. Erland
Campbell, Frank
Dahl, Henry
Deswert, William
Day, Aca
Danielsen, Nils J.
Edstrom, John
Erman, A.
Ekham, Frans
England, E.
Freitag, Franz
Fristrom, S.
Geiger, Josef
Gordia, Piet
Gynther, John
Gravier, Eugene
Greil, Ben
Hansen, Max O.
Henriksson, William
Hellman, Albin
Henricks, Woldemar
Hedlund, Albert
Holm, Aage
Huneig, Hans
Hansen, H. F. C. C.
Johansen, Chris
Jansson, L. -2166
Johansson, Arvo
Jacobson, A.
Karlson, August
Kluge, Frank
Kelly, Patric
Laine, Frank
Larsen, John
Lewik, Karl
Lutzen, Wald.
Mathson, Nils
Mathiassen, Sigurd
Maass, R.
Meckerman, Ernest
Marx, Thorwald
Mikalsen, Andreas
Moberg, Karl
Nelssen, C. J.
Nilsson, Axel
Nielsen, Kristian
Narberg, John
Olsen, Arthur
Olsen, Ansgar
Olson, J. W.
Olsen, John Andreas
Phillip, Max
Petterson, Einar
Peterson, Hans
Petersson, M.
Pettersson, W. H.
Pelz, Gottfried
Pohland, Max
Petersen, John
Rautio, Jacob
Reincke, Herman
Rhodes, F.
Schmidt, Hans
Swanson, Carl O.
Simens, O. L.
Scott, James
Schulz, Alfred
Wieprecht, Ernest
Welsen, J.
Walter, John
Woldhouse, John

Aberdeen, Wash., Letter List.

Andersen, -1118
Arnell, John
Andersen, F. C.
Andersson, Geo.
Behn, Alfred
Bowen, J. J.
Burkland, John
Breien, Hans
Butler, J. E.
Christensen, Albert
Christensen, F. R.
Christensen, Hans P.
Christiansen, -1093
Ernandes, Frisco
Eriksson, -333
Elenius, Axel
Evanger, Nils
Fuller, J. H.
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Junge, Heinrich
Jacobson, Arthur
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Knudsen, R. E.
Kinnunen, A.
Kyrkslatt, L.
Kristiansen, Nils
Loining, Hermand
Lengtssen, Gottfried
Laine, Herman
Lorsin, G. L.
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McLean, H.
Martin, James
Mackenzie, Hector G.
Malm, Gus
Nordgren, Chas.
Oksanen, Juko
Olsen, Oswald, -1059
Peterson, Axel
Pettersen, Karl
Petersen, J.
Pettersen, Olaf
Peter, V.
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Sim, Gunder
Schmidt, Heinrich
Simensen, Isak
Sorensen, -1607
Scheftner, Bernhard
Sundberg, John
Schacht, Hein.
Sormato, Matti
Schlachtl, Alf.
Toves, H. C.
Thorne, John
Udby, Harold
Walder, Olsen N.
Packages.
Glazer, Y.
Gorgensen, Olaf
Hansen, John
MacGuire, O. F.
Solberg, Peter
Stanners, W. S.

INFORMATION WANTED.

Anybody knowing the whereabouts of Arne Johnsen please notify O. M. Johnsen, Mosby, Christiand S., Norway.

Frederick Wood, a seaman, sailing on the Pacific Coast, is inquired for by his sister, Miss Lucy Wood, 108 Broughan street, Darlinghurst, Sydney, N. S. W., Australia. He is described to be tall, with dark curly hair and carries a scar on the nose. Anyone knowing his whereabout kindly notify the office of Chief of Police, San Francisco, Cal.—6-24-14.

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MARTIN LAWLOR, Secretary, 11 Waverly Place, Room 15, New York, N. Y.

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INFORMATION WANTED.

Carl Kristianson, who shipped on the bark "Nuana" in September, 1912, from Honolulu to San Pedro, was on the bark "Allen" and schooner "Kepeat" previously. Anybody knowing his whereabouts please notify his mother, Mrs. Anna Kristianson, Majornas, Route 6, M. 27, Littra B. Nystrama St., Goteborg, Sweden.—5-13-14.

Walter Jorgesen Clang, born in Aaland Yetta, Ostro Yetta, is inquired for by his uncle, John Clang. Address Coast Seamen's Journal.

George Alfred Hall, last heard of on the Sch. "Sehome" in June, 1913, will please communicate with his brother, Walter Hall. Address 790 18th street, Oakland, Cal.

Oscar Osolin, John Lind, M. Elone, John Anderson, Thomas Pukki, Alex. Tuominen, Chas. Grouberg, who were on board the steamer "Fifild" April 7, 1913, please communicate with the Coast Seamen's Journal.

Home News.

Approximately 584,000 acres of land in California and Oregon have been set aside by Secretary Lane of the Interior Department under the enlarged homestead act. The signations include nearly 300,000 acres in California and 284,000 acres in Oregon.

John Treadwell, millionaire discoverer of Treadwell mines of Alaska, was made defendant in a suit filed at New York to recover $2,000,000. The plaintiff is Frank J. Symmes, receiver for the California Safe Deposit and Trust Company of San Francisco. It is alleged the defendant as a director of the trust company borrowed the sum sued for on his own account and through friends.

According to the New York State Insurance Department's annual report, there were 250 fire, fire-marine, and marine insurance companies doing business in this State at the close of 1913. Their admitted assets excluding assets held abroad or premium notes of mutual companies, amounted to $699,351,805, an increase of $19,692,021. Liabilities, other than capital, amounted to $379,844,642, an increase of $16,825,498.

Secretary of the Navy Daniels's famous order banishing intoxicants from the Navy went into effect on July 1. It not only abolishes the traditional "wine mess" of the officers, but bars all alcoholic liquors from every ship and shore station of the Navy. Any officer in possession of alcoholic liquor on board ship or at any naval station will be guilty of misconduct. Commanding officers will be held responsible for the enforcement of the "dry edict."

The net investment of United States Government funds in reclamation work is $82,123,665. Actual construction has been undertaken on 25 projects embracing a total acreage of 3,000,000. Water is now available for approximately one half that area. Of the 1,500,000 acres for which water is now ready there will be harvested next fall crops on about 750,000 acres, and under conditions as favorable as those of 1913 the crops should have a value of $18,750,000, or about 23 per cent. of the total cost of the work.

Secretary McAdoo again stands ready to lend a hand to Western and Southern banks in case they need money for crop moving purposes. The plan of lending money to the banks in agricultural districts for use during crop moving last year was so successful it will be effective this year if the necessity arises. Money loaned by the Treasury Department last year was secured mostly by commercial paper and all the borrowed money had been returned to the Treasury by April 1, together with interest amounting to $260,000.

Without special ceremony, President Wilson on June 15 signed the Panama tolls exemption repeal bill. Assistant Secretary Forster was the only person with him. President Wilson signed the bill with a quill pen used by President Harrison in signing the international copyright law in 1891, and by President Taft in signing the Pan-American copyright treaty, the Lincoln memorial bill and the act incorporating the National Institute of Arts and Letters. The pen is the property of Robert Underwood Johnson, of New York.

Domestic and Naval.

A number of merchants of Panama held a meeting recently to protest against the Canal Commissary Department selling supplies to foreign war vessels and merchant ships. It was asserted at the meeting that the practice was contrary to the spirit of the canal treaty.

The United States Steamboat Inspection Service has issued a ruling (File No. 64136) that nitrate of soda in bags, boxes, or barrels, may be transported on steamers carrying passengers, provided it is specially stowed where it is readily accessible in case of fire, and where there is no danger of contact with water.

The Fore River Shipbuilding Corporation have notified the Navy Department that they expect to launch the battleship "Nevada" at Quincy, Mass., July 11. The "Nevada's" sister ship, "Oklahoma," was launched March 23 at Camden, N. J. The "Nevada's" keel was laid Nov. 4, 1912.

The New York Shipbuilding Co. proposes to send the Argentine battleship "Moreno" on her official trial trips about Aug. 1. Most of her guns have been placed in position. The destroyer tender "Ericson," which is building at this yard for the U. S. Navy, will be launched about the middle of July.

A joint meeting of the New Orleans Steamship Association, the Stevedores' Association, the Stevedores and Longshoremen's Benevolent Society, and the Longshoremen's Protective Union Benevolent Association of the Port of New Orleans, has adopted resolutions in favor of the use of mechanical devices under certain restrictions.

From messages received at St. John's, Nfld., it is learned that the salvage award to be made to Captain Carter and his crew, for salving the U. S. tug "Potomac," will be $30,000. This sum was guaranteed by Consular Agent Gould, who is looking after the interests of the U. S. Government. The "Potomac" has gone to New York for repairs.

There are now four drydocks in the world of 1000 ft. in length built or under construction. The Gladstone Dock, 1000 ft. long, has been completed at Liverpool. Another is being built at Quebec, and a third at Boston. Last month the Hughes drydock at Bombay, India, 1000 ft. long, 100 ft. wide, with a depth of 30¼ ft., was opened.

Loss at sea of the Norwegian bark "Ingebjorg," which sailed from Gulfport, Miss., for Rosario, Argentina, two months ago, has been reported. According to the report the storm-battered vessel was set on fire after Captain Hansen and the crew had been taken off by the British steamer "Hawkhead," westbound for San Francisco. The cargo consisted principally of lumber and was valued at $20,000.

The Hamburg-American liner "Sambia," which put into Shanghai May 19, after having struck a rock during fog 150 miles from Shanghai, reports that she sent out wireless messages for assistance continuously for twelve hours, but received no answer, although there is a land installation at Shanghai and several warships were in harbor. The U. S. warship "Saratoga" picked up an imperfect message only when the "Sambia" was entering the river.

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San Francisco Letter List.

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Members whose mail is advertised in these columns should at once notify Jack Rosen, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Aalto, Wainv
Abel, Paul
Ahlstrom, Harry
Alderman, Ernest
Albertson, Chris
Anders, H. F.
Andersen, A.
Andersen, Andrew
Andersen, Arnfeldt
Andresen, Marius
Andersen, Peder
Anderson, A. B.
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Anderson, Edvard
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Bakkinson, Peter J.
Baum, Andrew
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Beausang, Eugene
Behrend, Karl
Behr, H.
Bendegaard, Frank
Berger, J. W.
Berlin, Werner
Bertelsen, Alf.
Bjerk, G.
Bjorseth, Knut
Blair, Francis
Bohm, Franx.
Boisea, K.
Bowman, C.
Bowman, William G.
Bruin, de B.
Bryan, John
Brynjulfson, Halvar
Cain, P.
Campbell, Geo.
Carlson, C.
Carlson, Erland
Carlson, Gust
Carlson, Oskar
Carlsen, M.
Carson, Chas.
Ceelan, John
Cergo, A.
Chelton, Harry
Christensen, C. M.
Christensen, Erling
Christensen, L.
Christensen, Robt. H.
Christiansen, L. P.
Christiansen, Peder
Classen, H. G.
Cook, Harry
Crosman, Geo.
Dahlin, O. W.
Dallman, H.
Danielson, E.
Daubbs, Paul
Davis, Gala
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Demmerich, Otto
Digman, Carl A.
Dixon, John
Doering, E.
Domke, Wm.
Doose, Wm.
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Ekholn, A.
Ellsworth, James
Erikson, -333
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Evanger, Nils
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Folvik, L.
Forshu, Alex
Fraser, Thos.
Freitag, Frans
Freman, F.
French, Jack
Fritch, Leonard
Gasch, William
Geary, A.
Girsahan, Robert C.
Gramkow, Otto
Grant, Otto
Gravit, Julius
Greene, Olav
Gronlund, Oskar
Gronnevick, Isack
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Gulbrandsen, Bjorn
Gustafsen, K.
Gustafson, Gus
Gustafson, S. B.
Guthre, Raymond
Haak, R.
Haggar, Fred
Hakansson, Emil
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Hartog, John
Haws, Arthur
Heiberger, M
Hendriksen, John
Henrikson, W.
Henry, H. A.
Herman, J
Hoffman, M.
Hogan, A.
Hollman, Martin
Holmes, C. A.
Huse, Ed. K.
Jacobsen, John
Jahnke, Otto
Janssen, H.
Jenkins, Fred
Jennings, George
Jensen, C.
Jensen, Fredrick
Jensen, Oscar
Jensen, William
Johansen, -1081
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Johansen, -2021
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Johansen, Edw.
Johansen, Louis
Johansen, Thos. W.
Johanson, Gottfried
Johansson, -2186
Johnsen, W. C.
Johnson, -2255
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Johnson, Bernhard
Johnson, Carl
Johnson, E.
Johnson, Gust
Johnson, Ray
Johnson, Steve
Jonston, W.
Jorgensen, Aage
Jorgensen, H. P.
Kaare, P. Juhl
Kaasin, August
Kalbe, Frans
Kallberg, Arvid
Kansberg, V.
Kargen, Fred
Karlsen, Hans
Karlsen, Martin
Kaser, Jack
Kayser, Chas.
Kiesow, Paul
Kive, Conrad
Klatt, Herman
Klaus, Leander
Klebingat, Fred
Klinker, C. J.
Knapp, G. W. A.
Knoff, L.
Knudsen, P.
Kolberg, Arvid
Konopacki, Martin
Kopatz, Oscar
Kristiansen, Hans
Kristiansen, L. P.
Kristiansen, Peder
Kyttelsen, Krist
Laas, John
Lacy, Thos. E.
Lagerlund, F.
Lahnke, Otto
Lala, Gust
Landmark, E.
Lane, Gus
Lane, Gust
Langen, R.
Laponble, Jean P.
Larsen, A. B.
Larsen, Fred
Larsen, Herman
Larsen, Peter
Larson, C.
Larson, Jack
Lato, Ed
Latwasain, Pr.
Lauritzen, E.
Laydon, D.
Leitz, K.
Lerston, J. O.
Lewis, Roy B.
Lidsten, Chas.
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Limmer, F.
Linderanty, Fred
Lindroos, Oskar
Line, W.
Linhquist, G.
Ljungstrom, John
Lorense, W.
Love, S. C.
Lukman, E.
Lundberg, Thorsten
Lund, Alex.
Lund, Wm.
Maksnes, Kristian
Maltti, J.
Mannonen, M.
Mardison, A.
Markwardt, Carl
Marmion, Jim
Mathisen, Christian
Mathsen, Olaf
Mattsson, R. A.
Mayes, J. B.
McCarthy, J. M.
McGoldrich, J.
McKenna, F.
McKenzie, M.
McMahon, J. T.
Melander, G. L.
Melder, A.
Melgand, R.
Mericult, G.
Meyer, Frank
Meyer, W. H.
Miller, Henry
Miller, Herman
Moberg, W.
Moore, C. C.
Morrison, M.
Moure, Peter
Mudda, A.
Murray, C.
Mynshmeyer, H.
Nagel, A.
Neil, John
Neilson, A.
Nelson, -641
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Nestor, Granstrom
Neuman, Alfred
Nicolaison, Carl
Nielsen, Ingolf
Nielsen, L.
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Nissi, C.
Nordling, Berger
Nordstrom, Wictor
Norris, Edw.
Novomiroff, M.
Nurken, Herman
Oettchen, F.
Ohman, P. W.
Olafsson, Melchoir
Olman, P.
Olnor, W. F.
Olsen, -705
Olsen, -1141
Olsen, -1231
Olsen, -1244
Olsen, Alfred
Olsen, Ferdinand
Olsen, G. W.
Olsen, James
Olsen, M.
Olsen, Olai S.
Olsen, Oswald
Olsen, Otto
Olsen, P.
Olssen, Harald
O'Neil, Jas.
Osterman, Oscar
Palm, A.
Parker, John M.
Paulsen, Alex.
Paulsen, James
Paulson, G.
Pedersen, -1560
Pedersen, Johannes
Perkins, Paul
Persson, -943
Persson, Oscar
Peters, V.
Petersen, -1564
Petersen, -1598
Petersen, Aage
Petersen, Alfred
Petersen, Hennig
Petersen, Otto
Peterson, -645
Peterson, -1389
Petterson, Hjalmar
Pettersen, O. H.
Peterson, O.
Peterson, R.
Pettersson, -1622
Preusse, Fred
Raaum, Henry
Ramberg, B. A.
Randropp, John
Rasmussen, Jacob
Regan, John
Reimer, Peter
Remmert, J.
Renvall, Anselmi
Richardson, E. O.
Ries, H.
Rimmer, Chas.
Rippe, R.
Rivera, John
Rommerdahl, Knud
Rosenfeild, A.
Rosenquist, A.
Roven, Jack
Rus, A.
Saar, John H.
Saarinen, W.
Sager, Ed.
Sahlman, Chas.
Sancherd, Vincent
Sanne, Rudolf
Santos, V.
Schaffer, Hugo
Schmidt, Bernhard
Schmidt, Ernest R.
Schmidt, F.
Schultz, F. J.
Schroder, Friedrick
Schroder, Harry
Schroder, H.
Selin, W. H.
Shallgreen, J. -2027
Simonds, J.
Simonsen, Sigvard
Simonsen, S.
Simonsen, Thomas
Smith, Johan
Smith, Percy S.
Soderlund, Uno
Sorensen, C. J. T. G.
Staaf, Louis
Staff, Andreas
Stalzerman, E.
Stenberg, Alfred
Stoll, John
Straup, W.
Sund, Alex.
Sunberg, K. K.
Sundberg, John
Tamman, Krispin
Terry, J. E.
Teter, Victor
Theorin, John E.
Tho, Johan
Thoren, Gus
Thoren, Wicktor
Thorn, -70
Thorn, A. W.
Thompson, Thomas
Tovsen, Theo.
Udd, John
Udekull, C.
Uppit, W.
Ursin, J.
Usar, M.
Valboe, Hans
Vanderberg, Geo.
Velson, Frank
Vesthve, L.
Vortman, W.
Wagner, W.
Wahl, J.
Wahl, Robert
Walboe, Harry
Wallgren, I. M.
Wanderlid, J.
Wash, H.
Weel, Hansen
Weigel, Gus
Welson, R.
Wena, Louis
Werner, Paul
Westman, A.
Wiback, Walter
Wiekman, P.
Willart, Fred
Willert, Chas.
Willmann, Wm.
Wimmer, Geo.
Wineberg, Chas.
Wortman, Wm.
Yohnson, Gus.
Zabel, Chas.
Zankert, Karl
Zoe, Frank
Zornig, Harry

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Anderson, A.
Anderson, Axel
Athanasele Demetre
Beling, Oscar
Bledsing, Wm.
Blixharm, Sigurd
Brevick, Johan
Carter, H.
Christoffersen, Olaf
Ellefsen, Otto
Finnelly, Wm.
Guldbrandsen, Jack
Hannus, Alex.
Hansen, John T.
Hansen, Karl
Hansen, Marius
Haugen, Lars
Hendriksen, Hagbart
Huebner, Carl
Iho, John
Iversen, Reidar
Johansen, Axel
Johanson, J. -2021
Jorgensen, Jorgen
Jorgensen, Oluv
Klette, E. F.
Laas, J.
Lala, August
Laydon, D.
Lindroth, Erik
Lundberg, Oskar
Markley, Paul
Mathiesen, Ludwig
McLaughlin, M.
Milles, I. P.
Nelson, -461
Nelson, Hasmund
Nilsen, Emil
Olsen, -1244
Olsen, Carl -1101
Petersen, A. L.
Petersen, Olav
Raasch, O.
Rarly, Frans.
Rasmussen, Emil
Rathke, Reinhold
Rimmer, Chas.
Roslin, Robert
Sander, A.
Schroder, Aug.
Summers, J. J.
Thorsen, Jens
Wakely, R. E.
Walters, Albert B
Willmann, Wilhelm
Wurthman, W. L.

INFORMATION WANTED.

Heinrich Schel, born in Zingst, near Barth, Germany, is requested to communicate with Mr. A. Praast, 93 Diepe Straat, Antwerp, Belgium.

William Fayette White, whose mother died recently, is inquired for by his brother. Anyone knowing his whereabouts please address S. A. White, 106 W. Salem Ave., Roanoke, Va.

George Albert Vaughan, age 47, of Handsworth, Birmingham, England. Was in New York City in 1902; worked as steward on New York and South American boats. Important. Address, Rev. R. C. Cookson, 96 Monroe street, Brooklyn, N. Y.

William McGrail, of Baltimore, Md., who sailed on the Atlantic and Gulf Coasts as cook for a number of years, is inquired for by his brother, George McGrail, 603 Decatur street, New Orleans, La.

Johan Hilmar Hansen, a seaman who was last heard from in Seattle, Wash., in 1911, is inquired for by his father, Ant n Hansen, Nygaten 34, Moss, Norway.—5-13-14.

Nils Edmund Johansen, a native of Tansberg, Norway, aged about 50, last heard of at Melbourne, Australia, is inquired for by his brother. Address, Martin Johansen, 839 Centennial avenue, Alameda, Cal.

A. J. Nielson, who was injured on the "Minnie E. Kelton" at the time of her loss, please communicate with H. W. Hutton, 527 Pacific Building, San Francisco, Cal.

Karl or Charley Emil Olsen, a native of Christiansand, S. Norway, about 26 years old, light complected and stout built, last heard from nearly two years ago when in Sydney, N. S. W., is inquired for by his anxious mother, Enke Karen Olsen, Markens gd. 26 Christiansand, S. Norway.—8-7-1914.

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June 30, 1914:

Assets	$58,656,635.13
Capital actually paid up in Cash	1,000,000.00
Reserve & Contingent Funds	1,857,717.65
Employees' Pension Fund....	177,868.71
Number of Depositors.....	66,367

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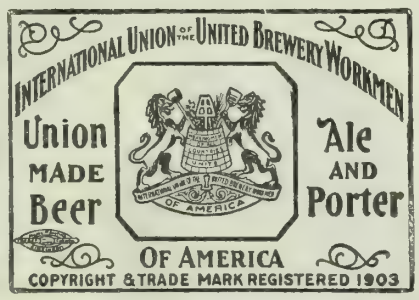
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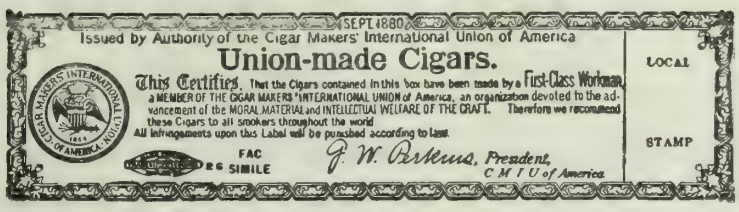
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INFORMATION WANTED.

Samuel Dickson, a seaman, aged about 40 years, son of Moffett Dickson, deceased, of Belfast, Ireland, or any person knowing his whereabouts, is requested to communicate at once with the undersigned in connection with a legacy. A. R. Smith, U. S. Shipping Commissioner, Philadelphia, Pa.

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News from Abroad.

In the absence of the police the Irish National Volunteers at Dublin succeeded in landing 400 cases of ammunition and 800 cases of rifles. The arms and ammunition were taken from a vessel which had been hovering about the coast off Dublin for two days.

The Swedish Parliament on July 2 received a petition signed by 350,000 women urging women's enfranchisement. A bill having that object is now in the Diet and has the support of the entire Liberal party, but it is expected the first chamber will reject it.

"Before I resign half the people of Mexico City will die with me," is the remark President Victoriano Huerta is credited with having made to friends while sitting in a Mexico City cafe at tea. The party was discussing the efforts of the mediators at Niagara Falls to find a solution of the Mexican problem.

Ambassador da Gama of Brazil on July 1 formally announced the practical settlement of the conflict between the United States and Mexico. He explained that while mediation at Niagara Falls (Ont.) would take an indefinite recess awaiting the outcome of efforts by representatives of the two Mexican factions to solve the internal problems of Mexico, the task of mediation was not yet wholly concluded, though an essential part of its work had been accomplished.

The new emigration law of Greece makes the emigration of men capable of performing military service very lifficult. The minister of the interior, acting in concert with the minister of war and the minister of the navy, has the authority to prohibit absolutely the emigration of all those fit for military service under 41 years of age. The emigration of all persons between the ages of 15 and 20 years, without the permission in writing of the parents or guardian, is likewise absolutely prohibited.

The imposition at Vera Cruz by General Funston of fines amounting to $500,000 gold on the Hamburg-American steamers "Ypiranga" and "Bavaria" has been protested by Karl Buenz, the American director of the line. On May 13, he said, an executive proclamation at Mexico City declared Vera Cruz a closed port and permitted ships billed to that city to unload at Puerto Mexico. Whether that proclamation was recognized by Americans in Vera Cruz or not, the supposed offense of the two ships was committed at Puerto Mexico, outside American jurisdiction.

Archduke Francis Ferdinand, immediate heir to the Austrio-Hungarian throne, and nephew of Emperor Francis Joseph I, and his wife, the Duchess of Hohenberg, were killed while driving at Sarayevo, Bosnia, on June 28. The royal carriage had just started away from the railroad station when a journeyman printer named Cabrinovic hurled a bomb at the carriage, injuring six persons, all members of the royal party. A young Servian student standing alongside raised a revolver almost at the same instant, and fired several shots at the archduke and duchess, each of the bullets striking a vital spot. The archduke was shot in the head and the duchess in the abdomen and both died within a few minutes.

With the Wits.

"When Miss Willings married old Moneybags she gave her age as twenty-five. I feel sure she is older than that."

"Oh, I suppose she allowed one-third off for cash!"

Cholly—When I was a boy, you know, the doctor said if I didn't stop smoking cigarettes I would become feeble-minded.

Miss Keen—Well, why didn't you stop?

"Did you hear that that poor fellow who lost both legs in an automobile accident intends to go into politics?"

"No. How can he, without a leg to stand on?"

"Oh, he expects to go on the stump!"

"Are you a married man?" a lady asked a sailor.

"Yes, indeed, mum—married and fourteen children."

"Poor fellow, traveling about like this! And don't you ever get homesick?"

"Only when I'm home, mum."

Little Floyd—Why don't you kill that old hen, Mr. Neighbors?

Mr. Neighbors—What old hen do you mean, my boy?

Little Floyd—The one that pecks you all the time. I heard mother say you had been henpecked ever since you got married.

A small boy had been given a penny with a hole in it. Handing it to a still smaller companion, he said:

"Jimmie, I dare you to go into that store and buy something with this penny."

Jimmy was quite willing. Entering boldly, he said:

"I want a doughnut," And, taking it, he hastily presented the penny.

"Here," said the clerk, "this penny has a hole in it."

"So has the doughnut," announced Jimmy, triumphantly holding it up.

An Invitation

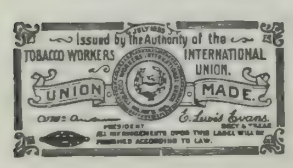
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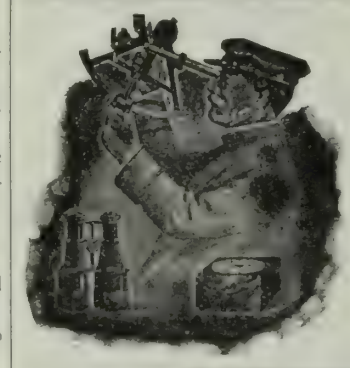


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There is no standard of education required of a pupil entering the School, for no matter how ignorant the seaman may be, even in the rudiments of common education, Captain Henry Taylor will teach and raise him from the depths of ignorance to the height of the average well-informed man, and in a comparatively short interval of time.



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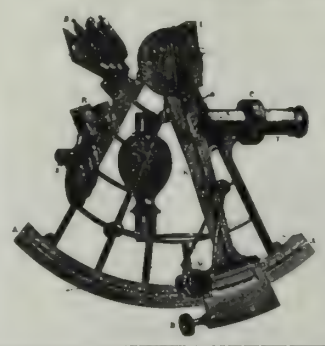
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Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XXVII, No. 44. SAN FRANCISCO, WEDNESDAY, JULY 15, 1914. Whole No. 2286.

ENFORCE THE LAW!

Eliminate the "Element of Mystery" in the Inspection Service.

In a heavy gale that swept the Great Lakes last November many vessels were wrecked. Twelve of these were lost with every person on board. About 240 seamen lost their lives. The property loss was variously estimated between $5,000,000 and $7,000,000. Most of the ships involved were under the jurisdiction of and subject to the regulations of the United States Steamboat-Inspection Service.

If the officials of that Service had performed their duty they would have made a thorough investigation of the losses, with a view of determining what safeguards, in the manning, equipment, and construction of the vessels, were necessary to minimize the dangers in the future. They failed to do so.

An inquiry of that character, had it been held in public, would have resulted in the exposure of an appalling condition of affairs for which the Inspection Service itself is largely responsible. I was not particularly astonished, therefore when I found that the inspectors refrained from making any investigation whatsoever. Ostrich fashion, they had hidden their heads in the sands of inactivity and silence, evidently hoping, perhaps even believing, that in such manner they could render their neglect invisible to the public eye.

Their failure to make proper investigations of the disasters was deliberate neglect of duty. Rule V, Sec. 16, Rules and Regulations of the Board of Supervising Inspectors, provides for investigations by local inspectors in cases of accidents to steam vessels involving loss of life or property damage exceeding $100. That rule, duly approved by the Secretary of Commerce, has the force of law. It has been ignored by inspectors in the Great Lakes.

Evidence Is Available.

I do not ask that my unsupported statement be accepted in this criticism of the Inspection Service. There is evidence to be obtained from the utterances of shipowners, which will indicate very plainly that there is something radically wrong.

The most prominent representative of the shipowning interests on the Great Lakes, Mr. William Livingstone, the president of the Lake Carriers' Association, in his last annual report to his organization called attention to the fact that "during the past twelve years 46 iron and steam vessels had become total losses on the Great Lakes." He said nothing of other classes of vessels which have been lost during the same period, but continues:

"Looking back it is singular how many of them have the element of mystery in their destruction. No one knows what happened to the 'Bannockburn' in 1902, the 'Cyprus' in 1907, the 'Clemson' in 1908, the car-ferry 'Marquette & Bessemer No. 2' in 1909, and the 'Pere Marquette 18' in 1910. No one came ashore from the 'Bannockburn,' 'Clemson,' or car-ferry 'Marquette & Bessemer No. 2.' One man came ashore from the 'Cyprus,' but he had no coherent message. Thirty-two members of the crew were saved when the car-ferry 'Pere Marquette No. 18' foundered, but not one of them knew what had occurred aboard the ship to make her founder. Eight ships totally disappeared on Lake Huron in the great November storm and one on Lake Superior, and as not a single life was saved on any of them, what occurred is mere conjecture."

The "element of mystery" is not confined to the cases mentioned by Mr. Livingstone. Twenty-eight vessels have "mysteriously" disappeared from the face of the waters with their entire crews since the year 1905, on the Great Lakes. It is true that not all were steam vessels, but it is also true that the conditions on all were more or less influenced by the regulations or lack of regulations effecting steamers.

Too Much "Mystery."

Here is a more complete "mystery" list of vessels lost on the Great Lakes during the past nine years, from which there were no survivors, all persons on board being lost with the ships:

Str. "Iosco," Str. "Kaliyuga," Str. "Ira. H. Owen," Schr. "Tasmania," Schr. "Olive Jeanette," Str. "J. H. Jones," Str. "Arcadia," Str. "Searchlight," Str. "D. M. Clemson," Schr. "George Nestor," Str. "Geo. A. Floss," Str. "Marquette & Bessemer No. 2," Schr. "Rouse Simmons," Str. "Silver Spray," Str. "Adella Shores," Str. "Henry B. Smith," Str. "Isaac M. Scott," Str. "John A. McGean," Str. "Charles S. Price," Str. "Argus," Str. "Hydrus," Str. "Regina," Str. "Leafield," Str. "Wexford," Str. "James Carruthers," Bge. "Plymouth," "Lightship 82," Str. "Benjamin Noble."

These are the cases where not a single person survived the disasters. There were many other losses during the same period, among them being the "Cyprus" and the "Pere Marquette" which Mr. Livingstone included in the "mystery" class, and the "Sevona," "Mataafa," "Naomi," "Richardson," "Lafayette," "Ward," "Stone," "Clarion," "City of Concord," "Nimick," "Cowle," "Goodyear," "Marshall," "Mitchell," all being steam vessels in the wreck of which lives were lost.

There surely is an "element of mystery" in this situation and it should be discovered and exposed to public view. Why was it that the inspectors on the Great Lakes made no attempt at a solution after the disasters of last November? Why did they fail to investigate as provided in Rule V, Section 16, of the regulations which are supposed to govern the Service? Therein will be found the real "mystery."

"Modern Freighters" Disappear.

Let me tell you of some of the things that a proper investigation would have disclosed. Six of the steamers which were lost with all hands last November, and many of the others which were wrecked and damaged, were of the type commonly referred to as the "modern freighter" of the Great Lakes, the general use of which dates mainly from the season of 1902. A few of that type were built before that year, but not many, in comparison with the number built since then. They are, therefore, of very recent origin.

The pilot-house and forward quarters of these vessels are on the forecastle head in the extreme bow. The boiler-house, engine-room and cabins are in the extreme afterpart of the ships. Between there is an open deck, into which are cut a great number of hatches, spaced about three feet apart and having very low coamings.

Up to the year 1902 it had been a general practice on the Great Lakes, as it has been and still is everywhere else in the world, to have "strongbacks" or hatch rests underneath the hatches for support in bad weather. These, however, must be removed every time the vessel is to load or discharge cargo, and replaced again when she is ready for sea.

When, with the advent of the so-called "modern freighter," the number of hatches were doubled and even trebled, the work of handling these "strongbacks" was manifestly too much for the small crews employed. A choice had to be made between increasing the number of crew, reducing the number of hatches, or dispensing with the very necessary hatch supports and thus running the risk of the loss of the vessel and those on board, through the smashing of weakened hatch covers.

The shipowners did not hesitate in their choice. They dispensed with the "strongbacks." That action doomed many a sailor to death. The Inspection Service took no action in the matter.

The long, open stretch of deck on which there was little or nothing to which the men could cling while exposed to the sweeping seas in heavy weather, made it very difficult and sometimes almost impossible for the crew to properly attend to the safety of the ship. The peculiar "labor saving" hatch cover fasteners, which had been adopted when the use of "strongbacks" ceased, had the dangerous failing of working lose as the seas washed over the vessel. The sailors had to take big chances on the open decks in refastening them.

Drowning Made Easy.

There was practically nothing to prevent the men from being washed overboard. Attention was called to this, and a few, a very few, of the owners had the necessary length of wire cable placed on their ships for use as a life-line. The inspectors, however, again did nothing.

Another very apparent defect was the low power of the new type of vessels compared with their great size. In very bad weather it was only with extreme difficulty that they could be kept out of the trough of the sea. An emergency storm-sail, of the proper kind, would have helped the situation materially in this respect. The masts of these vessels, particularly the after spars, are well situated for the use of such emergency canvas. But more equipment meant more men and more expense, and none was provided. The inspectors were doing little or nothing which the shipowners as a whole objected to very strongly.

Experience showed also that the steel plates used in the construction of the exposed pilot-houses were to light for safety. There was danger of the pilot-houses being smashed by heavy seas boarding the vessel, and control of the ship being lost through the consequent breaking or jamming of the steering gear. But heavier steel meant a greater building cost, and to that the shipowners objected. The in-

(Continued on Page 9.)

COMMENT OF THE PRESS.

Successful Seamanship.

Horace Greeley, when asked how he knew he had delivered a successful lecture, answered: "When more of the audience remain than go out." This seems to be the test that Congress is asked to apply to seamanship. The La Follette Seamen's bill, which is backed by the American seamen, provides for "boats for all," passengers and crew; but the House committee on Merchant Marine and Fisheries proposes amendments that will allow vessels navigating the northern and northwestern lakes within three miles of shore, between May 15 and September 15, to run with only 50 per cent. accommodation for passengers and crew. And of that 50 per cent. two-fifths is to consist of boats, and three-fifths of collapsible boats and rafts. The press dispatches do not say just how the half of the passengers that is to be saved is to be distinguished from the half that is to be lost. Possibly this mere matter of detail will be left to the discretion of the shipowners. It might be disposed of on the "first come, first served" principle, at the time of the accident. Or, consecutively numbered tickets might be sold, the odd numbers to have life-boat privileges, and the even numbers to take their chances of swimming ashore. Such a trifling matter undoubtedly will be settled to the satisfaction of the shipowners and the House Committee on Merchant Marine and Fisheries; and so long as they are satisfied, the rest need not count. The interesting feature about it all is that it will offer a practical test of seamanship. The ship that brings into port more than it drowns may be considered a successful ship. Neither the "Titanic" nor the "Empress of Ireland" met this test.—The Public.

Some Plain Talk.

It was only by good fortune the collision between the "Pretoria" and the "New York," the other day, did not result in loss of life. If the blow had been struck amidships, the result would have been another tragedy. Shipowners insist that the La Follette Seamen's bill is impracticable because the vessels cannot carry the lifeboats, and because they would have no use for the crew provided by the bill. But think back a bit: not long ago they assured us they had unsinkable ships. Then the best of them, the "Titanic," sunk and snuffed out 1517 lives, because there were neither lifeboats enough nor a crew of sufficient skill to handle such boats as there were. Now the "Imperator" and the "Vaterland" have boats for all on board. The "Volturno" also had boats for all, but they could not be lowered, or managed after they were in the water, because she did not have the right kind of men. She was manned according to the contentions of the shipowners, who declare that firemen, coal passers, and cabin stewards, with a semi-monthly training of an hour at a time, will suffice as substitutes for real able seamen in the handling of lifeboats in a rough sea. The "Monroe" sailed up and down the coast, through fog and storm, with one man in the pilot house, one man at the wheel, one at the lookout, and a watchman somewhere about the saloons. The shipowners said such a procedure was safe. Where is the "Monroe" now?

Skilled seamen insist that proximity to shore in crowded waters causes extra hazard. The "Empress of Ireland" sank within a mile or so of shore, with the wireless working until she sank, vessels in the vicinity were ready to give aid, and yet 1027 lives were lost.

The average passenger vessel would not need any more men than she now carries. It is purely a matter of higher skill and better organization. The actual number needs increasing on a few big liners and excursion boats, perhaps 150 boats in all. The "Lusitania," certified to carry 2955 persons including a crew of 822, has a deck crew of only 66 men. If she carried 20 more men in the deck department, which is the extreme under the La Follette bill (a little sensible reorganization would make it 12 or 16 at the most), the cost could not be more than about $500 a month, which is $250 a passage. How many more calamities must we have before the statements of the seamen are taken seriously, and legislation is enacted that will compel common carriers on the water to give more consideration to lives in their care?—Harper's Weekly.

The Tragedy of the Sea.

What's the matter with our ships? Why do they sink so rapidly?

To see them floating proudly on the waves, you would think the wide world held no safer places. They look so big, so strong, so admirably fitted to hold their own against the perils of the deep.

Yet a bit of a knock, a wound in the side, an inrush of water, and down they go!

How easily the mighty "Titanic" was lost! How soon the "Empress of Ireland" yielded up the ghost!

What's wrong?

This surely is not the best that Science and Invention can do! Are we to believe that the Twentieth Century has exhausted its genius, and that no more efficient measures are possible for the protection of those who go down to the sea in ships?

Such is not our conviction.

The genius of the Twentieth Century is governed by commercial considerations. If it paid to build unsinkable ships, unsinkable ships would be built.

Unfortunately, it is more profitable to build them as they are—to utilize every available foot of space for cargo and passengers, and for the mechanism of navigation, and take the risks of death and destruction by the acts of God and the accidents of man.

Frightful is the toll of the sea.

In 1912 (the last year for which statistics are available), 108 British ships were wrecked, and 1555 sailors were drowned. The loss of life among passengers is not given, but it must have been very high.

Most of those tragedies could have been averted. The doomed vessels were not adequately safeguarded.

There is no proper inspection. The British Board of Trade is subject to capitalistic influences, as the raising of the Plimsoll loadline last year disastrously testifies, undoing as it does the lifework of a noble man who fought against the murderous greed that sends out "coffin ships."

But the commercial loss, in proportion to the total volume of business transacted, is not heavy enough to make shipowners build their ships for safety.

The number of vessels that find a watery grave is about 1¼ per hundred every year, and it is cheaper to write them off, and take the insurances, than adopt a form of construction for the whole of the vessels which would render them practically proof against a catastrophic end.

The fate of the "Titanic" and of the "Empress of Ireland" was sensationally dramatic. For that reason, the attention of the world was caught and held in a web of emotion.

But scarcely a day passes without something pitifully tragic happening at sea on a scale too small to set the cables flashing excitedly, and the papers and the pulpits outpouring lamentations.

These losses are attributed by the survivors, and by the relatives of those who will never return, to the inscrutable decrees of Providence and unavoidable mischance.

In the great majority of cases neither one surmise nor the other is true.

Ships sink, and lives are lost, for the horrible reason that it pays certain dividend ghouls to let them go.

It will never be safe to go to sea till loss of life, caused by the failure of ships to keep afloat, is held to be prima facie evidence of criminal culpability on the part of the shipowners.—The Worker, Sydney, N. S. W.

MORE HOMESTEADS.

Secretary of the Interior Lane has recently approved the designation of approximately 42,500 acres of non-irrigable lands in Colorado, which will be open to entry under the enlarged homestead act within the next thirty days. The greater portion of the lands designated lies within Routt and Fremont counties.

Another designation approved involves approximately 157,000 acres in New Mexico. The lands affected are situated in Guadalupe and Grant counties and have been determined to be non-irrigable in character as a result of field investigations by the geological survey.

Approximately 30,000 acres in California also have been similarly designated. The lands, which lie in three scattered townships, will be open to entry in the near future.

Several small areas in Utah aggregating about 22,000 acres have recently been placed under the enlarged homestead act by an order approved by Secretary Lane. These lands are situated in San Juan and Washington counties and have been examined by inspectors of the general land office, who have found them non-irrigable in character.

The area in the State of Washington subject to enlarged homestead entries has been increased to the extent of 170,000 acres by order. The greater part of the lands lie in the Big Bend, on the high plateau above Columbia River, and are believed to be suitable for dry farming. The action is taken at the request of numerous petitioners living in the vicinity of the lands who are desirous of enlarging their entries.

Last year's output by properties under the Transvaal Coal Owners' Association totaled 4,858,417 tons, an increase of 270,000 tons over the sales in 1912. In this connection, it is of interest to note that the probable coal reserves of known collieries, including Wankies, are estimated at 1,000,000,000 tons.

No government can be free which assumes to dictate the disposition of man's labor.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

"Molding" Public Opinion.

The Senate Judiciary Committee would not be true to the traditions of an honorable past if it did not submit to a critical examination the dark lantern compact between Mr. Gompers and the administration embodied in the Clayton anti-trust bill. . . . The secret desire of many Democratic leaders is doubtless to make labor the beneficiary of the sort of class legislation which Congress slipped into the Sundry Civil Appropriation bill, expressly forbidding the prosecution of labor and agricultural organizations violating the Sherman law. If the President and his party want to set up class distinction between lawbreakers, they have the power to do it. But they should do it courageously and openly.

The above is a portion of a leading editorial by the New York Tribune on the labor sections of the Clayton anti-trust bill. The attacks on every one who disagrees with it, from the President down, shows the desperate straits in which Big Business finds itself, when it will slander public officials who insist in doing their own thinking.

The Tribune has fallen into lowly places since the days of Greeley, when the trumpet-toned challence of that magnificent democrat was heard throughout the land.

There is nothing to support the Tribune's contention that the passage of the Clayton bill, the President, or his party, will "set up class distinction between law breakers."

This question, as we have repeatedly shown, is labor and humanity versus dollars and products. Statutory enactments provided ample remedy whenever labor violates the law.

Is a labor a product amenable to the Sherman anti-trust law?

The Tribune and its kind insists that it is. Labor's denial is supported by a remarkable decision by the United States Supreme Court in the case of the International Harvester Company vs. the State of Missouri; the pre-election declaration of President Wilson; the platform declaration of the dominant party; the practically unanimous passage of the labor section of the Clayton bill by the House of Representatives, and the exemption by Congress on more than one occasion of labor unions and farmers' organizations from trust prosecution with money appropriated in the Sundry Civil bill. These views we reprint elsewhere.

Big Business ignores this overwhelming evidence and blindly shrieks "class legislation" in an effort to stem the rising tide that will mark clear distinction between the men of labor and the products of their toil.

The Tribune editor, skipping blithely o'er his thin intellectual ice, is unconscious of these views. His method of attack, however, is in accord with those who would stay progress and development. The history of this force has been continuous and unreasoning opposition to ideals for justice.

Our times are no exception to this rule, and the "arguments" used by the Clayton bill opponents fairly illustrate a stupidity that believes logic and reason can be answered by silly assumption and lurid claims.

At no time in labor's long struggle for relief from trust classification has the prospects for success been brighter. The American people are beginning to accept the workers' viewpoint that there is a difference between them and their product.

While the House of Representatives has accepted this viewpoint by passing the Clayton bill, the fight is not won. Every force at the command of "Big Business" is now centered on the Senate and its Judiciary Committee, which has the Clayton bill in charge.

The Tribune's editorial, referred to above, is a fair sample of the methods used by labor's opponents. To offset this campaign of untruth, bluster, cyclone and terror, every member of the trade unions, railroad brotherhoods, farmers' organizations, and their sympathizers, should immediately communicate with their Senators. Indicate to them the need for permitting labor to exercise its normal activities without being classed with a barrel of oil, through interpretations by the courts.

Show them that the spokesmen for greed do not represent the justice-loving sentiments of American citizenship.

Insist that the Senate pass the Clayton bill, as passed by the House, at this session.

Labor Power Is Not Property.

While the House of Representatives was discussing that section of the sundry civil appropriation bill which excluded labor unions and organizations of farmers from prosecution under the Sherman act, Representative Gray, of Indiana, said:

"Mr. Chairman, there are certain rights which men take along with the right to inhabit the earth. Among those rights is the right to labor and to enjoy the fruits of that labor. This is more than a so-called vested right in property; it is a natural, inherent right of man. It is as sacred to him as the right of habitation itself. It is as vital to his existence as the breath of life. He must have the right to labor in order to live.

"And there are certain rights in which man is upheld in a supreme and absolute defense, and in the defense of which he is sustained even to the taking of life—the defense of self, the defense of his person, the defense of his life, the defense of those who by nature are entitled to look to him for protection, and I include the defense of the right to labor in order to live and to support those who are dependent upon him.

"Mr. Chairman, there was the time when the laboring man was more independent in the exercise of this right to labor to live than he is to-day. There was a time when every man could say to his employer, 'If you do not wish my services I will go back to the cross-roads, to the village workshop, and I will make a plow, a wagon, or a carriage. I will employ myself and I will sell my product for my wages.' But this condition of the laboring man has passed and gone. A great industrial revolution has brought a change and a new order of things. The laboring man as an individual has lost his opportunity to employ himself, his power to claim his right to labor to live. He

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeland Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts Maritimes de France, 33 rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S, Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

The French Bank Officials are calling the Second International Congress of the bank officials' trades unions for September 3rd-6th next in Lyons. The first congress took place in 1911 at Milan.

The Seventh Convention of the French Musicians' Union, which took place in the middle of May, dealt with the question of immigration at great length. It was decided to demand a minimum wage of 300 francs per month in all season places. The union numbers 800 members in 40 local groups.

The first industrial workers in Tasmania to secure the 44-hour week are the quarry workers. The Wages Board was recently in a position to fix this working-time with the approval of the workers' and employers' representatives. The working time shall be 4 instead of 8 hours as was formerly the case on Saturdays.

The congress of the Spanish Wood Workers' Union, which took place in the middle of May in Vigo, and which was attended by 25 delegates, agreed to call a new convention to which all non-affiliated organizations should be invited. It was hoped that the latter might be secured for the centralized organization.

The German Federation of the technical-industrial officials celebrated its tenth anniversary recently. During this time it has grown in membership from 70 to 2,500 and the funds to 420,000 marks. Of the somewhat large sums expended by the Federation a goodly portion fell to strike and victimization benefit.

According to returns supplied to the Danish Statistical Office, 8.8 per cent. of the 113,400 members of trade unions reporting were unemployed at the end of March, as compared with 12.8 per cent. at the end of the preceding month, and 7.4 per cent. in March, 1913. The average number of days lost through unemployment in March was 2.0 per member, as compared with 2.9 in the previous month, and 1.7 in March, 1913.

The Belgian Wood Workers' Union, which held its convention on June 1 (Malines) numbered 5,251 members in 29 sections. The central fund had an income of 93,000 francs. Of this amount 34,000 francs were expended in strike benefits, 19,000 francs in unemployment benefits and 18,000 francs in sick pay. The membership has remained at a standstill during the past year as a result of the crisis and the unfortunate struggle in the Brussels wagon-building industry.

Returns received from certain selected ports in Great Britain (at which over 70 per cent. of the total tonnage in the foreign trade arrived and departed) show that during May 49,572 seamen, of whom 4,888 (or 9.9 per cent.) were foreigners, were shipped on foreign-going vessels. Compared with May, 1913, there was a net decrease of 1,139, or 2.2 per cent. There were large decreases at Southampton, Glasgow, and Liverpool, and considerable increases at the Tyne Ports, Cardiff, Bristol, and London. During the five months ended May, 1914, the total number of seamen shipped was 224,460, a decrease of 1,647, or 0.7 per cent., on the total for the corresponding period of 1913. There were large decreases at Glasgow and Liverpool, and large increases at Bristol, London, and the Tyne Ports.

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INFORMATION WANTED.

Peter Bellenot, who last sailed on the S. S. "Mariposa" out of Seattle, Wash., about November, 1912, is inquired for by his mother, Mrs. Bellenot, 1406 Second street, West Berkeley, Cal. Anyone knowing of him kindly write at the above address.—6-24-14.

Fred Riley, a colored seaman, last heard from at Genoa, Italy, and at other times from ports in Australia and at Liverpool, England, is sole heir to his mother's estate. Anyone knowing his whereabout kindly notify Mr. John E. Selkirk, Attorney-at-Law, 100 Erie Co. Bank Bldg., Buffalo, N. Y.—6-24-14.

Norman Hadley, a seaman, supposed to be sailing on the Pacific Coast, is inquired for by J. B. McCurdy & Co., attorneys, relative to an inheritance. Anybody knowing his whereabouts, please notify Chief of Police, San Francisco.

$10.00 reward will be paid by Johnson & Higgins, 244 California street, for information locating John Anderson and George T. Nelson, who were members of the crew of the steamship "Asuncion" in October, 1908.

Nils Johnson, who was wrecked in the American bark "Oasis," Sept. 2, 1887, is inquired for by W. F. Hohenschild, Berkeley, Cal.

Alfred Kupfer, born February 9, 1890, at Coburg, Germany, is inquired for by the German Consulate, 201 Sansome street, San Francisco, Cal.

Johannes Puun, born in Oesel, Arensburg, Russia, supposed to be sailing on the Pacific coast, is asked for by his mother. Anyone knowing his whereabouts please notify A. Lepp, Sailors' Union, San Francisco.

Richard Ryan, who left the British steamship Candida at San Francisco in July last, is inquired for by the British Consul-General.

Fritjof Ellingsen, age 32, a native of Drammen, Norway, he was short, heavy set, dark hair, parted in the center, and good looking. Anybody knowing his whereabouts please notify Ed Knach, 171 Clipper street, city.

John Rebbetad, who was in the steamer A. F. Lucas in November, 1911, is inquired for by his brother. Address, Coast Seamen's Journal.

Carl Janson, age 36, born in Wastervik, Sweden; last heard of in Seattle six years ago. Any one knowing his address please communicate with Erika Askenberg, 2280 86th street, Cleveland, Ohio.

INFORMATION WANTED.

Francis Robert Bassett, a native of England, last heard of in San Francisco, Cal., in 1901, was well known around the water front as "Liverpool Frank." Any information regarding this man will be gladly received at the office of the British Consulate, San Francisco, Cal.

Frank Melson, who went as fireman on the S. S. "Maye" from Philadelphia to New Orleans, in May, 1913, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. G. W. Paruin, 4309 Westminster avenue, W. Philadelphia, Pa.

Alex McDonald, formerly of Dundee, Scotland, who has not been heard of for 22 years, but is thought to be sailing on the Pacific Coast, is inquired for by Jas. Perry, 30 Bridge End, Buckpool, Buckie, Eng.—5-13-14.

Edgar Duncan Stewart, age 22 years, white, born in Massachusetts, who, on October 9, 1912, was shipped as seaman on the American steamship "Toledo," at Marcus Hook, Pa., for a voyage to Sabine, Texas, but who did not join the vessel the next day, and has not since been heard from. The undersigned will highly appreciate your kind co-operation: Augustin R. Smith, United States Shipping Commissioner, or Shipping Commissioner, Appraisers Building, San Francisco.—5-13-14.

John S. Bickel, a sailor supposing to be sailing on the Pacific Coast, is inquired for by his sister, who has important news for him. Address Laura Bickel, 8817 Birchdale Ave., Cleveland, Ohio.—5-13-14.

Any one knowing the whereabouts of John Burke No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

Arthur Griffith, alias Simmons, a British subject age 28 years; 5 feet 6 inches in height, fair complexion, stout build, blue eyes, top false teeth, clean shaven, who is believed to sail on a coasting vessel between San Francisco and Portland, is inquired for by H. B. M. Consul-General. Anyone knowing his whereabouts please notify the British Consulate-General, San Francisco.

John Erik Nordberg, a native of Sweden, age about 26, supposed to be sailing on the Pacific Coast, is inquired for by his brother Harold, care of Sailors' Union of the Pacific, San Francisco.

San Pedro Letter List.

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Lindholm, Erik A.	Tvedt, Olai
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Hansen, Jos. G.	Nordling, C.
Hansen, Max	Paty, George
Hansen, Christ	Slattery, Wm.
	Silver, E.

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INDUSTRY

Pacific Coast Marine.

Captain Brown of the bark "Gerard C. Tobey," which foundered July 5th at Rose Point, has arrived at Vancouver. The skipper was accompanied by his wife and crew and said that his vessel went down in sixty fathoms of water.

The power schooner "Ruby," chartered by the Hudson's Bay Company to carry supplies to posts and the Royal Northwest Mounted Police, departed from Seattle on July 9 for Herschel Island, in the Arctic Ocean, the farthest north police post on the continent.

United States Marine Hospital cases at San Pedro will hereafter be treated at the harbor, the San Pedro Hospital having been awarded the contract for the marine ward for the fiscal year. For several years the marine ward has been located at the Crocket-street Hospital, in Los Angeles.

R. J. Rowat & Company, shipowners of Glasgow, Scotland, brought suit in the United States District Court at San Francisco against G. W. McNear for $4665.60, claimed to be due on the charter of the steamer "Inveran" and $4453.99, claimed to be due on the charter of the steamer "Inverkip."

Orders for the tender "Alert" and the submarines of the F group to be ready to sail for Honolulu July 20th, to take up their permanent station there, have been received at Mare Island Navy Yard. The cruiser "West Virginia," now at San Francisco, will tow the submarines to the islands.

The whaling bark "Gayhead," which was reported sunk in Chignik Bay, went down with 9000 barrels of sperm oil, according to advices received by the marine department of the Chamber of Commerce recently. The vessel sailed from Chignik June 26, struck a rock the following day and sunk in five minutes.

A libel of the steamer "Pectan" for $50,000 was proclaimed in the Federal District Court at Los Angeles on behalf of Leon Kuhl and Roland A. Moberley, two boys, upon whom some employe turned live steam as they were working in the interior of one of the ship's boilers. The accident occurred a month ago. The "Pectan" put a heavy bond for its release.

The first of three steel sea-going tugs being built for the United States Government by the Seattle Construction and Drydock Company was launched June 20 and christened "Arapahoe." The three vessels will be placed in service at the Bremerton Navy Yard. The "Arapahoe's" length over all is 122 feet 6 inches, and b. p. 115 feet. Her beam is 29 feet and depth 15 feet.

The steamship "City of Panama," which was purchased from the Pacific Mail Steamship Company a year ago by L. Bercovich of Oakland, was sold again on July 8 to an oil syndicate for $11,600. The old steamer, which formerly made regular runs up and down the coast, will be converted into a tank boat. Bercovich bought the vessel as a speculation, and for a year she has been lying in the harbor.

The Oakland, Antioch & Eastern Railway has decided to build another ferryboat to replace the one recently destroyed by fire. The new boat will be 225 feet long, whereas the former was only 185 feet long. The engines also will be larger, and will be supplied by the Union Gas Engine Company. The new boat is to be supplied with 600 horsepower engines. This will be the largest distillate engine ever constructed anywhere in the world.

Victor Petitmangin, formerly quartermaster on the Matson Navigation Company's steamship "Hyades," brought suit in the Federal Court at San Francisco on July 9, against the company, Captain J. C. Youngren and First Mate Troel Smith for $35,800 damages for an alleged beating that he was given by the mate on July 22, 1913. Petitmangin sets forth that he contracted tuberculosis of the spine as a result of the attack, and has been in a hospital ever since, totally incapacitated.

Captain Stewart of the British oil tanker "Uncas" of the Standard Oil Company's fleet, which arrived at San Francisco during the week, twenty-two days from Hongkong, in ballast, reported that as the vessel was nearing the Golden Gate a member of the Chinese crew leaped overboard and was drowned. The skipper believes that the Celestial was insane. After the tanker arrived in the harbor another Chinese endeavored to jump overboard, but was restrained. He, too, was said to be demented.

Captain Robert Bartlett of the Canadian Arctic exploration expedition has positively denied that he had sent any report to the Minister of Marine at Ottawa which could be construed as indicating that eight men of the Karluk's crew were missing and probably lost. Captain Bartlett said he was at a loss to understand how the Canadian officials obtained the information which they gave out as coming from him and said that as far as he knew all the men who were on the "Karluk" when she was wrecked in the Arctic ice last February were safe on Wrangell Island.

After having been cast away for nearly five months on Clipperton Island off the west coast of Mexico, Captain Jens Jensen, skipper of the lost schooner "Nokomis," his wife and their two babies in arms, and eight members of the crew arrived at San Francisco on July 10 on the Pacific Mail liner City of Sydney. The voyage which the "Nokomis" began last January from the Columbia River, the wreck of the vessel on the reefs of Clipperton Island, the hardships suffered by the woman and children and their rescue through the heroism of those of their company—who made a 700 mile journey in an open boat—and the subsequent dispatch of the United States cruiser "Cleveland" for their relief make a thrilling tale of the sea. The "Nokomis" was of 545 gross tonnage. She was built at Port Blakeley, Wash., in 1895, and was owned at San Francisco.

The report of the Naval board to investigate the overhead charges at the Mare Island Navy Yard was made public during the week, and with it came an order from the Navy Department to modify the system of making charges for overhead expenses. Heretofore these have been pro-rated against the various jobs, and the variation has been great—running from 11 to 30 per cent. at Mare Island. This variation the board finds, is caused by the fact that sometimes there is a great quantity of repair or construction work at a yard, and at other times there is none, whereas the overhead expense continues the same on many items, necessitating what often appears to be extravagant overhead charges on single items of construction or repair. The effect of reducing or eliminating these charges from estimates in Navy yards will cut quite a figure when the yards are required to bid against private shipbuilding concerns for construction or repair jobs for the Navy or for other vessels in the Government service.

Fire, the cause of which is a mystery, completely destroyed the Oceanic wharf, at Portland, Ore., a quarter of a mile northwest of the Oregon Western Railroad and Navigation shops, on June 5, entailing a property loss estimated at $150,000. No one was injured. The wharf was owned by Balfour, Guthrie & Co. and was fully covered by insurance. The flames spread rapidly and within a short time the whole wharf, 850 feet long and 100 feet deep, was enveloped completely. The officers reported that it took only an hour and a half for the fire to completely destroy the wharf. Twenty-five hundred tons of wheat and 5000 tons of barley were piled on the wharf when the fire started. Just how much of this can be saved could not be estimated. The steamer "Maria," which was moored at the wharf to take on a load of wheat, was slightly damaged by the flames. This was the third big water front fire this spring.

"Terminal Facilities of North Pacific Ports" is the title of a volume which has just been issued by the Terminal Publishing Company, Seattle. It covers the principal ports from San Diego on the south to Nome on the north. The regulations governing these ports are given in full, and all charges that are assessed against either the ship or the cargo are included. The names and addresses of government officials, foreign consuls and other in each port, whose names and addesses are of value to masters and shippers, are given. One section is devoted to the depth of water in all the bays and inlets on the United States coast. The customs, marine insurance, immigration regulations and matters of that sort are set forth in detail. There are scores of tables in the work. Typographically the work is easy to read and it is well and substantially bound in cloth. It retails for $2 per volume and will be published annually.

In the vicinity of Point San Roque, Lower California, some 230 miles up the coast from Magdalena Bay, abalone fishing is engaged in by the Japanese. The meat of the abalone is dried and sent to China and Japan, via San Francisco, in considerable quantities. It is quite common to find blister pearls in abalone shells. They are usually termed "abalone blisters." They are of large size and are used in novelty or inexpensive jewelry. The market price ranges generally from $5 to $15, with an occasional one worth perhaps $25, which is the limit of value. Fishing for abalones is a dangerous occupation, and fatal accidents have happened to unwary divers. The abalone is a univalved mollusk which adheres with such tenacity to the rocks where it is found that a long, thin knife must be slipped under the animal to detach it. The diver has to be careful not to get his fingers under the edge of the inverted shell while the animal is attached to its holding place, for he could not release himself and would therefore drown.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394.
(Advt.)

International Seamen's Union of America.

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.

THOS. A. HANSON, Secretary.
570 West Lake St., Chicago, Ill.

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NOTICE TO CORRESPONDENTS.
Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, JULY 15, 1914.

"SAFETY FIRST."

Next week's issue of the JOURNAL will be a "Safety First" special. It will contain convincing arguments and a strong appeal to the traveling public to interest themselves in the "Safety First" movement, i. e., in the La Follette Seamen's bill.

If the crews of all passenger steamers touching at American ports will see to it that every passenger who happens to be afloat at that time is supplied with a copy there ought to be good results. While it is the passengers' money which keeps the modern ocean liners agoing, it is the passengers' indifference to the "Safety First" slogan which is mainly responsible for the dilatory tactics of Congress in dealing with pending legislation for greater safety at sea. A very large percentage of the American traveling public would rather travel by water than by rail. From the consideration of comfort there is scarcely any comparison between a trip in one of the modern liners and a ride in the most up-to-date Pullman car. From the point of view of economy the trip to sea also has by far the best of the argument. Still, there are many prudent travelers who would rather take their chances with a possible train wreck than a shipwreck of the kind we read about so frequently of late.

The great railway companies have long ago cheerfully accepted the "Safety First" idea—because they are liable in damages to injured and killed passengers and it pays to be careful.

The steamship companies on the other hand are liable only to a very limited degree for passengers maimed or drowned while in their care. Hence there is no real incentive to spend time and money for any "Safety First" proposition, particularly since in their case it means a lowering of dividends.

It is up to the traveling public, therefore, to demand a change in the laws which are responsible for these conditions. But it seems to be up to the seamen to carry on a campaign of education among the folks who travel at sea and show them that the seamen's long fight in Congress is "their" fight.

Will you help?

REGARDING DECKLOADS.

In a recent public statement, Robert Dollar, the San Francisco shipowner, dwells in detail upon deckloads and ventures the opinion that before condemning deckloads it would be well to look into the causes that have produced the disasters which may be attributed to deckloads. This is a suggestion worth while, but Mr. Dollar himself does not follow his own plan. In his public statement he speaks about his own steamers only and intimates that because his steamers during the past twenty years have carried about three billion feet of lumber without any loss of life or a piece of lumber, it necessarily follows that regulation and restriction of deckloads is not required.

Mr. Dollar says he can not recall a single life being lost through a ship having lost her deckload. If the old gentleman will take a day off and look over the files of the JOURNAL he will find many cases where men did lose their lives when the deckload went overboard.

Only recently the schooner "Edward R. West" arrived at San Francisco minus her master, who was washed overboard with the deckload.

The last annual report of the Commissioner of Navigation states that of thirteen derelicts destroyed or salved by the Revenue-Cutter Service during the years 1909 to 1912, eleven were vessels with deckloads of timber or lumber, and in the opinion of the Commissioner "it may be accepted almost as a general proposition that the deckload of timber or lumber is the cause of the derelict."

British reports show that during the year ended June 30, 1912, ninety-one British vessels on the Atlantic sustained casualties while carrying deckloads of timber or lumber.

The most significant thing about deckloads, however, is the comment of our ultra-conservative Commissioner of Navigation, as follows:

> The vessels engaged in carrying such cargoes, of course, carry no passengers and the fatalities which attend them attract little notice in this country. The Dominion of Canada in 1908 enacted a law prohibiting the carriage in winter from Canadian ports of such cargoes except under rigid regulations to insure security, and the passage of a similar law by the United States is manifestly desirable.

A typical case of recent occurrence has just been investigated at Cardiff and an interesting light is thrown upon some of the methods in vogue in the transatlantic timber trade. The inquiry was motived by the loss of the steamer "County of Devon," which foundered February 20, 1914, in the North Atlantic while on passage from Gulfport to Rotterdam, via Norfolk, the crew being rescued by the German steamer "Deutschland." The "County of Devon" was a steel steamer of 2,821 tons gross, built at Port Glasgow in 1901. She had cost her last owners £25,400 and was insured for £25,000 on hull and machinery, £3,100 on freights, £2,000 on disbursements, with £3,000 on premium reducing.

This, according to "Shipping Illustrated" of New York, was her condition when abandoned by the crew:

> The "County of Devon" was over on her beam ends, and bulwarks, ventilators and masts were carried away by the deckload when it went overboard. One of the bunker hatches on the port side of the bridge had been stove in, two boats on the port side were washed away, part of the bridge on the port side was damaged and washed away, there was a large amount of water in the engine-room and stokehold, a considerable quantity of coal in the engine-room and stokehold bilges and in the crank pits, the main boiler fires were drowned out, and water was leaking through the engine-room and stokehold bulkheads from the cargo holds. This water had found its way into the holds through holes torn in the deck by the bulwarks, masts and ventilators when they were carried away.

The Court held that the primary cause of the loss of the "County of Devon" was her deckload, which was excessive both in weight and in bulk. The deadweight capacity of the vessel was 4,680 tons on 19 feet 10½ inches draught, and the managing owner, who authorized, and the master, who loaded and proceeded to sea with an excessive deckload, were alone to blame for the loss of the vessel. It seems that Captain Moore, the previous master, had informed the managing owner that with a deckload the vessel was top-heavy, had insufficient stability, and that the cargo was about 30 standards or 100 tons too much. Nevertheless, the managing owner authorized the new master to carry 223 standards on deck.

The new master obeyed what was clearly implied by his orders, lost his ship, had his ribs broken and his shoulder dislocated, and nearly lost his own life. The crew lost all their effects, received no compensation, and barely escaped with their lives. As usual in cases of this kind, the managing owner had lost nothing, for the value of the vessel was covered by insurance. Of course, the Court was asked by the authorities to deal with the captain who had lost the ship, but was not given opportunity of dealing with the managing owner because the Board of Trade had neglected to make the managing owner a party to the inquiry.

In accordance with time-honored custom, the master of the "County of Devon" was therefore severely censured for trying to earn his living by obeying his employer's constructive orders in taking his ship to sea in an unseaworthy condition—for his employer's benefit.

Now, we do not mean to infer that Mr. Dollar of San Francisco has been in the habit of sending his ships to sea with excessive deckloads, but we do contend that all nations should provide special regulations for vessels carrying deckloads.

OUR RADICAL SENATE.

We may talk about the United States Senate as the last bulwark of plutocracy and we may refer to that body as the American House of Lords, but it is a matter of record that during the past week the Senate took a step in advance of anything that has been heretofore attempted in the way of exempting labor unions and farmers' organizations from prosecution under the Sherman Anti-Trust law.

By a vote of 41 to 17 the Senate tabled a motion made by Senator Sterling, of South Dakota, to strike from the Sundry Civil bill the provision accompanying the appropriation for enforcing the Sherman Anti-Trust law, which provides that no part of the appropriation shall be used to prosecute labor organizations or farmers' associations organized to improve the condition of the members of such organizations.

But the Senate went even further, and, by a vote of 38 to 22, rejected an amendment proposed by Senator Sutherland, of Utah, to insert the qualifying words "by lawful

means." These words, had they been adopted, would have prevented the use of the appropriation to prosecute labor unions or farmers' associations for organizing and combining to improve their condition except when they use "lawful means." The use of means considered "unlawful" by some pro-capitalistic officeholder would have subjected them to prosecutions under the appropriation. The Senate, however, very properly declined to place this club into the hands of would-be persecutors of labor.

There are plenty of laws in the criminal code to prevent the labor organizations from becoming "bad" and there is no desire on the part of organized labor to be exempted from any law that is universal in its application.

But there is decided objection on the part of labor to be placed in a class with the trusts, and the National legislators have evidently come to the conclusion that labor's contention in this respect is correct.

It is deeply significant that seventy-five Indians in the Campbell River, Cape Mudge, and the Salmon River districts of British Columbia recently attached their endorsement to the white fishermen's long-standing complaints against Japanese encroachments, by petitioning the Dominion Government, as follows:

Japanese fishermen are catching codfish by the ton, keeping them alive in boxes for two or three weeks at a time, waiting for a favorable market in Vancouver; then, as all their boats are fitted with live boxes, they take them to Vancouver alive and dispose of them. There are from 15 to 20 Japanese power-boats operating between Cape Mudge and Salmon River. Each of these boats has a carrying capacity of from 6,000 to 10,000 pounds, and, if they are not stopped from fishing, in another year the codfish in this vicinity will be practically extinct, as they are in the districts south of us where the Japanese have previously fished. Our main diet is fish, and if they are exterminated it will work a hardship upon us. We wish to call your attention to the insanitary custom practiced by the Japanese: If any of the fish die in the live boxes they cut off their heads and try to dispose of them locally amongst the logging camps and ranches. If they are not successful in this, they simply throw the fish overboard, which, of course, is a great waste of fish.

The I. W. W.'s make an awful howl when they themselves are deported from a city because of unlawful acts, yet they endeavored to murder Mayor Duncan of Butte because he would not agree to the deportation of an editor who had not disobeyed the law.—San Diego Labor Leader.

Our San Diego contemporary was at one time rather partial toward the I. W. W. "emancipators." But no one can for any length of time remain partial toward a breed of tricky disrupters. Wherever they have "performed," the adherents of I. W. W.'ism left nothing but a stench in the nostrils of their one-time sympathizers.

"The Star" of San Francisco, known everywhere among English-speaking people as "Jim Barry's Star," has just concluded its thirtieth year. There are many stars in the Milky Way, and elsewhere, but there are none like "Jim Barry's Star." There are many fearless and able exponents of truth, but in our humble judgment few can approach Jim Barry and his "Star." Here's to "The Star." May it ever continue to point toward the better and brighter day—the day when liberty and truth and justice shall reign supreme.

To understand clearly the significance of compulsory arbitration in the interest of the public we have but to recall Aesop's fable of the monkey, the cat, and the cheese.

THE MINORITY REPORT.

Representative Bryan, of Washington, has submitted the following minority report on the Alexander substitute for the La Follette Seamen's bill:

There are three fundamental purposes of this legislation, as follows: (1) To promote safety at sea, (2) to raise the standard of labor and the conditions surrounding seamen, (3) to promote an American merchant marine without ship subsidy by equaling wage conditions on domestic and foreign ships.

Safety at sea and the bettering of conditions for seamen are purposes well understood by all. The promoting of an American merchant marine by this legislation is not so well understood. The desire for an American merchant marine is universal. But American vessels can not get the business because foreign vessels can do the service at a lower price. This lower price is occasioned by conditions of servitude imposed and a rate of wage paid to Orientals and Lascars which Americans would not endure. These foreign shipowners will always have the right of making any kind of contracts outside of American jurisdiction which they may be permitted to make by the laws under which the contracts are made, but the United States must not be used to enforce such contracts or to protect shipowners in such exploitation because the inevitable result of such practice in American ports is to lower the standard of labor on vessels in such ports. By the same rule, but stated in the converse, if American laws will refuse to recognize or permit such practices within American ports, labor conditions on ships and among seamen will be raised on all ships in American ports whether domestic or foreign. Seamen won't work for 10 cents a day if they are permitted to quit and earn a dollar. And with equal conditions American shipowners will be able to compete with foreign, and our merchant marine will be stimulated and finally restored to the sea.

What would become of the calling of a coal miner if American laws permitted coal operators to import foreigners to do their work on any kind of contract that could be made in China, Japan, or India? And what would become of American coal operators if we refused to permit them to carry on their business in this style, but protected foreigners in that very kind of performance?

Following these policies our merchant marine has been driven from the sea, and American shipowners have placed their ships under foreign flags and put their money in foreign shipping monopolies, and now beg us, in the name of international amity, not to interfere with a foreign ship in American ports, but to continue to let them do, under a foreign flag in American ports, what we won't permit our own citizens to do.

The same process of reasoning appears as to safety provisions. It is ridiculous for us to protect foreign ships in our ports against the more drastic rules of safety applied to our own vessels, and thus drive American ships into the foreign registry to escape the higher expenses connected with our safety requirements so they may share the profits with those who do not have too obey our laws or acknowledge fealty to our flag. This protecting of the foreign vessel while we enforce decent standards on our own vessels has created a condition such that over 90 per cent. of American passengers now travel on foreign ships.

The value of this legislation must be determined by reference to its effect on these features:

1. Will it better the conditions of American seamen?
2. Will it promote safety at sea?
3. Will it aid in restoring an American merchant marine?

There are two bills before the House for consideration. One is Senate bill 136, formerly H. R. 23673 of the Sixty-second Congress. It is now designated the La Follette bill. In the Sixty-second Congress it was the Wilson bill.

Then we have the Alexander substitute, reported by the Committee on the Merchant Marine and Fisheries on June 19, 1914.

Senate bill 136 has a history. It was carefully compiled for definite purposes. It was prepared by a sub-committee of the Committee on the Merchant Marine and Fisheries, Mr. Alexander serving as one of the members of that sub-committee, and complaints were made by Republicans, led by the gentleman from Washington (Mr. Humphrey), that the work was actually done by the Democratic members. It was adopted in the committee itself, Mr. Humphrey and other Republicans filing a minority report. It was passed by the House by practically unanimous vote. It failed to become law during the Sixty-second Congress. It was introduced in the Senate by Senator La Follette of Wisconsin on the first day of the special session. It passed the Senate with very slight changes on October 23, 1913, when it went again to the House Committee on the Merchant Marine and Fisheries, where it has rested till the recent report.

When reported out of the Committee on the Merchant Marine and Fisheries in the Sixty-

(Continued on Page 8.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., July 13, 1914.

Regular meeting came to order at 7 p. m., E. A. Erickson presiding. Secretary reported shipping slack. The Committee on Ballot submitted a detailed report on the result of the semi-annual election of officers and the following were declared elected for the ensuing term: Treasurer, Ed Andersen; Secretary, Andrew Furuseth; Assistant Secretary, John H. Tennison; First Patrolman, E. A. Erickson; Second Patrolman, D. W. Paul; Third Patrolman, Robert Tunnell; Janitor at Headquarters, Aug. Ehlert; Victoria, B. C., Agent, R. Townsend; Vancouver, B. C., Agent, W. S. Burns; Tacoma Agent, H. L. Petterson; Seattle Agent, P. B. Gill; Seattle Patrolman, W. Hardy; Aberdeen Agent, John Pearson; Portland, Ore., Agent, G. A. Swenson; Eureka Agent, John Anderson; San Pedro Agent, Harry Ohlsen; Honolulu Agent, Jack Edwardson; Editor Coast Seamen's Journal, Paul Scharrenberg; Business Manager, I. M. Holt. The proposed amendment to the Constitution providing for an increase in the monthly dues was defeated.

The following were elected delegates to the San Francisco Labor Council: Chas. M. Albrecht, E. Ellison, E. A. Erickson, I. M. Holt, R. Ingwardsen, D. W. Paul, Jack Rosen, Paul Scharrenberg, John B. Sweeting. John H. Tennison. The semi-annual Banking Committee was elected as follows: Ed. Andersen, E. A. Erickson, Walter Macarthur, Paul Scharrenberg and Robert Tunnell.

JOHN H. TENNISON, Secretary pro tem.
84 Embarcadero. Phone Kearny 2228.

Victoria, B. C., July 6, 1914.

No meeting. Shipping dull; prospects uncertain. CHAS. J. DOLAN, Agent pro tem.
518 Yates St.

Vancouver, B. C., July 6, 1914.

No meeting. Shipping dull; prospects uncertain.

W. S. BURNS, Agent.
231 Hastings St., E. corner of Hastings and Main, P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, July 6, 1914.

No meeting. Shipping dull; prospects uncertain.

H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, July 6, 1914.

Shipping and prospects poor.

P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, July 6, 1914.

Shipping fair; prospects uncertain.

J. PEARSON, Agent.
P. O. Box 6. Tel. Main 557.

Portland Agency, July 6, 1914.

No meeting. Shipping dull; prospects uncertain.

G. A. SVENSON, Agent.
P. O. Box 2100. 51 Union Ave. Tel. East 4912.

Eureka Agency, July 6, 1914.

Shipping dull; prospects uncertain.

JOHN ANDERSON, Agent.
227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, July 6, 1914.

Shipping fair; prospects uncertain.

HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, June 29, 1914.

Shipping dull; prospects poor.

JACK EDWARDSON, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., July 9, 1914.

Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping fair for waiters, slow for cooks. The report of the Quarterly Finance Committee finding stubs, books, cash on hand and in bank correct, was read and adopted. Shipwreck Benefit was ordered paid to a member wrecked on the ship "Paramita."

EUGENE STEIDLE, Secretary.
Phone Kearny 5955.

DIED.

Olaf Christenson, No. 1372, a native of Denmark, age 30, died at San Francisco, Cal., June 29, 1914.

Lars Peter Moller, No. 2149, a native of Denmark, age 30, died at San Pedro, Cal., July 7, 1914.

MILITIA OFFICERS RESIGN.

That the Colorado strike is to form the basis for a group of bills to be submitted to Congress next fall, the purpose of which is to prevent or provide a means of settling future strikes seems to be a certainty, according to advices received in the strike zone from Washington.

The Colorado strike, since September 23, 1913, has been furnishing, in active form, those problems which it seems are to be a part of the new legislative program of the President.

Probably never before has an industrial struggle been marked by such a wanton slaughter as that at Ludlow April 20, and likewise it is doubtful whether in any strike State officers have openly prostituted themselves to the corporations.

Thirty committees have investigated the strike. None of them have accomplished any results, as far as a settlement is concerned—not because they have not found that conditions demanded such a settlement, but because none seem to have had any authority to accomplish that end.

As long as the Federal troops are in the field, peace will reign in the Colorado strike district, but if they are removed it is certain that the strikers and their families will suffer the same abuse and intimidation at the hands of the State militia and the mine guards as they did before.

One thing is certain, that the operators will never cease their war of extermination against the strikers until some Federal power is found to make them agree to a meeting and a settlement. There is more publicly-owned coal land in Colorado than in Pennsylvania, and John D. Rockefeller will continue his greedy, bloody battle to obtain this land until Federal intervention is possible.

The public generally agrees that a battle between capital and labor, such as the Colorado strike has proven, is a grave social and economic disease, just as dangerous to the national health as tuberculosis And it is believed that when this economical disease becomes so virulent as to demand Federal intervention then the President of the United States will realize that it is necessary to provide a cure for this disease in the shape of the intervening arm of the United States.

Here is a good example of the lust for blood of the gunmen militia who perpetrated the Ludlow massacre of the innocents. Fully two score officers of the National Guard of Colorado are planning to resign on account of the Ludlow war.

You say at once: "Why shouldn't any decent man resign from a militia which would murder and cremate innocent women and children?" But that is not the reason they are contemplating withdrawal from the guard. They do not care to belong to any National Guard which would arrange a truce and prevent the complete extermination of the strikers, and they say that there were several officers in the guard who were not quite bloodthirsty enough to kill more than nineteen men, women and children.

What do the people of the country think the striking coal miners can expect from such a bunch of bloodthirsty lickspittles of capital if they are ever returned to the strike zone?—Furnished by the Publicity Committee, United Mine Workers of America, District No. 15.

THE MINORITY REPORT.

(Continued from Page 7.)

second Congress, the Wilson bill was accompanied by a report which said: It will give freedom to the sailors; it will promote safety at sea; it will equalize the operating expenses of foreign and domestic vessels engaged in our over-sea trade, and tend to build up our merchant marine.

I have been unable to agree with the conclusion of the committee recommending that all this work be ignored and the Alexander substitute, based in the main on existing law and the recent London convention, be enacted in lieu. I am convinced that the Alexander substitute does not better the condition of the sailors; that it lessens existing safety at sea, and will leave the existing differences in the cost of operation between foreign and American ships untouched. It will make impossible the growth and development of an American merchant marine without the granting of subsidies. It will not encourage Americans to become seamen. It will not fulfill the platform pledges of either of the parties.

At this point Mr. Bryan presents a carefully prepared parallel analysis of the two measures, and concludes his report as follows:

I believe a careful study of the analysis and of existing law will show that if the Alexander substitute should be adopted it would perpetuate and put into law existing conditions of which so much complaint has been made, but which are now regulations instead of law.

Lessening Shipowners' Liability.

The American laws limiting liability are so liberal to shipowners as to be almost a national disgrace, but there is one saving clause, which is well set forth in the case of the "City of Rio de Janeiro," cited in the committee report:

"The duty of the owners of a steamer carrying goods and passengers [is] not only to provide a seaworthy vessel, but they must also provide the vessel with a crew adequate in number and competent for their duty with reference to the exigencies of the intended route. Not merely competent for the ordinary duties of an uneventful voyage, but for any exigency that is likely to happen, such, for example, as unfortunately did happen in this case, the striking of the ship on a reef of rocks, and the consequent imperative necessity for instant action to save the lives of passengers and crew. The duty rested upon the petitioner (the steamship owners) to be prepared for such an emergency, not only by reason of the statute cited, but by the general maritime law."

The decision fully established unlimited liability where the crew is inefficient, and inability to understand orders because the crew was Chinese and unacquainted with the English language, was held to establish such inefficiency and to create unlimited liability.

The same proposition is laid down in the "Lady Pike" case (21 Wall., 1):

"That it is the first duty of the carrier and one that is implied by law to provide a seaworthy vessel, well furnished with proper motive power and furniture necessary for the voyage. Necessary equipment is as requisite as that the hull of the vessel should be staunch and strong, and she must be provided with a crew adequate in number and competent for their duty with reference to all the exigencies of the intended route."

The Alexander substitute would have been a substantial protection to the shipowners in each case, and the opportunity of the owners to escape liability would have been enhanced.

The Alexander substitute limits the discretion of the court in determining the negligence of the shipowners and the efficiency of the ship and crew, the terms laid down in its provisions being much more liberal to the shipowner than the precedents already laid down by the court and which now govern its decisions. In this respect the substitute, if enacted into law, will have exactly the opposite effect that its proponents claim for it. It will wipe out the only protection in the way of liability that remains in favor of the crew and the traveling public.

Fair Dealing to Coastwise Shippers.

There is another necessity for the passage of the La Follette bill, a seaman's bill that will subject foreign vessels in American ports to American laws, which arises particularly with reference to the use of the Panama Canal in ocean-to-ocean coastwise traffic. In the tolls-repeal debate the attention of Congress was called to the advantage Vancouver and other British Columbia ports would have over Seattle and other Pacific ports in shipping lumber to the Atlantic seaboard, owing to low rates which a foreign vessel can charge from Vancouver to New York, while from Seattle to New York an American vessel must be used and a very much higher freight rate paid. Under the La Follette bill a vessel sailing from Vancouver would have to pay American wages at Panama, Colon, and New York, and would have to comply with American standards of safety at these American ports before she could clear. If she did not pay American wages the crew would quit in American ports. The result would be to equalize rates and take from the British Columbia timber owners the advantage they enjoy over Washington and Pacific Coast timber operators.

Minor Amendments.

I am not so wedded to the La Follette bill that I will oppose any sort of amendment as to minor provisions. One feature particularly needs amplification. The bill provides that the lifeboat provisions with two able-seamen for each boat shall not apply to vessels whose course is exclusively within harbors, rivers, inland lakes, etc. Under strict legal interpretation the bill has no application to Puget Sound as to these provisions, but there is some doubt as to the use of the word harbor. This must be made plain so that there can be no doubt of the intent of the bill in this particular. We can not have one rule for San Francisco Bay and another for Puget Sound.

There may be other minor amendments, but without doubt the Alexander substitute should be defeated. No enactment at all would be better than to put this proposal into law.

Respectfully submitted.

J. W. BRYAN,
Member Committee on the Merchant Marine and Fisheries.
Washington, D. C., June 30, 1914.

MARINE ENGINEERS STRIKE.

A strike which is threatening greatly to interfere with the carrying trade of Great Britain has been declared by marine engineers in many British sea ports. The dispute has arisen from a demand by engineers for an advance of from 11 to 23 per cent. on the existing rates.

The shipowners' refusal to concede this demand is due to the fact that a uniform scale was granted to all engineers in 1912. It is pointed out by the strikers that this scale was for the purpose of leveling the inequalities in wages which prevailed. The wages of a great many of the men were raised by the introduction of the scale and they admit that no man's pay was curtailed because of it.

Quite apart from this, the engineers state that for twenty years their pay has not been increased, whereas their duties are greater owing to the increase in the size of the propelling machinery, and the larger number of auxiliaries whom they have to control. It was hoped that some agreement might have been arrived at to prevent the strike, but as thce result of a vote taken by the engineers, 98½ per cent. of the papers returned were in favor of that policy.

The districts most affected are the northeast coast and the Bristol channel, the centers of the coal exporting trade. The sailings of transatlantic liners will not be interfered with by this dispute, since two years ago the companies granted a higher rate of pay to their engineers.

The earnings of British cargo boat companies during 1913 show enormous profits. Statistics compiled by "Fairplay" show that 98 companies, representing 598 vessels, of 2,121,427 tons gross, with a paid up capital of £10,964,108, made a profit on voyages of £5,505,850. Of this sum £3,344,643 was utilized in writing down the value of the fleet, while £1,377,615 was absorbed by dividends, averaging 12.56 per cent. In 1912 cargo boats, with a capital of £10,559,843, made a profit on voyages of £2,869,516, and in 1911 the return was only £1,471,541. Owing to the deficiencies of past years, and notwithstanding the heavy sums now set aside for depreciation, a further amount of £1,130,185 would be required to maintain the provision of this nature at 5 per cent. per annum for the last ten years.

ENFORCE THE LAW!

(Continued from Page 1.)

spectors remained as quiet and complacent as ever.

Practically every one of the vessels were notoriously undermanned. They carried smaller crews than was the practice anywhere else in the wide world. The men were often required to remain on duty from 18 to 24 hours at a stretch. The inspectors designated the number of crew on the inspection certificates, but the shipowners ignored this and reduced the crew as they pleased. The courts decided that while the local inspectors had no authority in the matter the Board of Supervising Inspectors did. But the board made little or no use of its power.

Under such conditions more and more of these vessels were put into commission. The shipyards were kept busy and by 1905 had launched over one hundred of the "modern" type, and had altered many of the older vessels to conform to the new methods. The result proved very disastrous to life, though it may have been satisfactory in the matter of cash dividends.

Life-Lines Cost Money.

The harvest of death began. During the season of 1905 the steamer "Iosco," "Kaliyuga," and "Ira H. Owen" foundered with all hands. The steamer "Sevona" went ashore on Sand Island, broke in two, and the men in the forward end of the vessel were drowned because there was no life-line by which they could get aft to the boats. The steamer "Mataafa," her weakened hatches not strong enough to withstand the pounding seas in a gale, went ashore while attempting to enter the harbor at Duluth for shelter. She also broke amidships, and the men in the after end were drowned. There was no life-line by which they could get forward. The men died in full view of the whole city, which is situated on the side of a hill, and that disaster is not likely to be soon forgotten by the citizens of Duluth. Other steamers were driven ashore because of their insufficient power and equipment, and still others were badly damaged in one way or another.

Proof was at hand on every side to show the dangerous condition under which the vessels were being navigated. What did the Inspection Service do about it? Practically nothing. The following year it was decided that certain sized vessels must have a few fathoms of wire cable for use as a life-line. Then, without more ado, and without any general investigation, the matter was dropped. Nothing was done about the undermanning; nothing was done about the weakened hatches; nothing further was done about equipment.

When, however, in 1907 the new steamer "Cyprus," on her maiden trip, foundered with all hands, except one, the inspectors at Duluth were spurred into action. They rendered a mild decision that better hatch fastenings must be used. The shipowners objected and appealed the case, which finally reached the Supervising Inspector General at Washington, and the local men were overruled. While this case was pending another "modern" steamer, the "D. M. Clemson," went down with all hands on Lake Superior. But that made no difference in the final decision.

A year later the steamer "Marquette & Bessemer No. 2" disappeared on Lake Erie with her entire crew of 31 men. Again no action by the inspectors. The following season another steamer of the same type, the "Pere Marquette No. 18," was approved by the Inspection Service for the excursion business out of Chicago. She foundered on Lake Michigan, drowning 27 of her crew. Fortunately the disaster took place a few days after the excursion season had closed. Had it occurred a week earlier, while she was carrying a couple of thousand excursionists, the whole world would have been appalled at the loss of life which would have resulted. A disaster of that nature is inevitable if the present methods on the Great Lakes are continued much longer. The Inspection Service made an alleged investigation of this case, the report of which I shall discuss in a future issue of the Journal.

One vessel after another was lost until the climax was reached in the tragedy of the twelve ships that disappeared with all hands last November. Even that is not all. No sooner had navigation opened this spring when another steamer, the "Beniamin Noble" foundered during a gale on Lake Superior, the entire crew being lost. How long is this to continue?

Seamen's Lives Are Cheap.

Is the neglect of the inspection officials to be condoned because most of the lives sacrificed were those of seamen? Or because the shipowners, whose property losses were covered by insurance, did not want any investigation?

The excuse of "first offense" cannot be offered by the Inspection Service. The disasters of last fall were not the only cases in which it has been guilty of neglect. What is going to be done about it?

Let it be remembered that no vessel under the jurisdiction of the Inspection Service can leave port without the consent of officials of that Service. Every such vessel must have a certificate of inspection before she can get a clearance. That certificate is not to be issued until the inspectors have approved the vessel and her equipment throughout. Whenever such vessels leave a port it is with the permission of the inspectors and they, therefore, are parties to sending the vessel to sea. If the inspectors will not carry out the purpose of the law, it may become necessary for the law to reach the inspectors.

I call the attention of those interested in this matter to certain laws on the statute books of this nation, to Sec. 11 of the Act of Dec. 21, 1898, and more particularly to Sec. 282, Act of March 4, 1909, which was first enacted in 1905, following the terrible disaster to the "General Slocum" and part of which is as follows:

"Every owner, charterer, inspector, or other public official, through whose fraud, neglect, connivance, misconduct, or violation of law the life of any person is destroyed, shall be fined not more than ten thousand dollars, or imprisoned not more than ten years, or both."

V. A. OLANDER.

INGENIOUS LIFESAVER.

A very ingenious device has been invented by a German, Gustav Heinrich, which he declares will deprive shipwreck of all its terrors under all circumstances, says the Star Company Magazine.

Furnished with his device, a passenger might be thrown into mid-Atlantic and live in comfort for many days while waiting to be picked up.

The apparatus is made of watertight canvas. It has sleeves ending in gloves. There is a port hole in the head, which can be closed when the weather is rough. When the port hole is closed air enters through a tube above the head. No water can enter through this.

The man or woman using this device stands with his feet in a sort of bucket which forms the base. This bucket takes in a certain quantity of water which acts as ballast, and keeps the lifesaver and its occupant upright. Sufficient food and drink can be taken aboard to keep the passenger alive for a week or more.

The apparatus is provided with a revolver and signal lights, with which the shipwrecked passenger can signal for help by day or night. Attached to the apparatus are ropes by which two or three people can keep themselves afloat if they have not the good fortune to have lifesaving outfits of their own.

It is proposed that one suit of this kind should be provided for every person on a ship. At present, as has been proved by many terrible disasters, there are no adequate provisions for saving life in case of a sudden sinking of the ship through collision or any other cause.

The boats are not sufficient to carry all passengers, and it seems doubtful whether a sufficient number will ever be provided, although an unusually active movement for insuring safety at sea has been going on lately. In any case, shipwrecked passengers may be thrown in the sea with such haste that there is no chance for them to get into the boats. In such accidents the boats may be sunk or made useless from many causes.

The life-saving suits at present provided are comparatively little use in case of a shipwreck in midocean.

Generally speaking, "respect for the rights of the third party," as that phrase is used in connection with strikes, implies disrespect for the rights of the other two parties.

The statistics of the losses due to strikes would be less formidable and more instructive if they could be set off by the value of manhood saved in the issue.

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships. Fraternally yours,

LAKE SEAMEN'S UNION,
V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION

570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y.....55 Main Street
Telephone Seneca 936 R.
CLEVELAND, O.....1401 W. Ninth Street
Telephone Bell Main 1842.
MILWAUKEE, WIS.....133 Clinton Street
Telephone South 240.
ASHTABULA, O.....21 High Street
Telephone 552.
NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.
DETROIT, MICH.....7 Woodbridge Street, East
Telephone 3724.
SUPERIOR, WIS.....1721 N. Third Street
Telephone, New, Broad 385.
BAY CITY, MICH.....108 Fifth Avenue
OGDENSBURG, N. Y.....70 Isabella Street
CONNEAUT, O.....922 Day Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue
PORT HURON, MICH.....517 Water Street
ERIE, PA.....107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

HEADQUARTERS:
71 Main Street, Buffalo, N. Y.
Telephone Seneca 48.

BRANCHES:

CLEVELAND, O.....1185 W. Eleventh Street
CHICAGO, ILL.....445 LaSalle Avenue
MILWAUKEE, WIS.....151 Reed Street
DETROIT, MICH.....27 Jefferson Ave., East
SUPERIOR, WIS.....1814 Fourth Street
OGDENSBURG, N. Y.....70 Isabella Street
BAY CITY, MICH.....108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.

HEADQUARTERS:
BUFFALO, N. Y., 55 Main St. Tel. Seneca 2295

BRANCHES:

CLEVELAND, O.....1401 W. Ninth Street
MILWAUKEE, WIS.....151 Reed Street
CHICAGO, ILL.....314 N. Clark Street
ASHTABULA, O.....74 Bridge Street
TOLEDO, O.....54 Main Street
DETROIT, MICH.....7 East Woodbridge Street
PORT HURON, MICH.....517 Water Street
CONNEAUT, O.....922 Day Street
OGDENSBURG, N. Y.....70 Isabella Street
NORTH TONAWANDA, N. Y.....152 Main Street
SUPERIOR, WIS.....1721 N. Third Street
BAY CITY, MICH.....108 Fifth Avenue
ERIE, PA.....107 E. Third Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue

UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS:

Ashland, Wis.
Ashtabula Harbor, O.
Buffalo, N. Y.
Duluth, Minn.
Escanaba, Mich.
Grand Haven, Mich.
Green Bay, Mich.
Houghton, Mich.
Ludington, Mich.
Manistee, Mich.
Erie, Pa.
Menominee, Mich.
Ogdensburg, N. Y.
Oswego, N. Y.
Port Huron, Mich.
Manitowoc, Wis.
Marquette, Mich.
Milwaukee, Wis.
Saginaw, Mich.
Sandusky, O.
Sault St. Marie, Mich.
Sheboygan, Wis.
Superior, Wis.
Toledo, O.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

ploy him. And when he asks for employment the answer comes back and tells him whether or not he can live. The laboring man to-day finds himself confronted with an organization of employers; he finds himself confronted with a combination of capital; he finds himself confronted with a concentration of industry and control of employment—all standing between him and the right to labor to live and to support those dependent upon him.

"This is the plight of the individual laboring man to-day. This is his absolute dependency standing alone. This is his utter helplessness as a single individual.

"Under these new and changed industrial conditions union is his only remedy, his only relief, his only defense, his only hope. He must have the right to meet organization with organization. He must have the right to meet combination with combination. He must have the right to meet concentration with concentration. He must have the right to conform to these new and changed industrial conditions. He must have the right to avail himself of these new agencies and instrumentalities of action—these new powers and forces of united effort—in order to claim his right to labor, to live—in order to maintain industrial equilibrium—in order to secure a just and fair apportionment of the fruits of industry and toil.

"There is a difference between a labor organization and a trust. There is a difference between a labor organization and a combination in restraint of trade. There is a difference between a labor organization and a monopoly of the resources of human life. There is a difference between an organization for a lawful, natural purpose and an organization for an unlawful and a criminal purpose. There is a difference between an organization to preserve and safeguard natural inherent rights and an organization to monopolize and prey upon the vital necessities that sustain human life. There is a difference between men organizing for the lawful purpose of securing employment, and to claim the right of all men to labor, to live, and to enjoy the fruits of that labor, and men organizing as a trust, a combination in restraint of trade, a monopoly to control the vital resources of human life, the very inception of which is unlawful, the very existence of which is unlawful, the very continuance and duration of which are unlawful, and the very object and purpose of which is contrary to law and in violation of the natural inherent right of man to live."

Educational Value of Safety Campaigns.

In many cities about the country the street railway companies, and in some instances by civic organizations, have instituted "safety" campaigns with the purpose of pointing out and impressing the public, especially children, with the dangers of street travel and also regarding the precautions that should be taken to avoid them.

The methods adopted to direct attention to these matters are various. The advertising columns of the newspapers are utilized; circulars and letters are sent through the mails, as in Boston, for instance, where the Chamber of Commerce has employed this method to reach parents and request them to warn their children of the perils they are exposed to when playing in the streets. In some cities the movies have been pressed into service at which free exhibitions are given presenting object lessons in how accidents are liable to occur, demonstrating the proper way to get on and off street cars and other matters pertinent to the purpose in view. This plan has proved popular with young and old, being entertaining as well as instructive.

The need of such eucational work is obvious as indicated by the great number of accidents in the streets. While the automobile is responsible for many of these, yet the electrics and horse-drawn vehicles contribute a considerable quota also. In a great number of cases the victim is himself to blame. This is true of youngsters who are prone to ignore the regular crossings and dodge out from behind a wagon which cuts off their view, into the middle of the street directly in front of a moving car or vehicle, oftentimes with tragic results. Against this practice, children should be particularly warned, for it frequently happens even though the motorman or the driver of an automobile or a truck be ever so careful or vigilant, he is unable to pull up in time to prevent a disaster.

These safety campaigns have considerable practical merit and ought to result in reducing the number of accidents on the streets. They should be inaugurated everywhere, especially at this time when the vacation season is about to open and so many children will be at liberty and left largely to their own devices. While it is impossible to keep some of them from using the streets for playgrounds, it is possible to impress upon them the need of observing caution and pointing out to them the things they should not do and the risks they should avoid taking.—Fall River (Mass.) Globe.

Unlawful to Even Talk.

The Roman tyrant who posted his legal notices so high no one could read them, and then punished violators of these laws, has a duplicate in Federal Judge Humphrey, who has issued a sweeping injunction against striking employes of the American Steel Foundries at Granite City, Ill., who are prohibited from even talking to strikebreakers.

The judge imitates the style of the Roman emperor when he orders that 100 copies of his mandate be posted by the company in and about its plant, and that the affidavit of its agent shall be proof of the posting of the writ, which, the court commands, applies to the defendants "and upon all other persons from and after the date of this decree."

The court assumes that the strikers imagine his jurisdiction is worldwide, instead of being confined to Southern Illinois, for they are ordered not to converse with the company's employes or interfere with its business at Granite City "or elsewhere."

The strikers "and all other persons" are prohibited from committing violence or destroying the company's property—offenses that are punishable under the criminal code. But to make sure the strikers will be discouraged by this fearsome and unheard-of writ, the court orders that they cannot induce, persuade, or even suggest that the strikebreakers cease working at the struck plant. Furthermore, they are warned against "protecting, aiding or assisting any person or persons in committing any of said acts, and from assembling, loitering or congregating about or in proximity of the said plant . . . and from picketing or maintaining at or near the premises of the complainant, or on the streets leading to the premises of said complainant any picket or pickets," or from ordering, directing, aiding, assisting, or in any manner abetting any person committing any or either of the acts aforesaid.

Under the injunction it is impossible to conceive of a constitutional right the strikers may enjoy without coming under the ban of the court and be jailed for contempt.

The rights of the strikers are not only denied, but the court orders that they pay the costs of the case.

Last November the foundry closed down, throwing 1,600 men out of employment. This spring the plant started under an announced non-union policy and a reduction of wages. A committee from the central body called on the management, but was given the "nothing-to-arbitrate" answer. The company would recognize no one or any committee, except the individual workers "who might have a grievance." A strike resulted.

AMERICAN SHIPBUILDING.

During the fiscal year ended June 30, 1914, there were built in the United States and officially numbered 1291 vessels, of 311,578 gross tons, compared with 1648 vessels, of 382,304 gross tons, for the same period ending June 30, 1913. The principal vessels are four American-Hawaiian Company steamships, each of 6600 gross tons, and three Grace Company steamships, each of 6300 gross tons, all for the Panama Canal trade, and averaging 4000 net tons. The steamship "Matsonia," for Hawaiian trade, 9728 gross tons, is the largest vessel built in the United States since 1905, and the "John D. Archbold," 8374 gross tons, is the largest oil tanker yet built in the United States. On the Great Lakes 10 steamers of over 1000 tons each were built, the "Alton C. Dustin," 7978 gross tons, being the largest. Only three large schooners were built. In all, 38 vessels of over 1000 tons each were built, aggregating 169,000 tons.

Captain Harry Stremmel, Chief Officer Robert Hill, Second Officer Eric Froberg and Purser Robert C. Pitt of the Pacific Navigation Company's steamer "Harvard" were indicted on July 11 by the Federal Grand Jury at San Francisco on the charge of an assault on the high seas. The men are accused of beating twenty-three-year-old Louis G. Lull on the trip of the "Harvard" from San Pedro to San Francisco on June 30th. Lull had a fight with the chief officer in the south, and on the way up was taken into the skipper's cabin, beaten and three teeth knocked out.

Arbitration is the alternative of war. It will never be more than an unattainable ideal to those who are unwilling or unable to put up a fight.

EXPLAINING HARD TIMES.

In the face of the colossal and unparalleled productive powers of the twentieth century civilization, local causes cannot explain the commercial depression. Nor can the silly explanation that "the Democrats are in power again," clear the situation. It will only befog it.

The causes of hard times are economic; they are not political. "Hard times" is an economic phenomenon.

The explanation is simple. Good times are dependent upon the purchasing power of the masses. It all depends upon that, and real statesmanship would concern itself with increasing the "purchasing power" of the great mass of the people to the highest possible point; but the economic forces at work in the world to-day tend to reduce the purchasing power of the masses to a constantly lower level. The trade-unions are the only agency in society to-day that offer any resistance to this tendency. At best trade-unions are weak, ephemeral. In no large way are they competent to operate against economic forces which are at once invisible, impersonal, institutional, intangible, subterranean, automatic and irresistible.

There are only three factors in the production of wealth, and three only in distribution, and the whole problem is involved in distribution. Distribution is wrong, that is why times are hard.

These three factors are labor, capital and land. They produce everything and they get everything. Labor gets wages, capital gets interest, land gets rent. Wages, interest and rent get 100 per cent. of everything produced, be it little or much. "Wages" go to labor for work done in the past. "Interest" goes to capital for the use of stored-up work, also done in the past. All real capital is stored-up labor. Land is not capital, although it is capitalized and yields rent. "Rent" goes to privilege, to legal monopoly, which does nothing. Wages (which measures and represents the purchasing power of the multitude) tends steadily downward. Hence the need for unions. If wages tended upward, there would be no unions. Interest, on legitimate capital, tends steadily lower, as capital becomes more abundant. Rent tends steadily higher, as land gets scarcer and ever higher in price. There is nothing so irresistible as a tendency, and no tendency can be coped with until understood.

Land is a fixed quantity. Labor is not and capital is not. Both can be and are steadily reproduced; land cannot. There is no more land here than when Columbus discovered this country, but there are 100,000,000 more people, $45,000,000,000 more capital and about $80,000,000,000 worth of land monopoly. Rent has got ahead of business.

About two-thirds of our so-called national wealth is not wealth at all, but is tribute levying power capitalized into unthinkable sums and owned by a fraction of the population. Land values can be indefinitely inflated. Labor cannot be inflated at all, neither can capital. Monopoly alone can be inflated, overcapitalized, watered. There is no speculation in labor, nor yet in capital, but there is in land.

The only way to make business good and keep it good is to reverse the present tendency—that is, to raise wages and lower rent. This would take the increased wages out of the fund which creates most of our millionaires. Speculation in land must be destroyed.

It is utterly impossible to have a prosperous people and at the same time pay rent on $80,000,000,000 worth of monopoly. Our proluctive forces are not great enough, and we cannot increase production fast enough to get ahead of monopoly, because inflated land values are capable of indefinite and infinite expansion. It can always get ahead and keep ahead of business.

Monopoly produces nothing. It is entitled to nothing, and under a sane civilization it would get nothing; while to-day it gets the lion's share of everything. The revenues of monopoly should be taken to sustain government and taxes upon business should be abolished.—Henry H. Hardinge in Press Bulletin of the American Economic League.

MEXICO AND THE SINGLE TAX.

President Wilson sees the remedy for Mexican land monopoly by some such means as that followed in New Zealand. New Zealand's method is taxation of land values. Its system is not perfect. Its law makers were pioneers in application of the remedy and made some serious mistakes that should be avoided where its good example is imitated. But no matter what may be the immediate result of President Wilson's suggestion, to him belongs the honor of being the first President who, while in office, called attention to the fundamental character of the land question and to the use of the taxing power as the means of solution.

The New Zealand land laws—in which President Wilson sees a suggestion of what Mexico should adopt—are unnecessarily complicated. The central government derives about thirteen per cent. of its revenue from land value taxes. Unimproved land holdings are taxed one penny to the pound. This rate is progressively increased on holdings of over 5000 pounds in value up to 200,000 pounds. Then there is a surtax levied on the holdings of non-residents. In some cases the tax is said to be as high as three and a half per cent. on residents and six per cent. on non-residents. Municipalities in New Zealand have home rule in taxation and many of these have taken advantage of this power to apply the single tax for local purposes.

The principal fault of the New Zealand system is in its graduated feature. There it departs from the sound principle of "equal rights to all and special privileges to none." To eliminate the defects and make the system perfect there should be the same rate of taxation on the value of all holdings, large and small. As it is, New Zealand does not penalize many small monopolists who in the aggregate may hold more opportunities out of use than one big monopolist. It is small consolation to an unemployed man to be told that his plight is not due to any favors shown a big monopolist but to encouragement offered to little ones. In encouraging Mexico to follow New Zealand's example, there should be added the suggestion to improve on it, by making it the straight single tax.

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LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

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Federated Seamen's Union of Australasia
29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

The strike of the Westinghouse employes in the Turtle Creek Valley, Pennsylvania, which began on June 5, is over and the workers returned on July 13 to the three plants. At a mass meeting of 4000 strikers it was voted almost unanimously to return to work and accept the offers of better working conditions made several weeks ago by the heads of the industries. The vote affects ten thousand men and women.

Organized labor in Denver has issued invitations to unionists throughout the State to assemble in Denver on Labor Day and hold a monster celebration for the purpose of impressing on politicians the views of workers for industrial justice. It is said this move is being favorably received throughout the State. The project also is intended to answer those politicians who are now endeavoring to capture the fall elections under the cry "law and order."

It is announced that conductors and trainmen in the passenger service of the Pennsylvania railroad system will get no vacations with full pay this summer. The company is "miffed" over an award last fall with regard to wages and working conditions, which compelled it to do several things the officials believe are "unreasonable and burdensome." The railroad complains of persistent demands from the railroad brotherhoods, whose members appear discontented, and continually insist on better conditions and higher wages.

Representatives of the Iron Molders' Union and their employers recently discussed foundries and working conditions with a representative of the New York State Labor department. The workers insisted that their health required vestibules, to exclude cold air from foundries when the doors were opened, and ventilators were suggested to carry off the fumes and gases created in the making of castings. The employers raised the question of expense, but the conference impressed them with the necessity of providing sanitation for the molders.

Washington, June 27.—From a coal miner to a member of the President's cabinet and the recipient of the degree of doctor of laws from the Maryland Agricultural College, Secretary of Labor Wilson talked to the graduates of that institution on some of the problems confronting the workers. He said the difference in settling the capital and labor question was the proper distribution of the world's products, which must be accomplished through education. He opposed compulsory arbitration because more often than otherwise neither side was ever satisfied.

"When Greek meets Greek then comes the tug of war," is no longer true, in the opinion of State Labor Commissioner Koch of Minnesotta, who is investigating the claim of Greek laborers who say they were not given jobs by the Great Northern Railway after they had paid $9.75 at St. Louis to work on the railroad in Minnesota. The State official is sure the padrone system is at work, and the ignorance of the Greeks is taken advantage of by some of their countrymen, but it is impossible to secure evidence, as it is impossible to induce one Greek to testify against another Greek.

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Abolin, K.	Landgren, Carl
Albers, Geo.	Lilliland, G.
Alonzo, J.	Lee, J. C.
Anderson, A. -1821	Luther, F.
Anderson, Alfred	Larsen, B.
Anderson, Julius	Larsen, E. B.
Barker, Thos.	Lersten, J.
Bohm, Aug.	Lind, Hjalmar
Bodsten, S.	Lutten, T.
Bjorkman, Chas.	Mattson, Rudolf
Backman, A. A.	Mortensen, John R.
Bekker, Geo.	Martinsen, Ragvald
Berglund, Ivar	Maher, Wm.
Brennan, P.	Markman, H.
Braun, G. W.	Merkle, G.
Carlson, John -861	Mikkelsen, K. -1620
Carlson, Thure	McGuire, W. T.
Daniels, C.	Nordstrom, J. E. W.
Deuland, Chas.	Noshis, P.
Daly, John	Nygaard, Olaf
Danielsen, J. M.	Naro, H.
Engstrom, F.	Njosvik, J.
Elsted, J.	Nase, A. Knudsen
Eriksen, John	Newland, E.
Eriksen, Egill	Nickerson, A. D.
Evanger, Nils	Nielsen, H. J.
Eenes, Ingvard	Nissen, Louis
Finck, John	Olsen, O. P. -1141
Forslund, Victor	Olsen, Martin
Fredriksen, Harold	Osterberg, Gustaf
Franzell, A.	Olsen, Edwin
Giortz, P. V.	Olsen, Jorgen
Grendal, Chas.	Paaso, A.
Grant, Dave	Petersen, Fred
Griel, H.	Rasmussen, Arthur
Gueno, P.	Rosen, H. M.
Hansen, Ragnvald	Saunders, R.
Holst, Rudolf	Schmit, John
Hood, W.	Schankat, Hans
Holm, Fred	Seppala, T.
Hopke, P.	Soderberg, Albin
Howard, J.	Staff, Fred
Hubner, Herman	Stapf, Andreas
Hansen, C. F.	Stover, Harry
Hansen, H. O.	Svensen, Ted
Hansen, Olaf	Sundberg, K. K.
Haak, R.	Sunde, P. A.
Hagger, F. W.	Sund, K. A.
Hellisen, H.	Sheele, A.
Jacobsen, Torgils	Smith, E. C.
Jacobsen, Oscar	Swenson, L. G.
Jensen, Chr. P.	Sheppard, Stewart
Jensen, J. -1684	Townsend, R.
Johnson, A. W. -2186	Thomsen, Alf.
Jacobson, A.	Tahti, Hjalmar
Johannesen, Ludvik	Thorsen, Torger
Johannesen, Karl	Thorsen, Johansen
Johanson, P. A. (Reg.)	Thorton, Thomas
Johnson, Hilmer	Toosen, Theo
Klousen, Adolf	Utne, L. B.
Kallas, M.	Ullman, John
King, Frederick	Valentinsen, G.
Kruger, J.	Vetland, Sverdrup
Kjorsvik, Johan	Wold, Statius
Knutsen, Knut	Woods, Patrick
Larsen, A. -125	Wettland, Johan
	Wickstrom, W.

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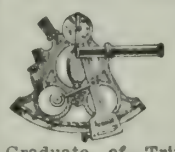
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Tacoma Letter List.

Andersen, Anders	Kesber, Karl
Anderson, John	Linea, W.
Almkvist, Emil	Line, Wiktor
Berglind, Ed.	Loren, A. L.
Bjorklund, Eric S.	Murphy, Daniel
Carson, James	Nielsen, Niels -751
Corty, Caser	Nilsson, Teodor
Doering, E. W.	Nisse, Clemens
Englund, Gust. E.	Ogilvie, Wm. A.
Hansen, Johannes	Olsen, Martin E.
Isaksson, Karl	Paterson, John
Iversen, Iver	Swansson, August
Johansson, Charles	Wilbrandt, Harry
Johansen, Christian	Wene, K. J.
Karthauser, Otto	

INFORMATION WANTED.

Axel Peterson, F. Lundberg, J. Gustafson, M. Garcia, crew of the steamer Riverside, at the time she towed in the Oceana Vance, kindly call at the office of the Charles Nelson Co. for money due them.

Any one knowing the whereabouts of Wilhelm Brannemann, born at Dockenhuden, Germany, in 1882, please communicate with Hans Martens, No. 1892, Sailors' Union of the Pacific, San Francisco.

Jacob Rokus is inquired for by his brother, Henry John Rokus, and would like to communicate with him. The last I heard from him was in 1903 at New Orleans on British steamer "Michigan," where he was shipmate. He is 32 years old and was born near Rotterdam, Holland. Any information of his whereabouts will be very thankfully received by me at 55 Main street, Buffalo, N. Y.

Carl Julius Carlson, born in Sweden in 1877, is inquired for by his mother. There is about $2000 due him from his father's estate. Last heard of in September, 1902, on the Atlantic Coast. Previously sailed on the Clifford between St. Johns and New York. Address Fru Sophia Carlson, Klubbegard, Hallands Lan, Heberg, Sweden.

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Eureka, Cal., Letter List.

Eriksen, Anton	Hansen, Karsten
Hansen, Harald	Haldorsen, Adolf
Hansen, Harry -1827 (photo)	Lomas, Richard
	Thorssen, Fredrik N.

INFORMATION WANTED.

The members of the crew of the barkentine "Mary Winkelman" who made the voyage in her to Mollendo, Peru, and arrived at San Francisco on her return trip on April 5, 1914, are wanted by the Charles Nelson & Co. at San Francisco, Cal.—6-24-14.

Andre Wilue, a seaman, born at Dundee, Scotland, age 34, about 5 feet 8 inches tall, supposed to be sailing on the Pacific Coast, is inquired for by his father. Anybody knowing his whereabout, kindly notify A. S. Wilue, Monifieth, Vancouver, B. C.—6-24-14.

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Portland, Or., Letter List.

Anderson, A. -1645	Karlson, August
Anderson, Gust. -1808	Kluge, Frank
	Kelly, Patric
Andresen, Anton -1635	Laine, Frank
	Larsen, John
Andersen, Mike	Lewik, Karl
Bergman, Karl W.	Lutzen, Wald.
Berglund, Ed.	Mathson, Nils
Bjorkman, Chas.	Mathiassen, Sigurd
Brun, Mathias	Maass, R.
Bults, Ernest	Meckerman, Ernest
Bakkersen, Peter J.	Marx, Thorwald
Carlsen, J.	Mikalsen, Andreas
Christensen, H. P.	Moberg, Karl
Carlson, C. Erland	Nelssen, C. J.
Campbell, Frank	Nilsson, Axel
Dahl, Henry	Nielsen, Kristian
Deswert, William	Narberg, John
Day, Aca	Olsen, Arthur
Danielsen, Nils J.	Olsen, Ansgar
Edstrom, John	Olson, J. W.
Erman, A.	Olsen, John Andreas
Ekham, Frans	Phillip, Max
England, E.	Petterson, Einar
Freitag, Franz	Peterson, Hans
Fristrom, S.	Petersson, M.
Geiger, Josef	Pettersson, W. H.
Gordia, Piet	Pelz, Gottfried
Gynther, John	Pohland, Max
Gravier, Eugene	Petersen, John
Greil, Ben	Rautio, Jacob
Hansen, Max O.	Reincke, Herman
Henriksson, William	Rhodes, F.
Hellman, Albin	Schmidt, Hans
Henricks, Woldemar	Swanson, Carl O.
Hedlund, Albert	Simens, O. L.
Holm, Aage	Scott, James
Huneig, Hans	Schulz, Alfred
Hansen, H. F. C. C.	Wieprecht, Ernest
Johansen, Chris	Welsen, J.
Jansson, L. -2166	Walter, John
Johansson, Arvo	Woldhouse, John
Jacobson, A.	

Aberdeen, Wash., Letter List.

Andersen, -1118	McLean, H.
Arnell, John	Martin, James
Andersen, F. C.	Mackenzie, Hector
Andersson, Geo.	G.
Behn, Alfred	Malm, Gus
Bowen, J. J.	Nordgren, Chas.
Burkland, John	Oksanen, Juko
Breien, Hans	Olsen, Oswald, -1059
Butler, J. E.	Peterson, Axel
Christensen, Albert	Pettersen, Karl
Christensen, F. R.	Petersen, J.
Christensen, Hans P.	Pettersen, Olaf
	Peter, V.
Christiansen, -1093	Peterson, Nels
Ernandes, Frisco	Rundblad, Oscar
Eriksson, -333	Sim, Gunder
Elenius, Axel	Schmidt, Heinrich
Evanger, Nils	Simensen, Isak
Fuller, J. H.	Sorensen, -1607
Forde, S. C.	Scheftner, Bernhard
Graf, Otto	Sundberg, John
Heinig, Johann	Schacht, Hein.
Hansen, Ove Max	Sormato, Matti
Hansen, C. F.	Schlachti, Alf.
Junge, Heinrich	Toves, H. C.
Jacobson, Arthur	Thorne, John
Johansen, Hans	Udby, Harold
Knudsen, R. E.	Walder, Olsen N.
Kinnunen, A.	Packages.
Kyrkslatt, L.	Glazer, Y.
Kristiansen, Nils	Gorgensen, Olaf
Loining, Hermand	Hansen, John
Lengtssen, Gottfried	MacGuire, O. F.
Laine, Herman	Solberg, Peter
Lorsin, G. L.	Stanners, W. S.
Larsen, Lars	

INFORMATION WANTED.

Anybody knowing the whereabouts of Arne Johnsen please notify O. M. Johnsen, Mosby, Christiand S., Norway.

Frederick Wood, a seaman, sailing on the Pacific Coast, is inquired for by his sister, Miss Lucy Wood, 108 Broughan street, Darlinghurst, Sydney, N. S. W., Australia. He is described to be tall, with dark curly hair and carries a scar on the nose. Anyone knowing his whereabout kindly notify the office of Chief of Police, San Francisco, Cal.—6-24-14.

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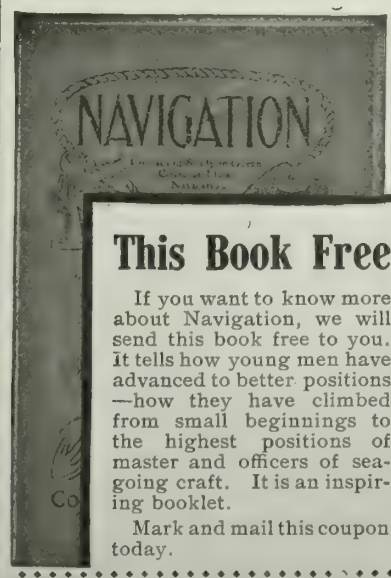
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Home News.

The walnut crop of California this fall, it is estimated, will exceed 10,000 tons. The probable chestnut crop has not been estimated.

Orders have been issued placing the Pennsylvania railroad's Juniata shops on full time, 55 hours a week. They have been working 45 hours a week. The output of the plant is to be increased from 10 to 15 locomotives a month.

The smallest convention to meet in San Francisco in 1915 among the 235 already listed, will be the Baronial Order of Runnymede. This order is composed of the direct descendants of the twenty-five barons who wrested the Magna Charta from King John in 1215. There are in the United States less than 100 members. June 15, 1915, will be Magna Charta Day.

Eric Lantala, the Finnish miner who attacked Mayor Louis J. Duncan, because of the city executive's refusal to deport a correspondent of a Michigan Finnish newspaper upholding the policies of the Western Federation of Miners and who was shot by the Mayor, died of the wound. The bullet penetrated the liver. Lantala refused to make any statement to the county attorney in regard to the affair.

Washington, July 2.—Treasury figures completed show that the Federal Government went through its first fiscal year under the Wilson administration with its income exceeding ordinary expenses by $33,784,452.07. Nearly thirty-three and a half millions odllars, pouring into the treasury on June 30, the last day, brought the total receipts for the year up to $734,343,709.20, a million and a half above Secretary McAdoo's original estimate, and turned into a surplus what had promised the day before to be a substantial deficit.

The United States Government exhibit at the Panama-Pacific International Exposition in San Francisco has been divided into sixteen grand divisions or sections, representing all of the executives departments, except one, and seven independent offices and commissions. The departments to be represented by exhibits are State, Treasury, War, Postoffice, Navy, Interior, Agriculture, Commerce and Labor, and the other divisions comprise the Civil Service Commission, the Isthmian Canal Commission, the Library of Congress, the Smithsonian Institution, the Commission of Fine Arts, the Government Printing Office and the American National Red Cross.

Detective Burns and his circus methods were roasted to a brown turn at the closing session of the International Association of Chiefs of Police held at Grand Rapids, Mich., when it was voted to oust Burns from membership and instruct the president of the association to notify the "great detective" to remove the insignia of the association from his letter heads and to carry the matter into court should he refuse to comply with the request. Burns was branded as one whom the members of the association do not care to be associated with in police matters. His methods of doing business came in for a round scoring. Chief Beavers, at Atlanta, fired the first broadside at him because of his methods in a murder case in that city, which were declared to be disgraceful.

Domestic and Naval.

Joseph Burton, negro, nineteen years old, who threatened to blow up the "Aquitania" unless he received $10,000, was sentenced July 1 in general sessions to serve fourteen years in Sing Sing prison.

Bids opened by the Navy Department June 26 for the transportation of one cargo (not over 6,000 tons) of coal to Yokohama, July 1-August 15, were as follows: U. S. Shipping Company, $3.97 (accepted); Wittenberg Coal Company, "Harpalion," now chartered to United States, 8,500 tons, leaving 2,500 at Manila, $4.54; Barber & Co., "St. Fillans," expect July 6-10, $4.

In June, 1913, the merchantile marine of the Netherlands consisted of 421 steamships, of which 145 ships, not counting tramp ships, were connected directly with the East Indian Archipelago; 40 vessels, of a total of 154,913 tons, were added to the merchant fleet in the course of the year, but as 10 ships were withdrawn from service, the net gain was 30 ships of 135,424 tons.

Eight whaling ships are stated to have recently arrived at Montevideo, carrying a total of 150,000 barrels of whale oil, representing the slaughter of 3,000 whales. A local newspaper urges the Cilean, Argentine, and British Governments to take concerted action to regulate the whaling industry in the South Pacific and South Atlantic, in order to avoid the rapid disappearance of the source of supply.

The rate war in the Far Eastern trade from German and British ports seems to get keener and keener, owing to the tactics of the Rickmers line, of Hamburg. The policy of the Rickmers management appears to be to quote rates just below those of the Conference lines and the latter as soon as they hear of the "cuts" reduce their rates accordingly. The Rickmers line is understood to have declined an offer to join the Conference and at present all the companies are carrying cargo at a loss.

By the terms of a bill introduced in the House June 27 by Representative George W. Edmonds, of Pennsylvania, a harbor improvement tax would be levied upon all vessels engaged in the foreign trade of the United States. For vessels of less than 20 feet draught, the tax would be two cents a ton; between 20 and 25 feet feet, four cents; between 25 and 30 feet, six cents; between 30 and 35 feet, eight cents, and over 35 feet, ten cents a ton. The tax would be collected every three months and the Secretary of the Treasury would be authorized to make regulations for the enforcement of the law.

The new Cunard liner "Aquitania" is equipped with two motor lifeboats, 30 ft. in length and decked over the greater portion of the length. They are each equipped with a 30-h.p. Thornycroft motor, which starts on petrol, and is then run on paraffin. There is a fuel tank holding 40 gallons of paraffin. The motor also supplies power for a ¼ k. w. Marconi wireless installation. The boats will be well able to tow a number of other boats in cases of emergency, and for this purpose are fitted with strong towing bitts. With the engine full ahead, they can be turned completely round in about half a minute.

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INFORMATION WANTED.

Heinrich Schel, born in Zingst, near Barth, Germany, is requested to communicate with Mr. A. Praast, 93 Diepe Straat, Antwerp, Belgium.

William Fayette White, whose mother died recently, is inquired for by his brother. Anyone knowing his whereabouts please address S. A. White, 106 W. Salem Ave., Roanoke, Va.

George Albert Vaughan, age 47, of Handsworth, Birmingham, England. Was in New York City in 1902; worked as steward on New York and South American boats. Important. Address, Rev. R. C. Cookson, 96 Monroe street, Brooklyn, N. Y.

Karl or Charley Emil Olsen, a native of Christiansand, S. Norway, about 26 years old, light complected and stout built, last heard from nearly two years ago when in Sydney, N. S. W., is inquired for by his anxious mother, Enke Karen Olsen, Markens gd. 26 Christiansand, S. Norway.—8-7-1914.

William McGrail, of Baltimore, Md., who sailed on the Atlantic and Gulf Coasts as cook for a number of years, is inquired for by his brother, George McGrail, 603 Decatur street, New Orleans, La.

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INFORMATION WANTED.

Samuel Dickson, a seaman, aged about 40 years, son of Moffett Dickson, deceased, of Belfast, Ireland, or any person knowing his whereabouts, is requested to communicate at once with the undersigned in connection with a legacy. A. R. Smith, U. S. Shipping Commissioner, Philadelphia, Pa.

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Hallen, Victor	Vogel, Gus
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Seattle, Wash.

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News from Abroad.

The conference in Torreon, which met to adjust differences between Carranza and Villa has completed its labors to the satisfaction of the first chief of the Constitutionalists, according to the announcement of Gustave Ezpinosa Morelos, General Carranza's private secretary.

H. Warrington Smith of Cape Town, South Africa, Government Secretary for Mines and Industries, in his report for 1913, indicates from inquiries among the men the principal causes of discontent which underlay the industrial upheaval. No explanation merely based on the growth of Syndicalist or Socialist views can, he remarks, satisfactorily explain the occurrences of the year.

The total amount included in this year's French budget for the granting of shipping subsidies is 31,920,-140 francs, being about 380,000 francs more than that voted for the year 1913. Of this total the Compagnie Fraissinet receives 550,000 francs for its Corsican service, the Messageries Maritimes Co. gets 15,-973,000 francs for its four services, the Compagnie Generale Transatlantique 12,178,000 francs for its three services, the Compagnie de Navigation Sud-Atlantique 3,218,000 francs, etc.

Germany has vigorously taken in hand her great housing problem. Bad housing, says ex-Minister of the Interior Count Posadowsky, is the reason why the national birth-rate has fallen from 42 to 29 per 1000 in the last forty years. The absence of National housing legislation is one source of the evil. Housing has been left to the state legislatures, and these have done very little. Their neglect has caused friction. A year ago Dr. Delbruck, who now holds Posadowsky's portfolio, threatened that if Prussia did not improve her housing the empire would intervene. This threat, it is said, has made the reformers hurry up.

The Italian Government has found it necessary to issue warnings to intending emigrants against optimistic reports of labor conditions in the United States. There have been published statements as to the strong demand for laborers on the West Coast and of inducements that would signify preparations for a large immigration movement by way of the Panama Canal when it is opened. It has been stated that tickets had been sold in Italy for this movement, as large a number as 100,000 being mentioned. This has led the Government Department of Emigration in Rome to deny the rumors that such tickets are being sold in Italy.

A great transformation is taking place along the lower stretches of the Thames. Old docks are being enlarged and new ones built under the scheme of the Port of London authority to increase the trade of London. New model towns are springing up, where once great slums existed, and within a few years "Thameside" will have entirely changed its appearance. The most important item in the authority's program is a magnificent deep-water dock, which is being cut south of the Royal Albert dock. When complete it will cover 65 acres and the mean depth will be 35 feet. So far 2,000,000 cubic yards of earth have been excavated and as much again remains to be removed.

With the Wits.

Friend—What were your sensations in the wreck?

Victim—Just the same as in football. Three coaches passed over me and then the doctors came.

"Why on earth don't men settle down after they marry?" complained Mrs. Gabb.

"Because their wives won't quit stirring them up," retorted Mr. Gabb.

"Ferdy says he is unworthy of me."

"My beau doesn't talk that way. He says I am the best girl in the world, and that the best is none too good for him."

"How did you find that piece of steak, sir?" asked the smiling waiter in anticipation of a liberal tip.

"I really don't know," said the large man, gazing at his plate; "I just happened to move that little piece of potato and the steak was under it."

Professor—What produces sound waves?

Student—I don't know, sir.

"Well, here I speak to you for fifteen minutes, and that which proceeds from my mouth produces sound waves. Now, what is it?"

"Hot air!"

"What kind of meat have you this morning?" asked the husband of the butcher.

"The best steak we have ever had, sir," replied the butcher. "Here you are, sir; as smooth as velvet, and as tender as a woman's heart."

The husband looked up and said: "I'll take sausage."

"Wasn't King John a wicked man?" said the professor's little daughter the other evening. "He used to run over people with his motorcars."

The professor was puzzled. "Haven't you made a mistake?" he inquired doubtfully. "Surely you teacher didn't tell you that?"

"Oh, yes, she did! She told us that King John ground down the people with his taxis."

Joint Accounts

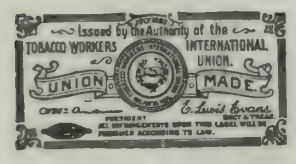
This bank will open accounts in the name of two individuals, for instance, man and wife, either of whom may deposit money for or draw against the account.

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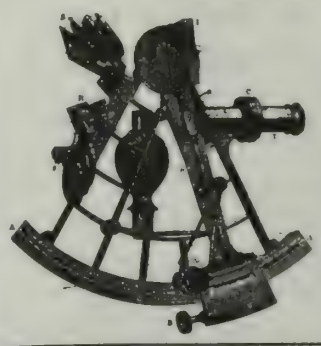
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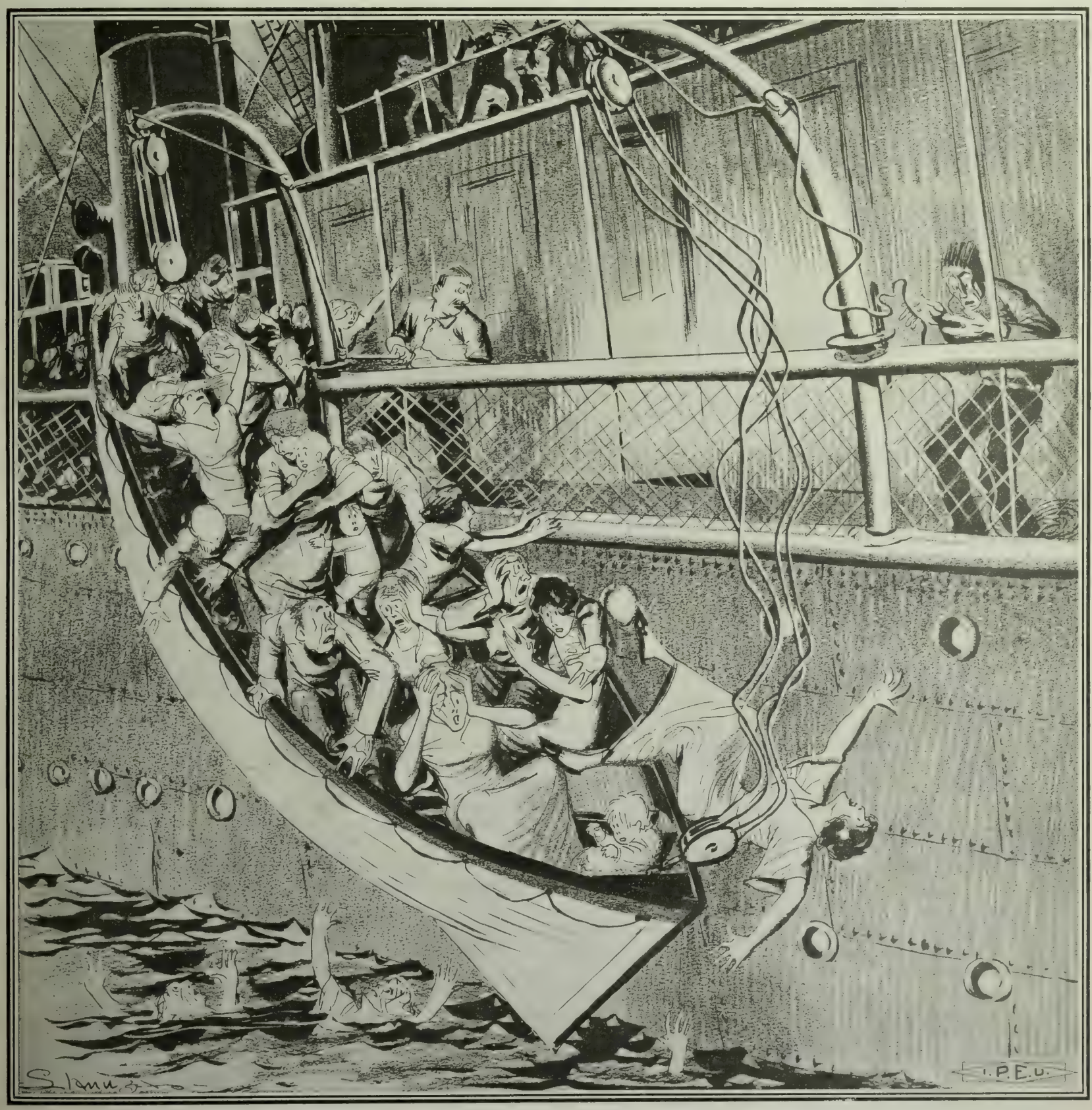
ARGONAUT SHIRTS

COAST SEAMEN'S JOURNAL

FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

"SAFETY FIRST" EDITION

VOL. XXVII, No. 45. SAN FRANCISCO, WEDNESDAY, JULY 22, 1914. Whole No. 2287.



UNSKILLED SEAMEN AT WORK

WHILE THE "SAFETY FIRST" SLOGAN HAS BEEN GENERALLY ACCEPTED ASHORE, THERE ARE POWERFUL FORCES AT WORK TO PREVENT ITS ADOPTION AT SEA. SAFETY AT SEA DEPENDS LARGELY UPON EFFICIENT AND SUFFICIENT CREWS. THE LA FOLLETTE SEAMEN'S BILL (S. 136), WHICH PASSED THE SENATE LAST OCTOBER, PROVIDES FOR BOTH. FOR PURELY SELFISH REASONS, SHIPOWNING INTERESTS HAVE PERSISTENTLY OPPOSED THIS BILL AND HAVE SUCCEEDED IN PREVENTING ACTION UPON IT IN THE HOUSE OF REPRESENTATIVES. IF THE TRAVELING PUBLIC WILL USE THEIR INFLUENCE WITH MEMBERS OF CONGRESS THE BILL WILL PASS AT THIS SESSION. WILL YOU WRITE YOUR CONGRESSMAN TO-DAY?

WRECKS THAT TAUGHT LESSONS

"Skilled Seamen" and "Boats for All" Essential to Safety

No two shipwrecks are exactly alike, hence every one of the many recent disasters on the water has taught its own lesson. But in every instance it has been clearly demonstrated that so-called "Safety at Sea" without a sufficient and efficient crew, and without "boats for all," is a farce, a delusion and a snare.

Loss of life in each one of the shipwrecks which are referred to in this article, could have been greatly lessened or wholly prevented if the vessels had been manned by a sufficient number of skilled and experienced seamen and carried lifeboats for all on board:

1891, March 17—Anchor liner "Utopia" sank in collision with British steamer "Anson" off Gibraltar; 574 lives lost.

1892, January 13—Steamer "Nanchow" wrecked in China Sea; 414 lives lost.

1894—Steamer "Horn Head" sunk by iceberg; 62 lives lost.

1895, January 30—German steamer "Elbe" in collision with British steamer "Crathie" in North Sea; 335 lives lost.

1895, May 27—Steamer "Colima," bound to Panama from San Francisco, capsized at sea; 198 lives lost.

1896—Steamer "Copernicus" sunk; 152 lives lost.

1896—Steamer "Drummond Castle," sunk off Ushant, France; 250 lives lost.

1897, February 27—French liner "Ville de St. Nazaire" sprung leak and foundered off Cape Hatteras; 62 lives lost.

1898, July 4—Steamer "La Bourgogne," in collision with British sailing vessel "Cromartyshire; 571 lives lost.

1898—Steamer "Clara Nevada," sunk in Lynn Canal, Alaska; 110 lives lost.

1898—Bark "Helen W. Almy," bound from San Francisco to Alaska, foundered off Golden Gate, San Francisco; 46 lives lost.

1898, October 14—Steamer "Mohegan," ran on rocks in English Channel; 116 lives lost.

1901, February 22—"City of Rio de Janeiro," Pacific Mail Steamship Company, sank at entrance to San Francisco Bay; 122 lives were lost because—here follows the language of the Court—"the ship was insufficiently manned, for the reason that the Chinese sailors were unable to understand and execute the orders made imperative by the exigency that unhappily arose and resulted so disastrously to life," etc. For awhile the traveling public and the public generally were indignant and demanded an "immediate" change—but to this date the vessels of the Pacific Mail Steamship Company in the transpacific trade carry the same kind of crews.

1904—Steamer "Norge," wrecked on reef; 750 lives lost. Elaborate investigations were held after this disaster and recommendations made, only to be sidetracked and forgotten through the influence of the shipowners, except that a large improvement was made in life-saving appliances, which Norway, under the influence of foreign governments, was afterwards induced to reduce.

1904, June 15—"General Slocum," excursion steamboat, took fire going through Hell Gate, East River, New York; more than 1000 lives, mostly children, were lost. A Federal investigation took place and in the findings it was held "that the inefficiency and poor quality of the deck crew of this vessel, doubtless typical of the majority of the crews of excursion steamers, is one of the essential facts that caused the loss of so many lives." As a result of the "Slocum" holocaust some improvements were made in the life-saving appliances on board ship, but although there was, for the time being, genuine indignation of press and public, nothing—absolutely nothing—has been done to date to remedy "one of the essential facts" directly responsible for that awful sacrifice of human lives.

1904, January 8—Steamer "Clallam," foundered in the Straits of Juan De Fuca; 54 lives lost. This vessel became unmanageable in a heavy seaway and slowly filled. The investigation showed that there was an abundance of time, between the obviousness of her foundering and the actual sinking, to have permitted the lowering of boats and the saving of all lives. Want of skill among the seamen caused the loss of life.

1905, November 18—Steamer "Hilda," sunk off the northern coast of France; 128 lives lost.

1906, January 22—Steamer "Valencia," ran ashore near Cape Beale, Vancouver Island, B. C.; 117 lives lost. One of the commissioners appointed by President Roosevelt to investigate this disaster urged the passage of laws that would compel vessels to carry more real seamen. As usual, nothing was done.

1906, August 4—Italian emigrant ship "Sirio" struck a rock off Cape Palos; 350 lives lost.

1907, February 11—Steamer "Larchmont," sunk in collision with the schooner "Harry Knowlton" in Long Island Sound; 185 lives lost. Again there were investigations to tide over the period when public indignation was rife—and again nothing was done, although the leading newspapers pointed out that it was well nigh time that something were done to prevent inefficient and insufficient manning of passenger vessels.

1907, February 21—Steamer "Berlin," wrecked near the Hook of Holland, on voyage from Harwich, England, to Rotterdam; 128 lives lost.

1907, June 24—Steamer "La Roche," struck a reef off Corunna; more than 100 lives lost.

1907, November 24—Steamer "Kaplan," foundered in Mediterranean; 115 lives lost.

1908, March 23—Japanese steamer "Matsu Maru" sunk in collision near Hakodate; 300 lives lost.

1909, August 23—Steamer "Nicholaus Castania," wrecked on the south coast of Cuba, near Hell's Cove; 31 lives lost.

1909, October 25—Steamer "Hestia" went ashore off Grand Manan Island, Me.; 36 lives lost.

1911, May 23—Steamer "Taboga" struck a rock off Punta Mala, Panama; 60 lives lost.

1912, April 14—White Star Liner "Titanic," collided with an iceberg 400 miles south of Cape Race; more than 1500 lives lost. This wreck was generally believed to be a disaster which capped the climax. All who keep informed upon maritime events still recall some of the details of that tragedy. The American and the British investigations which followed the wreck of the "Titanic" were more elaborate, more comprehensive and farreaching than any held theretofore. The statement made by a committee of "Titanic" survivors immediately after the disaster, has not lost any of its force during the two years which have since elapsed. But their statement about the "lack of trained seamen," their reference to the fact that "stokers, stewards, etc., are not efficient boat handlers," have not brought any change in the manning of ships.

1913—German steamer "Acillia" left Corral, Chile, October 27. Missing; 98 lives lost. Some ugly rumors were printed in German papers in connection with this mystery. It was said that the "Acillia" had leaky lifeboats and davits which could not be moved—but nothing was done about it.

1913, October 11—Steamer "Volturno" burned and sunk in mid-Atlantic; 136 lives lost. The "Volturno" had boats for all, but she did not have the men to manage the boats. That lifeboats could be managed at that time was positively proven by the fact that in the night the Russian steamer "Czar" with one boat, the same crew working all the time, and in the dark, saved more persons than any other steamer that was present there.

1914, January 30—Steamer "Monroe" of the Old Dominion Steamship Company sunk following a collision with the steamer "Nantucket" of the Merchants' and Miners' Transportation Company, while bound from Norfolk to New York, near Winterquarter lightship; 43 lives lost.

1914, May 29—Canadian Pacific Railway Company's liner "Empress of Ireland," eastward bound from Quebec for Liverpool, sunk in St. Lawrence River after colliding with Norwegian collier "Storstad"; 1026 lives lost.

The "Empress of Ireland" was built in 1906, she had all modern improvements, and in the construction of bottom and watertight bulkheads she comes up to the provisions made by the recent London Convention for Safety of Life at Sea.

The official figures of the deck crew of the sister of the ill-fated "Empress of Ireland," the "Empress of Britain," show that of a total of forty-eight in the deck crew, exclusive of the five officers, only twenty are able seamen. That means ten able seamen on each watch, two of whom are quartermasters doing duty at the wheel and on the bridge, two on the lookout, thus leaving only six able seamen for emergency deck duties. And the vessel has five passenger decks. That's where the trouble is.

The proposed "treaty" drafted by the London Conference for Safety of Life at Sea does not provide a larger crew, nor does it provide a more efficient crew. It makes no change in the deck crews what-

(Continued on Page 4.)

LIFE BELTS DON'T SAVE LIFE

"Sham Safety" Exposed by Editor of A. F. of L. News Letter

The last excuse for opposing the Seaman's bill, with its real life-saving appliances, and at least some real seamen to handle them, was swept away by the disaster to the steamship "Empress of Ireland." Great tangled masses of dead humanity were found floating, drowned with life belts on. Such is the information that comes from London, and the British Board of Trade, ever mindful of the shipowners' interests, gives to the world the cheering and consoling information that they are now experimenting with a view of devising life belts that will prevent people from drowning.

The American shipowner and his conscience, the Steamboat Inspection Service, have been telling the American public that there is no need of lifeboats or of skilled seamen, the one really safe and sane thing being to furnish every person with a life belt with which they could "jump overboard" and "float around" until help came. The "Empress of Ireland" was a sad jolt to this contention.

Fifty per cent. of the people crowded on an excursion boat on the Great Lakes must depend on the life belt according to Congressman Alexander's substitute for the Seamen's bill, unless the House of Representatives shall refuse to accept responsibility for a general permission of manslaughter and shall decide to pass the La Follette bill, approved by the Senate.

Thirty per cent. of the passengers in passenger boats that do not go more than twenty miles off shore on the Atlantic and Pacific coasts are to depend upon the life belts for their only means of safety in event of disaster. Such is the proposition of the Bureau of Inspection, organized under statute, passed by Congress, with the special purpose of conserving lives which the shipowners insist upon risking by sending their overcrowded, underequipped and undermanned "coffin ships" out on the water.

The English Board of Trade has discovered that life belts are but of temporary value. They are experimenting with new ones. They were the first to discover that a standard life belt would drown a child; they have now discovered that it will drown a grown-up person.

One wonders how long it will be before our supervising inspectors will make the same discovery, and, having made it, give honest advice to legislators who ask them for advice when seeking light. Or will the shipowners have to acknowledge the discovery and be willing to act upon it before it will penetrate the consciousness of the officials of our inspection department?

So-called life preservers do not cost very much, they take up very little space, and they have served the shipowners' turn through many a fierce criticism that would otherwise have resulted in proper legislation. Proximity to the shore and life belts has been the standby that has served as an excuse every time a serious complaint has been made against the reckless gambling with human life that has been going on for years.

The "Empress of Ireland" was in the river, less than three miles off shore. Her wireless was working until she sank, and help came in less than two hours, yet more than one thousand lives were lost in spite of the life belts—and the smooth water. Seamen's testimony may be discounted, but this is not seamen's testimony, and if plain, cold facts could influence our inspection department, as we have no doubt it will influence the members of Congress, there would be such a revolution in the equipment and manning of passenger and excursion vessels as would once for all settle this question which has been prominently before the people since the loss of the excursion steamer "General Slocum."

The majority of the patrons of excursion steamers are women and children of the working classes.

The Seamen's bill was reported from the Committee on Merchant Marine and Fisheries on June 19, having been delayed in the committee over seven months since its passage in the Senate last October. Nothing except a rule reported from the Committee on Rules and adopted by the House of Representatives can provide an opportunity for its consideration at this session. Both the Democratic and the Republican parties gave definite and clear promises that adequate legislation should be adopted at the earliest possible time, but there has been delay, then delay, and there will be more delay, with the prospects of no legislation at all, unless members of Congress shall hear from home in such emphatic and definite language as to give notice that the public will tolerate no more trifling. You should communicate with your Congressman at once, and in the meantime do not permit your families to go on any of those vessels.

THE ANSWER.

(From La Follette's Weekly.)

Concluding its report upon the "Empress of Ireland" disaster in which over a thousand lives were lost, the special board of inquiry remarks: "But the question of much greater public interest and importance remains to be considered, viz: why the ship sank so quickly and what steps, if any, can be taken to prevent the terrible consequences which so often follow such disasters." Simplicity itself! Let the House of Representatives shake itself free from the shipping interests and pass the La Follette Seamen's bill as it passed the United States Senate.

WHY?

Nearly each day brings tidings of a collision or a steamship on the rocks or ashore. Why at such a time should any American be content with anything less than the most perfect provision for safety at sea that ingenuity has devised? Why should any vessel be allowed to clear from our ports whose standard falls below this?—Florence Kelley, National Consumers' League, New York.

Demand the union label and thus in a practical way show your sympathy for the underpaid classes of labor.

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeland Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts Maritimes de France, 33 rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S, Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

Trade unions in the United Kingdom with a net membership of 993,131 reported 22,681 (or 2.3 per cent.) of their members as unemployed at the end of May, 1914, compared with 2.1 per cent. at the end of April, 1914, and 1.9 per cent. at the end of May, 1913.

According to the British Labor Gazette there are numbers of men out of work at Johannesburg, South Africa. The demand for labor at the Cape is poor. The supply of labor in Natal and the Orange Free State is sufficient. There is a demand in the union for female servants, who are advised to apply to the South African Colonization Society at London.

The Austrian Wood Workers Union numbered 26,352 members at the end of the year 1913 (in 281 groups), as compared with 28,269 in the year 1912, and 31,818 in the year 1908. The counter-propaganda of the Czechs and the war crises were responsible for this decrease. This union publishes its own paper in the German, Czechic and Polish languages.

The lockout by Italian shipowners is still in force, although there are signs that an early settlement may be expected. One of the causes of the lockout was the fact that the masters and officers had decided to belong to the men's organization. The officers have now formed a separate organization, so that this question has been satisfactorily settled. There are, however, difficulties in connection with the employment of Italian seamen, and efforts have been made to obtain a modification of the law regarding the employment of foreign seamen on Italian ships.

Fifteen cases of recourse to the law of 1892 on conciliation and arbitration were reported to the French Labor Department during April. The initiative was taken in four cases by the workpeople, in one case by the parties jointly, and in ten cases by a justice of the peace. Intervention was declined in seven cases by the employers, while in one case the dispute terminated before a conciliation committee could meet. In the seven remaining cases conciliation committees were formed, resulting in the settlement of four of the disputes, a collective agreement being signed in each case.

A strike among the Belgian chairmakers in the town of Malines, which has lasted since the second of March, was brought to an end a few days ago with the surrender of the workers. The chairmakers in this town are divided, like so many other groups, into rival unions; in this case four in number. Having regard to the miserable conditions a common commission was appointed some time ago and a new tariff was laid before the employers. They, however, would accept no proposals for an improvement so it came to a strike. Of the 690 persons taking part—including 340 females—225 belonged to the "liberals," 143 to the "independents," 135 to the "Christian," and 52 to the "social-democratic" trades unions. The remainder were not organized. Upon the funds of the liberals running out they decided to break away from the other groups and to resume work again. Thus the movement foundered on the rocks of disruption.

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INFORMATION WANTED.

Peter Bellenot, who last sailed on the S. S. "Mariposa" out of Seattle, Wash., about November, 1912, is inquired for by his mother, Mrs. Bellenot, 1406 Second street, West Berkeley, Cal. Anyone knowing of him kindly write at the above address.—6-24-14.

Fred Riley, a colored seaman, last heard from at Genoa, Italy, and at other times from ports in Australia and at Liverpool, England, is sole heir to his mother's estate. Anyone knowing his whereabout kindly notify Mr. John E. Selkirk, Attorney-at-Law, 100 Erie Co. Bank Bldg., Buffalo, N. Y.—6-24-14.

Norman Hadley, a seaman, supposed to be sailing on the Pacific Coast, is inquired for by J. B. McCurdy & Co., attorneys, relative to an inheritance. Anybody knowing his whereabouts, please notify Chief of Police, San Francisco.

$10.00 reward will be paid by Johnson & Higgins, 244 California street, for information locating John Anderson and George T. Nelson, who were members of the crew of the steamship "Asuncion" in October, 1908.

Nils Johnson, who was wrecked in the American bark "Oasis," Sept. 2, 1887, is inquired for by W. F. Hohenschild, Berkeley, Cal.

San Pedro Letter List.

Anderson, Carl -370	Lucander, Hj.
Andersen, Martin	Larsen, Herman
Anderson, Axel	Machada, Enrique
Anderson, Gust. -810	Mikelsen, Andreas
Andersson, E. -1762	Martinell, Walter
Alexandersen, P.	Mennicke, Fritz
Andersen, A. -1645	Murray, Robert
Berndt, Hugo	Miller, Wm.
Bringsrud, Harald	Mayers, P. M.
Brien, Hans	Michaelsen, A. -1105
Berg, S.	Morris, M. H.
Carlson, Kalle	Nielsen, Chr.
Ceelan, John	Nikander, Dan
Clausen, J.	Nurhanen, E.
Ellingson, Ivar	Nordin, Gus
Enstrom, Carl M.	Neergard, A. -1165
Eugene, John	Nelsen, Ernst C.
Eklund, Sven	Ohlund, Chas.
Felsch, Harry	Olsen, Jacob
Ferem, William	Olsen, Harald
Fahlinen, Hjalmar	Olsen, Ludvig
Gundersen, Andrew	Olsen, Nick
Gunther, Dick	Olsen, Hans
Gustafson, Alf	Olsen, Ole Wilhelm
Holmstrom, Fritz	Osterberg, S. H. -1284
Holmes, Hans	Pillman, F.
Hansen, Hans -2219	Petersen, C. -1493
Hansen, H. T. -1446	Pars[illegible], Herman
Holmgren, G. J.	Petta[illegible], A. K.
Hansen, Fred	Peder[illegible] J. Alfred
Hansen, Johannes	Paulson, Gustaf
Heescher, Henry	Pearson, Ed
Hakonsen, P. O.	Peterson, K. E. -903
Haro, Aarp	Ridnell, J. H.
Harrold, Henry	Rantman, R.
Hansen, H. -2060	Rutel, Ernest
Ivarsen, Ivar	Stolt, Axel
Johannsen, Charlie	Steen, Ed
Johansson, N. A. -280	Svendsen, S. -1717
Johansson, Algot	Schlachte, Alfred
Jensen, Oscar M.	Steen, J. C.
Johnson, Oscar	Sievers, G. P.
Karsten, Hugo	Simpson, L. C.
Kaktin, Ed	Sandseter, Paul
Kremer, Sigurd	Svenningsen, S. N.
Kalnamm, Andvey	Sandy, Oskar
Larson, Andrew	Strahle, Chas.
Lindberg, Wm.	Sassi, Wilhelm
Lindner, J. -1750	Samuelsen, Victor
Lassen, Johan (Reg. Let.)	Saar, Conrad
Lindholm, Charles	Thiem, Eberhard
Lundberg, T.	Tvedt, Olai
Lindholm, Erik A.	Williamson, W.
Lyngard, Jorgen	Zunderer, Theodor
Line, Victor	Packages.
	Johansen, Nils A.

Honolulu, H. T.

Anderson, Edw. -1734	Ivars, Carl
Abrahamsen, A.	Irvine, Robert
Austin, Frank	Jorgensen, C. M.
Andersen, Anton	Kayser, Charles
Andersen, O.	Koskinen, Sulho R.
Clarson, A.	Lentinon, E.
Clancy, James	Lundberg, T.
Hansen, Jos. G.	Nordling, C.
Hansen, Max	Paty, George
Hansen, Christ	Slattery, Wm.
	Silver, E.

INFORMATION WANTED.

If Axel Olson and John Swanson, who in the autumn of 1902 were members of the crew of the steamschooner "Fulton," will send their present addresses to John Gabrielson, Bellflower, Calif., they will receive news that will be of interest to them.

Arthur Griffith, alias Simmons, a British subject age 28 years; 5 feet 6 inches in height, fair complexion, stout build, blue eyes, top false teeth, clean shaven, who is believed to sail on a coasting vessel between San Francisco and Portland, is inquired for by H. B. M. Consul-General. Anyone knowing his whereabouts please notify the British Consulate-General, San Francisco.

SHIPWRECKS WHICH TAUGHT LESSONS.

(Continued from Page 2.)

ever. It simply gives legal endorsement to the selection of some men from the stewards' department and the engineers' department to be "certified" as capable of handling lifeboats. And that is just what is being done now, under another name. The "Empress of Ireland" had as many boats as the proposed London "treaty" provides; she had as good a crew as that "treaty" provides; indeed, a better crew, because her crew could understand the language of the officers, whereas the London "treaty" would permit her to carry a crew that could not, and provides that orders may be transmitted through interpreters.

The La Follette Seamen's bill (S. 136) would change all this if it were enacted into law, but the "Interests" who oppose it are too powerful and so the list of disastrous wrecks with needless sacrifice of life is lengthened from year to year. The shipowner insists upon being permitted to get his men from anywhere, regardless of previous experience or even knowledge of the language of the officers, and the lawmaking bodies, anxious to take care of the shipowners' interests, agree with the latter.

For years the seamen have made a struggle for effective safety legislation. They know through bitter experience that safety at sea depends more upon the human element than any other factor. Will the traveling public ever realize that the seamen's fight is their fight?

Portland, Or., Letter List.

Anderson, A. -1645	Karlson, August
Anderson, Gust. -1808	Kluge, Frank
	Kelly, Patric
Andresen, Anton -1635	Lamie, Frank
	Larsen, John
Andersen, Mike	Lewik, Karl
Bergman, Karl W.	Lutzen, Wald.
Berglund, Ed.	Mathson, Nils
Bjorkman, Chas.	Mathiassen, Sigurd
Brun, Mathias	Maass, R.
Bults, Ernest	Meckerman, Ernest
Bakkersen, Peter J.	Marx, Thorwald
Carlsen, J.	Mikalsen, Andreas
Christensen, H. P.	Moberg, Karl
Carlson, C. Erland	Neissen, C. J.
Campbell, Frank	Nilsson, Axel
Dahl, Henry	Nielsen, Kristian
Deswert, William	Narberg, John
Day, Aca	Olsen, Arthur
Danielsen, Nils J.	Olsen, Ansgar
Edstrom, John	Olson, J. W.
Erman, A.	Olsen, John Andreas
Ekham, Frans	Phillip, Max
England, E.	Petterson, Einar
Fleitag, Franz	Peterson, Hans
Fristrom, S.	Petersson, M.
Geiger, Josef	Pettersson, W. H.
Gordia, Piet	Pelz, Gottfried
Gynther, John	Pohland, Max
Gravier, Eugene	Petersen, John
Greil, Ben	Rautio, Jacob
Hansen, Max O.	Reincke, Herman
Henriksson, William	Rhodes, F.
Hellman, Albin	Schmidt, Hans
Henricks, Woldemar	Swanson, Carl O.
Hedlund, Albert	Simens, O. L.
Holm, Aage	Scott, James
Huneig, Hans	Schulz, Alfred
Hansen, H. F. C. C.	Wieprecht, Ernest
Johansen, Chris	Welsen, J.
Jansson, L. -2166	Walter, John
Johansson, Arvo	Woldhouse, John
Jacobson, A.	

INFORMATION WANTED.

Alfred Kupfer, born February 9, 1890, at Coburg, Germany, is inquired for by the German Consulate, 201 Sansome street, San Francisco, Cal.

Johannes Puun, born in Oesel, Arensburg, Russia, supposed to be sailing on the Pacific coast, is asked for by his mother. Anyone knowing his whereabouts please notify A. Lepp, Sailors' Union, San Francisco.

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, 84 Embarcadero, San Francisco, Cal.

Pacific Coast Marine.

The French Maritime Colonial Commission has invited the Government to establish a shipping line from France to Tahiti by way of San Francisco.

The codfishing schooner "Ethel Zane" arrived at Kodiak, Alaska, on July 5, with her mainmast sprung, according to advices received by the marine department of the Chamber of Commerce.

Advices received by the marine department of the Chamber of Commerce reported the foundering of the British tug "Alice" of Vancouver at North Arm Inlet. A salvage crew has been dispatched to raise the craft.

Fear is expressed for the safety of the schooner "Ariel,' which is now 145 days out from Newcastle with a coal cargo destined for Kodiak. The schooner has not been spoken since leaving the southern continent.

Frank O. White has been appointed Lloyd's agent at Victoria, B. C., succeeding John Waterhouse. The Victoria agency comes under control of C. Gardner Johnson, Vancouver, who is the British Columbia representative for Lloyd's. Victoria is one of Lloyd's most important stations in Canada.

To conduct a ship brokerage and chartering business for deep-sea vessels, J. H. Fawkner and G. S. Currie, both well known in Seattle shipping circles, have organized under the name of Fawkner, Currie & Co., with connections in London. They will handle charters, lumber, grain and general cargo

A survey of the American-Hawaiian freighter "Nevadan" at Esquimalt reveals the fact that she will require extensive repairs as a result of striking the breakwater at San Pedro two weeks ago. The contract calls for the renewal of thirty plates in addition to repairs to the frames and decks.

The Government dredge "Oregon" has started operations in Coos Bay at Pony inlet, where there is a big shoal. The dredgings are being run 500 feet from low water line and are wholly sand. The channel is being dug twenty feet deep, two feet deeper than the project calls for, to assure no shoaling.

News of how five Western States had lined up behind California in Washington to ask Secretary Daniels of the Navy Department to give Mare Island Navy Yard a chance to submit a bid for the construction of one of the new superdreadnaughts, was received at the Navy Yard during the week.

To satisfy creditors who have pressed their claims into the United States courts, the steamer "Rochelle" will be sold at auction at Portland, Oregon, on July 29. The "Rochelle" has had a varied and checkered career on the Pacific Coast. She was built for service on the Lakes at West Bay City, Mich., in 1894.

In the presence of Government navigation officials and steamship men, Dr. F. W. Biehl, white-haired veteran of two German wars, has again demonstrated from the bobbing deck of the "Fort Point Defender" that he could establish communication with the shores 250 yards distant, through the medium of two kites. The demontsration was made on July 9, off Baker's beach.

The German cruiser "Nurnberg," which has been looking after German interests on the Mexican coast, has been relieved of that duty by the cruiser "Leipsic," and ordered to join the German Asiatic squadron. She called at San Francisco during the past week for an overhauling in the dry dock. During her stay in port the officers and men were the motif of a number of receptions tendered by the German colony.

Porter Brothers, owners of the Tidewater mill, near Florence, Ore., have preliminary plans for the construction of two large barges to be used in transporting their lumber to San Francisco. Each barge will be 200 feet in length, with a forty-eight-foot beam, and they will have each a capacity of 1,500,000 feet of lumber. The company will need a heavy power seagoing tug of 800 or 1000 horsepower to handle these barges, and it is said all will be ready for service before winter sets in.

The federal court at Portland has refused to give Henrik A. Dahl, a former seaman of the steamship "Roanoke," damages for injuries received December 28 when the "Roanoke" encountered heavy seas in crossing the Columbia River bar. Dahl was putting shutters on the forward cabin when a wave swept the deck, carrying him a considerable distance toward the stern. The complaint alleged that because the "Roanoke" did not turn back and secure medical treatment for Dahl the injury was so neglected as to make necessary amputation of one leg.

The transpacific tariff bureau has increased the rates for carrying grain and flour from Portland and other ports in the Pacific Northwest to $3 a ton to Japan, $4 a ton to Hong Kong and $4.50 a ton to Shanghai. The new quotations will go into effect in September. It is an increase of $1 a ton above the rates which have prevailed since the slack season started. A further increase of 50 cents a ton for transporting the cereals is expected to go into effect on October and later shipments. It is also reported that the rates for carrying lumber probably will be increased to the same figures as quoted last fall $12 a thousand feet to Japan and $13 a thousand feet to Hongkong and Manila if shipped on the regular liners. For the last four or five months the lumber rates have been $8 a thousand feet to Japan and $1 more to other ports in the Orient.

Activity akin to that of former days is exhibited at the Port Costa grain sheds, where during the next few weeks an almost unprecedented barley movement will take place. Several vessels are receiving cargoes, although it is somewhat earlier in the season than usual, and many more will join the barley fleet from the Golden Gate to the United Kingdom in the near future. The crops this year were exceptionally large and exporters are doing a brisk business with English malt people. Seven vessels are now in port under charter to load barley at Port Costa for the United Kingdom. Other tonnage en route has already been engaged. The engaged tonnage in port at present amounts to 27,239 tons, as against 4936 in 1913. Included in the barley fleet are the Norwegian steamers "Artemis" and "Guernsey," the British steamer "Den of Ogil," the Russian ship "Lindisfarne" and the Frenchmen "Asnieres," "Colonel de Villebois Mareuil" and "Edmond Rostand."

The San Francisco and Oakland Terminal Railways has placed an order with Moore & Scott Iron Works, Oakland, for another ferryboat to be used on the run between San Francisco and Oakland, the general dimensions of which are to be 230 feet over all, 218 feet b. p., 63½ feet beam over guard, 42 feet beam molded, 19½ feet depth molded. The hull is to be entirely of steel and will have six water-tight transverse bulkheads and two longitudinal bulkheads. The interior finish generally will be in white cedar with mahogany trimmings and with mahogany perforated seats. The upper cabin will be provided with a grill room, fitted with tables and chairs, while the lower deck is to be provided with a galley and a lunch counter, all handsomely fitted up in mahogany. The boat is designed to carry from 2500 to 3000 passengers. The machinery will consist of compound engines with four cylinders; two high pressure, 20-inch diameter and two low pressure of 42-inch diameter, with a common stroke of 28 inches. The vessel will be fitted with four B. & W. water-tube boilers, with Moore & Scott oil-burning system. In one hold are fitted the fuel oil tanks, while in the other hold the fresh water tank is situated. The vessel will have a speed of fifteen miles per hour. She will cost $305,000, and will be ready March 26, 1915.

The $1,140,000 Navy fuel oil carrier "Kanawha" was launched at Mare Island on July 11 at 5 p. m. The keel of the vessel was laid December 8, 1913, and she is the first of the Navy oil carrying fuel ships to be built or used on the Pacific Coast. The "Kanawha" is twin screw, 455 feet long, 56 feet beam, of 14,500 tons displacement, will have 5200 horsepower and must make a speed of fourteen knots. Her engines will be of the standard reciprocating triple-expansion type, and her boilers are water tube. She will be armed with four 4-inch guns. The fuel oil will be carried in four tanks in her hold, and she will have a complete pumping system to handle the cargo. The construction of the "Kanawha" was awarded to Mare Island July 20, 1913, after this yard had submitted bids in competition with the New York Navy Yard. The following March, after revised figures had been submitted for the construction of both of the tankers authorized, Mare Island was awarded the second, the "Maumee," but it was decided to equip her with Deisel engines, these to be built in the New York yard, shipped out here and installed. Mare Island was assisted in getting these ships to construct by the San Francisco Chamber of Commerce. The "Kanawha" is being built under the direction of Naval Constructor Henry M. Gleason, senior hull officer at Mare Island, assisted by Chief Carpenter William O'Neill. The vessel was 65 per cent. complete when she left the ways, and it is expected to commission her before the end of December. Miss Dorothy Bennett, daughter of Captain F. M. Bennett, commandant at the Mare Island Navy Yard, christened the ship. The keel of the "Maumee" was laid on July 18th. She will be similar to the "Kanawha" in every particular, except that she will be driven with Deisel engines, but will have a donkey steam boiler and steam-driven auxiliaries.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

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N. TONAWANDA, N. Y., 152 Main St.
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(Continued on Page 11.)

Coast Seamen's Journal

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BY THE
SAILORS' UNION OF THE PACIFIC
Established in 1887

PAUL SCHARRENBERG.....Editor
I. M. HOLT.....Manager

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NOTICE TO CORRESPONDENTS.
Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, JULY 22, 1914.

THE STRUGGLE FOR SAFETY.

This "Safety First" issue has been especially prepared for the purpose of interesting the traveling public and the independent press in pending legislation for greater safety of life at sea.

The most primitive instincts of self-preservation should impel a unanimous endorsement of the seamen's efforts to make safety at sea a fact, instead of maintaining fictitious standards of safety manufactured by press agents of the shipowning interests. But the public has been rather indifferent. And in that indifference lies the secret of the shipowners' success in delaying action from month to month and year to year.

The traveling public does not seem to realize that safety at sea, as everywhere else, depends either upon self-interest or upon law. The present insurance system and the laws limiting liability of shipowners to freight money pending and proceeds from sale of wreck, has practically eliminated self-interest and legal responsibility on the part of the shipowners. Safety, therefore, can only be attained through laws compelling the necessary safeguards.

There are three measures pending in Congress which deal with greater safety of life at sea. Two of these are mere makeshifts furthered by shipowning interests and their allies for the sole purpose of smothering the La Follette Seamen's bill (S. 136), which was adopted by the Senate last October, but has ever since been concealed in the pigeonhole of the House Committee on Merchant Marine and Fisheries.

The La Follette Seamen's bill has three main purposes:

First—To promote safety at sea.
Second—To give freedom to the seamen, to provide better conditions for the seamen, and by so doing inducing a better class of men to seek the sea. (Unbiased experts freely admit there can be no safety at sea except through men properly trained in their work.)
Third—To abolish the differential in favor of foreign vessels in the wage cost of operation when competing with domestic vessels in taking passengers and cargo from American ports—i. e., to put the American shipowner upon an equal basis in competing with foreign ships.

The shipowning interests have scored no point against the La Follette bill other than that they will not be able to make as many dollars if they have to give lifeboats some of the space, which they now coin into dollars, by packing it with human freight.

The bill merely compels them to have some regard for the obligations they assume when they accept the passenger's money. To state the proposition is to answer it.

The bill does not in the least interfere with any legitimate enterprise. The packing of human beings on to unequipped and undermanned steamers is not a legitimate enterprise.

Will gross misrepresentation again succeed in delaying action upon this legislation—one of the most important measures ever brought before Congress?

Will the traveling public remain indifferent and silent when it is obvious that the powerful influence of purely selfish interest is again at work demanding that safety be subordinated to dividends?

What shall it be, "Safety First" or Dividends First?

THE UNSINKABLE SHIP.

Many of the unfortunates who lost their lives in the "Titanic" disaster firmly believed—right up to their last moments—that the ship which carried them could not sink.

Numerous luring advertisements about the advent of the "unsinkable ship" had preceded the first voyage of the "Titanic," and her passengers had acquired faith in those fatal mocking words: "This is the latest in marine architecture—this is the unsinkable ship."

The sinking of the "Titanic" was a severe blow to all the trusting souls who are in the habit of perusing the handsome folders and other literature issued by steamship companies for the information of prospective patrons. But the writer of deceptive, though attractive, advertisements is still at it. Take, for example, the literature issued by the owners of the ill-fated "Empress of Ireland." Most of the unfortunates who lost their lives in that disaster doubtless consulted the handsome folder which is issued gratis by the Canadian Pacific Railway Company to acquaint prospective patrons with the excellence, reliability and superiority of its transatlantic service.

In view of what has transpired, the following excerpt from that folder is particularly significant:

> The Canadian Pacific Railway Company have attained a pre-eminent position as the greatest transportation system in the world, and **this Company's name has always been the synonym for all that is best, safest and most reliable for the use of the traveling public. The "Empresses of the Atlantic" are an example of the best in construction and a model of excellence and taste in furnishings. They are big graceful ships well proportioned, built to meet every possible requirement of the service and also remarkably steady in rough weather.** Length, 570 feet; breadth, 65 feet 6 inches; and 14,500 tons register.

In this style the story goes on and on—twenty-four pages of it—all about the "safest" and "most reliable" steamers afloat. "Safe and reliable" and "an example of the best in construction" until the contrary is shown to be the case. Then, of course, it is too late. The surviving passengers of the "Titanic" and "Empress of Ireland" know better now! The pretty folders were cruel deceivers, for the boasted "examples of the best in construction" proved to be mere shells

Who is to blame? Is it the advertising man who wrote the folder, or is it the steamship company which issued the folder?

Is it the Government whose officials issue certificates to unequipped and undermanned ships, or is it because the companies are permitted to issue advertisements that do not tell the truth?

All of these factors are doubtless partly responsible. But what shall we say of the attitude of the great traveling public? What shall we say of their seeming indifference toward pending legislation for safety of life at sea? Why have the people permitted Congress to pigeon-hole and sidetrack the only measure before that body which really guarantees greater safety of life at sea?

Think it over, brother passenger, and then get busy with your Senators and Representatives in Congress, and demand immediate action upon the La Follette Seamen's bill, S. 136.

DISASTERS ON THE LAKES.

During November of last year as a result of one storm on the Great Lakes, 30 ships were wrecked. Twelve of these foundered, every person on board being lost. Nearly 300 lives were sacrificed. Most of the vessels involved were modern steel steamships.

What caused these disasters? Undermanning and its attendant evils. Ships on the Great Lakes are navigated with such small crews, composed largely of inexperienced men, that proper precautionary measures, necessary to prepare any vessel for bad weather, are neglected.

Not long ago the passenger steamers "Iowa" and "Sheboygan" collided at the mouth of the Chicago River. The "Iowa" sank almost immediately. Fortunately no passengers were on board. What if that collision had taken place a mile or two outside the harbor, in deep water, with several hundred passengers on the ship?

In 1910 the passenger steamer "Pere Marquette No. 18" foundered in Lake Michigan, drowning 27 of her crew. Up to within a few days of the time she disappeared that vessel had been in the excursion business, carrying thousands of passengers out of Chicago daily. What if the usual great crowd of excursionists had been on board when the disaster occurred?

A few years ago the passenger steamer "City of Cleveland" was afire at the dock in Detroit, Mich. The fire burned so furiously that it was necessary to sink the steamer. What would have been the result if that vessel had been out of port with a couple of thousand men, women and children on board?

These questions answer themselves. But what are YOU going to do about it? Doubtless you will agree that a law should be enacted to compel the proper manning of every ship, and its equipment with seaworthy lifeboats sufficient in number to carry every person on board such ship in event of disaster.

The La Follette Seamen's bill (S. 136) provides for such proper manning and equipment. Will you write your Congressman and ask him to get busy with that bill?

"Bear in mind, when a ship is lost the shipowner may make a profit, the owner may get more than the value of his ship; the merchant may lose nothing, but may, and very often does, get more than the value of the cargo back. In the same way the underwriter averages his losses, and on the whole makes a profit on the insurance of the ship out of his premium."—Joseph Chamberlain.

FROM THE ENGINE-ROOM.

EDITOR COAST SEAMEN'S JOURNAL:—In your "Safety First" special I would like to call the attention of the traveling public to certain pertinent facts regarding the manning of vessels sailing the high seas. A number of steamers sailing on the Pacific Ocean carry but two engineers. These men stand a watch of six hours and are then relieved for the same period and then return to the engine-room for another six hours, and so on to the termination of the voyage. During the six hours off duty, the engineer takes his meals, washes up, and if conditions are favorable he may be able to have between three and one-half and four hours rest. During the six hours on duty he is compelled to look after the operation of his engines, boilers, pumps, electric generating plant, bilges, etc. The temperature of an engine-room on a steamer with a deckload will average about 135 or 140 degrees. It will be understood, therefore, that a man staying in such a temperature for six hours will not have much relish for his meals, and will consequently be in a weakened condition.

The point that is of interest to the traveling public and those that may have relatives or friends traveling on the ocean, is this: Should an accident of any kind happen and it should become necessary to man the lifeboats, of what assistance are men in this condition to the passengers? How much help can they render in assisting them to the boats and care for them after abandoning the ship? The argument put forth by the shipowner and his official lobbyists is that they have worked under these conditions for years. This is true, but do these same people stop to think that there are over 200 per cent. more vessels traversing the ocean today than five years ago? The engineer must at all times be where he can handle his engines, particularly in a fog and in case of approaching danger, and this alone increases the work in an engine-room over what it was a few years ago. Let me cite a comparison: A certain locality in our city may never have had a large fire; would you recommend that all fire hydrants be removed and all fire-fighting apparatus be dispensed with because this locality had gotten along without them for some years? When you need your man, you want him badly and you want him in the best physical condition, and not dragged out and weakened.

Steamers on the Great Lakes are allowed to operate without a sufficient crew, and the excuse offered by the Government officials is that they are not on the ocean and do need the men. The past winter and fall, however, readily shows whether the men are needed or not. The sad tale of the "missing" ships should be enough evidence to convince any right-thinking person that men, "real men," are badly needed to man the ships on lake and ocean.

The following from a recent issue of "Power" may be of interest, and is certainly right to the point:

The Explosion Aboard the "Jefferson."

Added to the long list of the fatalities of the sea is the boiler explosion aboard of the Old Dominion liner "Jefferson" off Cape Henry on the night of May 11, with its awful toll of eleven dead. This is a repetition of those grewsome accidents aboard the "St. Paul," "Delaware," "Bennington," "Sonoma," "Alamo," "Principe de Piedmonte" and many others.

Worse than rats in a trap, these unfortunates in the fifteen by forty foot firing aisle, without warning find themselves in the hold turned to a hell by the escaping steam and hot water.

The lights go out. Boiling water burns their feet and steam cooks their bodies. They cannot see, they cannot hear, and to rush too carelessly for the small doorway is to trip and fall into the scalding pool.

If steamships could not be run and commerce carried on without this kind of a sacrifice, there would be nothing to do but to charge up so many more victims to the inevitable struggle, and let those who were sufficiently removed from the desolated homes and the wrenched heart-strings forget it.

But the exigencies of marine engineering do not demand such a toll of human life. At some cost which "the traffic will bear," at some "inconvenience" less in the aggregate than that sustained by the victims and their dependents, conditions can be made such that a man need not commend his soul to God every time he goes on watch.

The accident happened at about the changing of watches. Information as to the cause was not given by the company, but from advices received, the boilers had not been opened for cleaning and inspection for several months. The boiler and tubes were old and for some time the tubes had been leaking.

Therefore I join in chorus for "Safety First and Safety at all Times."

Proper laws to regulate shipping and the enforcement of the law.

A full complement of competent seamen to take care of all in the event of disaster.

Engines, boilers and pumps in the best of condition; electric generating plant in a part of the vessel above the water-line, that there may be lights throughout the ship in case of disaster.

A law regulating the time that boilers should be allowed to be operated, and compelling steamship companies to give the engineers an opportunity at stated periods to open the boilers and inspect and have them properly cleaned.

May we hope that our friends on shore will assist us in securing such legislation as is needed to protect the traveling public and ourselves?

A. B. GIBSON, Business Manager,
Marine Engineers' Ass'n No. 35.

San Francisco, July 18, 1914.

PLATFORM PLEDGES!

(From The Star.)

There was much screaming on the part of ship-subsidy advocates when President Wilson requested Congress to repeal what was virtually a ship-subsidy clause in the Panama Canal Act—the clause granting free tolls to American ships. The screaming was ostensibly based on the fact that the Democratic platform stood for free tolls for American ships. But the bitter critics of President Wilson have not called attention to the Seamen's bill in Congress, nor to the promises of the two dominant parties. Here is what their platforms say:

Democratic Platform Pledge.

We urge upon Congress the speedy enactment of laws for the greater security of life and property at sea; and we favor the repeal of all laws, and the abrogation of so much of our treaties with other nations as provide for the arrest and imprisonment of seamen charged with desertion, or with violation of their contract of service. Such laws and treaties are un-American, and violate the spirit, if not the letter, of the Constitution of the United States.

Republican Platform Pledge.

We favor the speedy enactment of laws to provide that seamen shall not be compelled to endure involuntary servitude, and that life and property at sea shall be safeguarded by the ample equipment of vessels with life-saving appliances and with full complements of skilled, able-bodied seamen to operate them.

The La Follette Seamen's bill should be passed. It is a righteous bill. This Congress should quiet the suspicion that shipowners have more influence with it than have the rights of seamen and the safety of passengers.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., July 20, 1914.
Regular weekly meeting came to order at 7 p. m., E. A. Erickson presiding. Secretary reported shipping dull. Shipwreck Benefit was awarded to four members of the crew of the schooner "Nokomes."
JOHN H. TENNISON, Secretary pro tem.
84 Embarcadero. Phone Kearny 2228.

Victoria, B. C., July 13, 1914.
No meeting. Shipping dull; prospects uncertain.
R. TOWNSEND, Agent.
518 Yates St.

Vancouver, B. C., July 13, 1914.
No meeting. Shipping dull; prospects uncertain.
W. S. BURNS, Agent.
231 Hastings St., E. corner of Hastings and Main, P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, July 13, 1914.
No meeting. Shipping dull; prospects uncertain.
H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, July 13, 1914.
Shipping and prospects poor.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, July 13, 1914.
Shipping fair; prospects uncertain.
J. PEARSON, Agent.
P. O. Box 6. Tel. Main 557.

Portland Agency, July 13, 1914.
Shipping fair.
G. A. SVENSON, Agent.
P. O. Box 2100. 51 Union Ave. Tel. East 4912.

Eureka Agency, July 13, 1914.
Shipping dull; prospects uncertain.
JOHN ANDERSON, Agent.
227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, July 13, 1914.
Shipping fair; prospects uncertain.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, July 6, 1914.
No meeting; no quorum. Shipping and prospects poor.
JACK EDWARDSON, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., July 16, 1914.
No meeting; no quorum. Shipping slow; plenty of men ashore.
EUGENE STEIDLE, Secretary.
Phone Kearny 5955.

Seattle Agency, July 9, 1914.
No meeting. Shipping slow.
LEONARD NORKGAUER, Agent.
Grand Trunk Dock, Rooms 203-205. P. O. Box 214. Phone Main 2233.

San Pedro Agency, July 9, 1914.
No meeting. Shipping slow for cooks, fair for waiters; plenty of men ashore.
HARRY POTHOFF, Agent.
P. O. Box 54.

Portland Agency, July 13, 1914.
No meeting. Shipping slow; few men ashore.
JOE MACK, Agent pro tem.
27½ Second St., Bickle Bldg., Room 10. Phone Main 9731.

Opponents of effective legislation for safety of life at sea maintain that no skill is required of the modern steamship sailor. The cartoon on the first page of this issue illustrates what has happened in many a shipwreck where human lives were placed in the hands of inexperienced, unskilled men. Other, more detailed explanation upon inefficient and insufficient manning will be found in the various special articles contained in this issue—which is respectfully dedicated to the long-suffering traveling public, in the hope that some converts may be made to the slogan: "Safety First—at sea as well as ashore"!

WHEN THE SHIP GOES DOWN

Safety vs. Limited Liability for Losses at Sea

THOMAS I. PARKINSON in The Survey

If a New York-Chicago "flyer" leaves the track and plunges to destruction carrying to death or personal injury its passengers and crew, our laws, both State and Federal, provide that the victims—the injured and the dependents of the killed—may recover their full damages out of the general assets of the railroad company. The railroad carrier is an insurer of the traveler's safety and this fact is largely responsible for the economic argument in favor of railroad "safety first" campaigns.

What would now be said of an act of Congress providing that the liability of the company, if any, should be limited in amount to the value of the wrecked train as it lay at the bottom of the embankment, plus the amount of the ticket money paid by its passengers?

Impossible as such a rule seems when applied to carriage by land, it states precisely the effect of the shipowner's limited liability laws enacted by Congress and constantly applied by our admiralty courts. For the frightful loss of life and property involved in the wreck of the "Titanic" the liability of the owner, under our laws, is limited to $90,000. This sum represents the amount of the pending freight money for the fatal voyage. Under the English law, the owners of the "Titanic" are liable for nearly $3,000,000.

Victims of this disaster sought to have our courts apply the English rule in determining the amount of the owner's liability and secured a ruling to that effect by Judge Holt in the district court; but the Supreme Court of the United States, in an opinion handed down May 25th, declares that whenever our courts are resorted to for a remedy in such cases, the limited liability rules established by Congress will be applied. Therefore, until Congress acts by repealing or amending these rules, claimants in our courts can recover damages for ship accidents only to the extent of the value of the wreck and the pending freight. This is true even though as in the "Titanic" case the owner is liable, under the laws of the country whose flag the ship flies, for a much greater amount.

Briefly stated, our law provides that if the owner surrenders the wrecked vessel and pays into court the pending freight, he is relieved from all further liability. If the vessel is lost, he is obliged to pay only the pending freight. Insurance money payable to the owner for the loss of the ship is not available to the damage claimant. Therefore, where the vessel is lost or seriously damaged there can be no substantial recovery.

These rules are applied as well to inland river and bay navigation as to the Great Lakes, coastwise and foreign trade. There is no need for further illustration of their operation. They are simple and subject to almost no exception. Their effect is to leave passengers, crew and shippers without redress for losses by accident unless they have the foresight to insure themselves.

The laws of the United States are not peculiar in limiting the owner's financial responsibility. Practically all maritime nations have adopted the limited liability principle. It is a principle of public policy. The early Roman and common law knew no such limitation. It was developed in the Middle Ages and had become the settled law of continental Europe even before its incorporation in the Napoleonic Code of 1808. It was incorporated from an earlier statute into the English Merchant Shipping Act of 1854. It was adopted in this country in 1851 by an Act of Congress obviously based on the English statute, and it has been perfected as an instrument for the protection of the shipowners by subsequent amendment and judicial interpretation.

Though the principle of limited liability is now universally accepted, there are important differences in the nature of the limitation and its amount. Our laws are substantially in accord with those of France and Germany in permitting the owner to abandon the vessel and thereby escape all further financial responsibility. Great Britain, though limiting the owner's liability, early developed the rule that the limit should be the value of the vessel before the accident.

The importance of this rule may be appreciated when it is applied to a case like the "Titanic." The value after the accident was nil; the value before the accident in the neighborhood of $10,000,000. In 1682, England adopted a rule more definite, more easily applied and at the same time more favorable to the owner, viz.—that the liability should be limited to a fixed sum per registered ton of the vessel. Under this rule the owner is liable for £8 or £15 per ton of the vessel's tonnage according to whether claims are for loss of property, or for loss of life, or both.

Though our Act of Congress was modeled on the English laws, its language was sufficiently different to justify our admiralty courts in interpreting it as limiting the owner's liability to the value of the vessel after the accident rather than immediately before. The result is that under our law, the fate of the vessel practically determines whether claimants recover any substantial damages. Under the English law the owner's liability is not defeated or even affected by the fact that the ship itself is no longer available for the satisfaction of damages.

If a great ship-owning country like England finds it wise policy to impose such substantial liability for losses at sea, it is difficult to understand why the United States, furnishing passengers and cargo rather than ships, should provide such comparatively inadequate financial responsibility to secure redress to shippers and the traveling public. The late Senator Rayner, in addressing the Senate on the occasion of the presentation of the "Titanic" report, said:

> No matter how many suits are brought in the State court, no matter how many suits may be brought in the Federal courts, the owners of that ship, no matter how able they may be financially to answer in damages, can go into the Federal courts, sue out an injunction, have a trustee appointed, bring the ship if it exists—of course, in this case the ship is gone—bring pending freight into court, and escape all liability whatever for injury to passengers, for injury to goods, or for any cause whatever.
>
> That is the statute that is now upon the statute books of the United States. It ought to be repealed or modified. There is no reason on earth why it should continue. When it was passed it was thought to afford an invitation to shipowners to take to the sea and risk the hazardous character of the adventure, but I apprehend there is no more danger on the sea now than there is on land; and if these statutes are not repealed there certainly ought to be some modification of them.

We are at present scrutinizing ancient rules of law and testing them from the point of view of their effect in operation as securing justice to the individual. Does this limited liability principle operate to secure substantial justice? Are modern conditions the same as those under which it was first developed? At that time shipping was generally carried on by merchants or independent owners. A single ship frequently represented an owner's entire business investment and limited liability was an encouragement to venture in the hazardous business of navigation.

Much of our modern shipping is carried on by extensive corporations, such as the North German Lloyd, Hamburg-American and the International Mercantile Marine. These companies frequently invest heavily in a single ship, but that ship seldom represents a very large part of their entire capital. The loss of a ship like the "Titanic" is, of course, a matter of serious concern, but it does not involve the extreme hardships to which the loss of his single vessel subjected the owner in earlier times.

Moreover, the hazards of navigation have been greatly reduced through governmental activity in improving harbors, removing obstructions, marking channels, placing signals, making accurate charts, patroling icefields and destroying derelicts. Wooden sailing vessels have been replaced by modern steamships. Voyages which took months have been reduced to days. General use of wireless telegraph, submarine signals, prescribed lanes, and the increase of speed, bring steamships into closer communication and give to the shipowner a control over his vessel which insofar as the prevention of accidents goes, is equivalent to that exercised by the operating department of a railroad over its moving trains. It can no longer be said that the control of the shipowner ceases when the vessel passes beyond the horizon.

These circumstances suggest for serious consideration the desirability of repealing the special privilege enjoyed by water carriers as compared with carriers on land. If repeal be unwise or impossible, it is at least possible and seems desirable, to modify these laws as now applied in the United States so that irrespective of the value of the vessel after the accident, there may be some substantial fund to which claimants may have recourse.

It should be borne in mind, also, that we have no Federal legislation fixing the liability of the shipowner for injury to or the death of a member of his crew. Under the rules applied by our admiralty courts the right of the seaman or his dependents to recover for his injury is extremely limited. The injured seaman is entitled to "maintenance and care, at least during the continuance of the voyage." After the termination of the voyage the disabled seaman or his dependent family can recover nothing for loss of earning power or support except in cases of actual negligence on the part of the owner, for

the owner is not liable for the negligence of the master or crew.

Even in cases of the owner's actual negligence, the claim of the seaman or his dependents is subject to the limitation of liability laws which permit the owner to abandon the ship to the claimants and thereby escape personal liability. This means in cases of wreck that even where there is a right to recover, there is no substantial recovery. In the "Titanic" case, for example, any judgment recovered by the crew or their dependents, shares with other claimants the $90,000 to which, under the United States law, the owner's liability is limited.

Compare this with the laws of England, France and Germany. In these countries seamen and their dependents are provided for in the workmen's compensation laws. The injured seaman or his dependent receives compensation, irrespective of the circumstances under which the injury occurred and also without regard to the limitation of liability enjoyed by the shipowner as to other claims.

It is difficult to obtain any statistics of accidents to seamen, but it is a matter of common knowledge that injuries to this class of labor are of frequent occurrence. In 1906, according to the report of the Census Bureau, there were 37,321 vessels of five tons or more operating under the United States laws. These vessels employed 140,929 persons, with an aggregate payroll of $71,636,521. The figures for the last census are not as yet available.

Judge Alexander for the House Committee on Merchant Marine recently introduced a bill extending the jurisdiction of the Interstate Commerce Commission to water carriers engaged in foreign and interstate commerce including our coastwise, Great Lakes and inland river trade. This legislation if enacted will probably be a stepping-stone toward the application to all transportation under federal control of regulatory legislation affecting any part of such transportation unless clearly inapplicable. Irrespective of such a development, however, there is immediate need for Federal legislation extending the existing Federal employer's liability acts (or if they be passed, the interstate railroad workmen's compensation acts), to employers engaged in interstate and foreign commerce by water.

If Congress passes a workmen's compensation act covering seamen, the problem of shipowner's liability so far as members of the crew are concerned will be entirely and satisfactorily solved. Under the English workmen's compensation act the shipowner is liable to the full extent of his resources for the limited sums provided in the schedule of compensation. Such an act in this country would dispose of all questions as to the nature, extent and amount of the shipowner's liability. Instead of being limited to the amount provided by the forfeiture of a stated sum per registered ton or derived from the sale of the wreck and the collection of pending freight, the seaman or his dependents would be entitled to recover from the general assets of the owner the compensation which the act provided for his case.

This would result in making the owner's liability for injuries to his seamen a matter for insurance and would probably result, as it has done in the case of other employes, in forcing the owner to keep his seamen insured for the full amount of the compensation provided by the act. This is the fairest, most economical, and in the long run, most satisfactory method of dealing with the owner's responsibility for injuries to his seamen.

Sick and disabled seamen are provided with care and treatment by the United States Marine Hospital for which Congress appropriates nearly $1,000,000 annually. Formerly, shipowners were required to contribute to the support of the hospital and were permitted to deduct the amount of the contribution from the seamen's wages. Later a tonnage tax was levied for its support; but now it is maintained solely by Government appropriation. This institution is excellent as far as it goes and may well form a precedent for the establishment of Government hospitals for sick and injured in other lines of industry; but it takes no account of loss of earning power or of support to which injury and death subject seamen and their dependents.

The freedom from personal or unlimited responsibility for his own and his agents' negligence enjoyed by the shipowner under our laws is not confined to his position as a carrier of passengers and an employer of seamen. The common law exemptions from liability, such as an act of God or a public enemy, have been so expanded by our acts of Congress and particularly by the Harter act, that the owner is now under little or no liability for cargo losses. Not only is his liability for such losses limited in amount, but in the ordinary case he is entirely exempted from any responsibility for the loss.

These exemption laws and their development form one of the most interesting and important chapters in our admiralty law. A brief quotation from the hearings of the Senate Commerce Committee on Senator Nelson's bill to amend the Harter act indicates the present state of these laws:

> The effect of the Harter Act has been constantly burdensome to American shippers ever since its enactment. The full force of its provisions has been made conclusive by court decisions. In practically all cases of damages or loss, whatever the actual facts may be, it is almost impossible to show that the shipowners have not used due diligence to make the vessel seaworthy and properly manned, equipped and supplied; and it is almost always possible for the shipowners to allege, for the purpose of escaping liability, that the accident was due to faults or errors in navigation or in the management of the vessel.

Before the same committee, Howard S. Harrington, a New York admiralty lawyer, said:

> I should like to say a word from the standpoint of a practicing lawyer to whom an American cargo owner comes whose cargo has been shipped on the vessel and the vessel has gone on the strand, and she, with her cargo, is a total loss in many instances, as a result of gross negligence—and he asks what recovery he has. Under the existing state of law, with the Harter Act in force, we have to advise him that he has practically no recovery whatever.

Like the limited liability laws these exemptions from liability laws apply to all claims for damages made in our courts whether the vessel be American or foreign and whatever the nationality of its owners.

The readjustment of our laws respecting the owner's liability for cargo losses may safely be left to the shippers. But the readjustment of laws fixing the owner's responsibility for injuries to passengers and members of the crew calls for intelligent and public discussion and organized public opinion.

The legislative changes suggested by the conditions described may be summarized as follows:

1. An amendment to our limited liability laws similar to the English rule, increasing the owner's liability so that where the owner is liable, the persons to whom he is liable may have recourse to some substantial fund, irrespective of the condition or value of the vessel after the accident.

2. The enactment by Congress of a law authorizing the district courts in admiralty to entertain actions to recover damages for death, so that our admiralty courts may not in future be dependent as they are now on the existence of such laws in the State or country to which the ship belongs in order to give redress in death cases. Under our present Federal law the old common law rule that an action dies with the person, still obtains, and it is only by applying the State or foreign law that our admiralty courts can take jurisdiction of an action for damages for death at sea.

3. An amendment of the Harter Act decreasing the owner's exemption from liability for cargo loss.

4. The extension of the Federal employers' liability laws or future interstate railroad workmen's compensation laws to seamen on vessels in foreign, lake, coastwise and inland river trade.

These extensions of the owner's liability besides doing justice to passengers, shippers and crew, would in all probability have an important indirect effect in preventing accidents at sea. Until a short time ago we were taught to believe that transportation on the water was comparatively safe compared with transportation on land. Lately a large number of serious accidents involving great loss of life, have impressed upon us that there is much to be done to increase safety at sea.

Considerable attention has been devoted to the problem of increasing safety by governmental regulations respecting the construction, equipment and operation of vessels. Senator La Follette's bill, directed particularly to improving the condition and efficiency of seamen, has been passed by the Senate and is pending in the House. The London Conference has prepared a code of rules which are recommended to maritime countries for adoption. The House Committee on Merchant Marine has introduced a bill based on this code.

No consideration seems to have been given, however, to the possibility of contributing to this safety movement by increasing the owner's financial responsibility for accidents when they occur.

The movement for prevention has been tremendously advanced by the employer's realization of the economic advantage to him of prevention and the economic cost of accidents. Is it not probable that increased liability on the part of the shipowners will result in increased efforts on their part to devise ways and means of preventing losses? However effective governmental regulation may be, it cannot be so successful as the concerted efforts of the owners to conserve their own property.

No one accuses the owners of deliberate carelessness in exposing the traveling public to unnecessary danger, but there is good reason to believe that the owner's active and positive attention to the safety of his passengers will increase in proportion to increases of his financial liability for the damages suffered by them in case of accident.

The public evening Navigation School at San Francisco will reopen for the fall term on Monday, July 27, when all those who wish to secure a knowledge of navigation without expense should present themselves for enrollment at 7 p. m. in the class room in the Ferry Postoffice Building.

SEAMEN AND SAFETY DEVICES

Mechanical Appliances No Substitute for Skilled Seamen

An advertisement of a leading trans-atlantic steamship line contains something new in the fashion of such announcements.

Following a list of attractions—lounge, library, gymnasium, grill room, etc.—we read:

SAFETY DEVICES—Motor Lifeboats, with closed-in Decks, equipped with Wireless—Lifeboats to accommodate full capacity Passengers and Crew—Watertight Doors controlled from Navigating Bridge, which can be closed in a few seconds—Cellular double bottom extending up above water-line—Emergency Exits to open decks from all compartments—Submarine Signaling.

This and other announcements of a similar nature by the managers of other lines are eloquent of a new condition that has arisen in the conduct of shipping affairs.

Reference to the "attractions" of the great liner is no longer considered sufficient. The disasters of the recent past—in which the most "attractive" ships have figured most conspicuously—have given a very decided touch of irony to all such references. Hence the reference to "safety devices" as a feature of the latest advertisements.

The devices named in the announcement here quoted are well calculated to inspire confidence in the breasts of prospective travelers. It will be noted that they meet all the requirements of the situation—that is, so far as the requirements have been officially determined by the inquiries into recent disasters at sea.

To the unofficial mind, however, these devices, although in themselves good and necessary, fall grievously, and in fact fatally, short of the real requirements of the case.

The one thing needful to complete the list of "safety devices" may easily be determined. Let us add to the list contained in the announcement of the steamship line, the following:

Crew composed of experienced seamen, sufficient in number to man the lifeboats and all other life-saving apparatus.

Can any one deny that the addition of this feature would add force to the appeal of the other devices and greatly increase the confidence of the reader in the equipment of the ship?

Can any one deny that the absence of this feature suggests grave doubt concerning the worth of the devices named?

The answer to these questions is contained in the records of almost every disaster at sea. It may be admitted that in a certain proportion of shipwrecks the factor of seamanship has been discounted by circumstances.

It must also be admitted that in the great majority of cases the number of lives lost has been proportioned, not to the number and character of safety devices, but to the number and character of the seamen available for the operation of life-saving apparatus.

Certain characteristics stand out clearly and indisputably in the records of the more disastrous among recent wrecks. Among these are the facts, first, that the ships in question have been structurally "unsinkable" and equipped with life-saving devices in accordance with the highest requirements of law, and, secondly, that these devices have not been utilized to the fullest extent, for want of seamen to operate them.

In the light of these facts any reference to safety devices that is limited to a list of mechanical apparatus conveys a strong suggestion of evasion, at least in the minds of those who are familiar with the conditions of sea life.

As regards the effect upon the mind of the average reader of steamship advertisements, the implication of safety contained in the reference to "lifeboats to accommodate full capacity passengers and crew" is a delusion and a snare.

Common honesty dictates that such announcements should be accompanied by a statement, in effect as follows:

Crew limited in numbers; experience and efficiency not guaranteed. Passengers expected to launch and man lifeboats in case of emergency.

Even this announcement would not tell the whole truth. The plain truth is that the crews of passenger vessels are limited in numbers, not with reference to the requirements of life-saving in an emergency, but with reference to the requirements of keeping the decks clean and passing out mooring lines.

As for experience, the guarantee is distinctly negative. That is to say, a lack of experience is the prevailing condition.

The evolution of the passenger liner has proceeded along two general lines, greater size and greater safety. As tonnage has increased, improvements in construction have been introduced. Double bottoms and transverse bulkheads have been followed by double hull and longitudinal bulkheads. The single screw has been followed by twin screws, and the latter by triple screws. Everything that mechanical genius could devise has been adopted in the effort to attain an "unsinkable" ship.

Simultaneously with the progress made in shipbuilding, an opposite condition has prevailed in the equally important matter of seamanship.

As the size of ships has increased, the size of crews has decreased. With the introduction of each safety device there has been a decline in the efficiency of the seaman. So long as the steamship was regarded as more or less subject to the risks of the sea, the numbers and efficiency of her crew constituted a consideration in the minds both of shipowners and the public.

Since the steamship has become "unsinkable" the question of how she should be manned—that is, with reference to the question of safety—has ceased to be considered at all.

Thus it has transpired that with the realization of the theory of "unsinkability" there has followed a realization of the theory that seamanship is no longer a necessary element in the scheme of things.

Whatever may be said as to the correctness or otherwise of this theory, its realization is an undeniable fact, in the sense that the general run of passenger steamships are manned without any reference to the question of seamanship.

So far as the question of seamanship is concerned, the average passenger ship in the principal lines of travel might as well be manned by landsmen.

As a result of the numerous great wrecks of the recent past, the theory of "unsinkability" is no longer accepted, even by the most unsophisticated. But theory dies hard. Shipbuilders now say that it is possible to build a really "unsinkable" ship, but that such a ship would be commercially valueless. This, of course, is merely another way of saying that the really "unsinkable" ship is impossible.

The final abandonment of this theory would be a matter of satisfaction to all concerned, were it accompanied by the conclusion that inevitably follows in the minds of those who seek and accept the conclusion of their premises.

Unfortunately, however, such is not the habit of those who are responsible for the conduct of shipping. On the contrary, they stop short in their reasoning processes. They stop at lifeboats and watertight doors, double bottoms and emergency exits. They stop short just where they were many years ago, when the theory of "unsinkability" was still a thing to gamble with.

Having abandoned that theory, the shipowner, if he would be consistent, should abandon its twin creation, namely, the theory that seamanship has gone out of date.

Having accepted the fateful decree that the very best of ships may sink, even in the smoothest waters, the shipowner should accept the equally imperative law that safety devices, to be of any real value, must be manned by experienced seamen.

The only adequate remedy for insufficient and inefficient manning of ships lies in the enactment of laws establishing a standard of seamanship and making compliance with such standard mandatory upon all shipowners.

The requirements of such laws are easily determined. Briefly stated, they are, age, experience, and knowledge of the language of the ship's officers.

The provisions of the Seamen's bill (S. 136) state these requirements in a manner at once reasonable and effective. The bill requires that vessels shall be manned, in the deck department, by able-seamen, in the proportion of 40 per cent. in the first year (increasing to 65 per cent. in the fifth year and thereafter); that such able-seamen shall be at least nineteen years of age, and that they shall have had at least three years' experience on deck at sea or on the Great Lakes.

It is also provided in the bill that at least 75 per cent. of the crew in each department (i. e., cabin, deck, and engine-room) shall be able to understand any order given by the officers of the vessel.

As already stated, these provisions are reasonable; if put into force honestly and earnestly, they will doubtless prove effective in obviating the most serious defects of the present system, or rather lack of system.

The provisions of the Seamen's bill are designed to meet conditions which have been proved responsible for much, indeed most, of the loss of life resulting from shipwreck. To reduce the requirements of the bill would be to make them nugatory.

The duty resting upon Congress is imperative. To shirk that duty by a pretense of legislation in terms that in reality mean little or nothing, would be to assume a direct

(Continued on Page 13.)

MEN OR DOLLARS?

Safety of Life or Safety of Dividends?

By F. H. BURYESON

Safety first? Sure. In the immortal words of Hinky Dink, Esq., what are we here for? What shall it profit us to have a civilization the likes of which was never before seen on land or sea, if it does not secure to us that degree of safety of life and limb which, perforce, is unattainable in a savage or barbarian state of society? The very word civilization connotes safety: safety of life, safety of property, safety in all the things that go to make up the sphere of advanced human activities. Take away that connotation, and what remains there of civilization but mere glitter and empty pretense?

In no department of human endeavor is the need of safeguarding life more manifest, more urgent, than it is in pursuance of the duties of commerce afloat. The natural dangers of the sea are so much greater and more frequent than those ordinarily met with on shore, that in all ages extra precautions and guards against them have been deemed necessary by seafarers and shipping men in general. This was especially true when the losses entailed by shipwreck had, in the main, to be made good by the shipowner himself. Self-interest then prompted him to consider "safety first." Then the safety of his profits depended nearly altogether on the amount of safety with which the navigation of his ships could be carried on. Then strong-built, well-found, well-manned ships were pre-eminently matters of "good business."

But gradually there crept into the manipulations of the world's sea-borne commerce the methods of modern Big Business. There grew up a world-wide ramification of ship mergers, marine underwriting, "limited liability" legislation, international treaties, and what not, which have lifted from the shoulders of the shipowner practically every burden involving personal responsibility to passengers, crews or shippers of cargoes. The immediate result of this has been a tremendous and all around lessening of efficiency in nearly every branch of the merchant marine service. With lessened personal responsibility on the part of the shipowner has come a correspondingly lessened solicitude for the element of safety afloat. "Safety first," as a business maxim, has had to make way for "dividends first."

And the size of dividends depends almost as much, if not more so, on what can be saved, as it does on legitimate earnings. Thereby hangs the whole sordid tale of disregard for the safety of human life afloat, so noticeable especially in this country where capital is relatively more powerful and untrammeled by law than anywhere else. There is a saving—dividends—in cheaply constructed, hence unsafe, ships. There is a saving—dividends—in poorly found ships. There is a saving—dividends—in undermanned ships, especially when they carry Asiatic crews. There is a saving—dividends—in driving ships at full speed through fogs, taking chances on icebergs, derelicts, and collisions with other ships. There is a saving—dividends—in equipping ships with as few and as cheap life-saving appliances as antiquated and laxly enforced laws will permit. There is often a further saving—dividends—in evading the laws, either in part or in toto.

And because there is a saving—dividends—in each and all of these things, they are strictly attended to at the counting-house end of navigation. Dividends must be forthcoming and paid, though the heavens fall and the oceans cast up every dead victim of man's greed. A fig for this ridiculous agitation for "safety first"! There is no money in that sort of thing. Surely, a poor, harassed shipowner cannot be expected to lie awake o' nights and worry over any "safety first" nonsense! He doesn't have to go to sea. Besides, the law of "limited liability" absolves him from any responsibility worth mentioning in case his ship should be lost. The underwriters make good the financial loss—just like getting money from home, you might say. Should his conscience trouble him—which is most unlikely—why, there are all sorts of consolation to be drawn from that old and comforting belief, the "act of God" theory of shipwrecks.

It is true that of late there have been more or less perfunctory attempts by legislators and others to obtain some sort of legislation looking to the better safeguarding of life and property at sea. This has been owing partly to the force of "Titanic" circumstances, but in a larger degree to the persistent campaign for "safety first" by the organized seamen and their friends. Some few and generally unimportant reforms constitute the net result so far. Indeed, with the exception of providing for the installation of wireless on passenger vessels, it would violate no known article of truth to say that nothing at all has been accomplished. True, ships have in most instances been compelled to carry more lifeboats and liferafts than formerly. But, and here is the crux of the whole trouble, in no instance has any ship been compelled to carry more seamen, or a better grade of them, than formerly. At that, American ships have for years past been notoriously undermanned.

Now, I leave it to any man with average intelligence to decide for himself what earthly use lifeboats are without skilled seamen to lower them into the water in time of danger, and man them afterward. Earthly use? Why, any sailor who knows what's what will tell you that they constitute an added danger in an emergency. In fact, lifeboats without skilled seamen to handle them are more than apt to become just that many floating deathtraps.

There is only one legislative measure before the public which will in any way tend to make travel afloat safer than it is to-day. That is the La Follette Seamen's bill, now pending in Congress. The shipowners and their allies are fighting its passage with every weapon they can command. That should be your cue, Mr. Everyday Citizen, to rally to its support. "Safety first" ought to count more with you than "dividends first." So please make a note of the title of that bill—the La Follette Seamen's bill. Tell your friends about it. Write your Congressman and Senator urging its enactment into law. Keep on urging until it has been safely placed on the statute books of the nations, and the seamen of America will rise up as one and call you blessed among men.

ABOLISH THE SLAVE LAWS.

(By Andrew Furuseth.)

In our country seamen are the only persons who may be punished for violation of a civil contract to labor, by being arrested as deserters (except in the domestic trade), detained, and finally delivered back to the ship, or sentenced to a term in prison, for the simple act of quitting the service of an employer.

Modern education and this ancient status exist together. The native American, therefore, has left the sea to such an extent that few now remain, and the white man everywhere is leaving because of the taint of slavery which extends, in its influences, even into the exempted portions of the calling.

Abolish the slave laws. Let American freedom extend to the decks of the American ship. Let American soil become free soil for seamen as it is for all other men. Then the United States will have the pick of the world's best seamen, while it is developing a much needed native personnel, a body of native American seamen owing allegiance to our flag and to none other. In short, enact the La Follette Seamen's bill (S. 136).

The hours of labor are discretionary with the owner and master. The seamen must work until exhausted, or go to prison for "disobedience to lawful command."

Twelve hours' work every day, seven days a week, at sea, is the minimum often exceeded. In port fifteen to eighteen hours a day, sometimes thirty to forty hours at a stretch, are required. Then the vessel proceeds to sea and, without intervening rest, the men begin their sea watches.

Men who work thus are too much exhausted to attend to safety of ship and passengers. Yet in this condition they go to the lookout, to the wheel, and to other work upon which the safety of all depends.

Men on shore demand and often get the eight-hour day and the six-day working week. Seamen ask simply watch and watch at sea (two on deck, three in fireroom) and a nine-hour workday in port, except in emergencies. Such regulations are provided for in Senate bill 136.

Are you in favor of abolishing the only remaining slave laws on our statute books? Are you in favor of completing a work begun by Abraham Lincoln more than half a century ago?

If so, write your Congressman to-day and demand action now—at this session of Congress!

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

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Labor News.

The Raincoat Makers' Union of Boston has voted to join the United Garment Workers' Union, affiliated to the A. F. of L. This local is the last remnant of a so-called "revolutionary" organization that claimed a large membership in that city during the past year.

The strike of firemen and shopmen, which tied up the Louisiana and Northwestern Railroad, has ended. The men struck because of a failure to receive wages for the past two months. On being guranteed prompt payments in the future, they declared the strike off and returned to work.

After a short strike the employes of the Butte Milling Company, in Armourdale, Mo., secured the adoption of their new wage scale, which will be accepted, it is believed, by other mills in that vicinity in the near future. The trade-union movement is urging the adoption by the city common council of an ordinance which provides for the union scale of wages in all departments of the city. The central body has appointed a large committee to assist in the organization of the Metropolitan Street Railway Company.

The different nationalities employed at the Baldwin Locomotive Works under normal conditions, when about 17,000 men are employed, are said to be divided as follows: Americans, 3020; Irish 2345; Poles, 1418; Russians, 1215; Germans, 972; Austrians, 753; Italians, 693; English, 299; Scotch, 127; Swedes, 57; Lithuanians, 46; Greeks, 32; French, 29; Canadians, 24; Danes, 21; Swiss, 21; Norwegians, 18; Roumanians, 17; Slavs, 12; Turks, 11; Mexicans, 6; Spaniards, 6; Bohemians, 5; Columbians, 3; East Indians, 3; Persians, 3.

Efforts to arbitrate the machinists' strike at Trenton, N. J., have failed because of the employers' attitude. The strikers are asking for wage increases, and the employers insist "there is nothing to arbitrate." They suggest, however, that if the machinists declare the strike off and return to work, it is possible they might consider their workers' pleas. A failure to consider their requests brought on the strike. About 400 men are involved. Federal mediators are on the ground, and the machinists have secured a settlement with one large employer.

The Colorado Fuel and Iron Company, whose union miners are now on strike, have discovered that employes are "padding" the payrolls, and large amounts have been filched from the Rockefeller corporation. On the heels of this discovery comes the announcement that the company's strikebreakers are becoming restless and threaten to strike, because of wage reductions. These strikebreakers do not seem to appreciate the brand of "freedom" furnished them, and wage decreases have caused dissension and discussion in their ranks. The operators insist that wages have not been reduced, but say the reason for less wages is the fact that when the strikebreakers were first employed they were placed where the coal was mined the easiest. Since then the strikebreakers have been placed in more inaccessible places, which has reduced the weekly tonnage per man from 5 to 20 per cent. less than a month ago.

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Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Abolin, K.	Landgren, Carl
Albers, Geo.	Lilliland, G.
Alonzo, J.	Lee, J. C.
Anderson, A. -1821	Luther, F.
Anderson, Alfred	Larsen, B.
Anderson, Julius	Larsen, E. B.
Barker, Thos.	Lersten, J.
Bohm, Aug.	Lind, Hjalmar
Bodsten, S.	Lutten, T.
Bjorkman, Chas.	Mattson, Rudolf
Backman, A. A.	Mortensen, John R.
Bekker, Geo.	Martinsen, Ragvald
Berglund, Ivar	Maher, Wm.
Brennan, P.	Markman, H.
Braun, G. W.	Merkle, G.
Carlson, John -861	Mikkelsen, K. -1620
Carlson, Thure	McGuire, W. T.
Daniels, C.	Nordstrom, J. E. W.
Deuland, Chas.	Noshis, P.
Daly, John	Nygaard, Olaf
Danielsen, J. M.	Naro, H.
Engstrom, F.	Njosvik, J.
Elsted, J.	Nase, A. Knudsen
Eriksen, John	Newland, E.
Eriksen, Egill	Nickerson, A. D.
Evanger, Nils	Nielsen, H. J.
Fenes, Ingvard	Nissen, Louis
Finck, John	Olsen, O. P. -1141
Forslund, Victor	Olsen, Martin
Fredriksen, Harold	Osterberg, Gustaf
Franzell, A.	Olsen, Edwin
Giortz, P. V.	Olsen, Jorgen
Grendal, Chas.	Paaso, A.
Grant, Dave	Petersen, Fred
Griel, H.	Rasmussen, Arthur
Gueno, P.	Rosen, H. M.
Hansen, Ragnvald	Saunders, R.
Holst, Rudolf	Schmit, John
Hood, W.	Schankat, Hans
Holm, Fred	Seppala, T.
Hopke, P.	Soderberg, Albin
Howard, J.	Staff, Fred
Hubner, Herman	Stapf, Andreas
Hansen, C. F.	Stover, Harry
Hansen, H. O.	Svensen, Ted
Hansen, Olaf	Sundberg, K. K.
Haak, R.	Sunde, P. A.
Hagger, F. W.	Sund, K. A.
Hellisen, H.	Sheele, A.
Jacobsen, Torgils	Smith, E. C.
Jacobsen, Oscar	Swenson, L. G.
Jensen, Chr. P.	Sheppard, Stewart
Jensen, J. -1681	Townsend, R.
Johnson, A. W. -2186	Thomsen, Alf.
Jacobson, A.	Tahti, Hjalmar
Johannesen, Ludvik	Thorsen, Torger
Johannesen, Karl	Thorsen, Johansen
Johanson, P. A. (Reg.)	Thorton, Thomas
Johnson, Hilmer	Toosen, Theo
Kloensen, Adolf	Utne, L. B.
Kallas, M.	Ullman, John
King, Frederick	Valentinsen, G.
Kruger, J.	Vetland, Sverdrup
Kjorsvik, Johan	Wold, Statius
Knutsen, Knut	Woods, Patrick
Larsen, A. -135	Wettland, Johan
	Wickstrom, W.

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Tacoma Letter List.

Andersen, Anders	Kesber, Karl
Anderson, John	Linea, W.
Almkvist, Emil	Line, Wiktor
Berglind, Ed.	Loren, A. L.
Bjorklund, Eric S.	Murphy, Daniel
Carson, James	Nielsen, Niels -751
Corty, Caser	Nilsson, Teodor
Doering, E. W.	Nisse, Clemens
Englund, Gust. E.	Ogilvie, Wm. A.
Hansen, Johannes	Olsen, Martin E.
Isaksson, Karl	Paterson, John
Iversen, Iver	Swansson, August
Johansson, Charles	Wilbrandt, Harry
Johansen, Christian	Wene, K. J.
Karthauser, Otto	

INFORMATION WANTED.

Axel Peterson, F. Lundberg, J. Gustafson, M. Garcia, crew of the steamer Riverside, at the time she towed in the Oceana Vance, kindly call at the office of the Charles Nelson Co. for money due them.

Any one knowing the whereabouts of Wilhelm Brannemann, born at Dockenhuden, Germany, in 1882, please communicate with Hans Martens, No. 1892, Sailors' Union of the Pacific, San Francisco.

Jacob Rokus is inquired for by his brother, Henry John Rokus, and would like to communicate with him. The last I heard from him was in 1903 at New Orleans on British steamer "Michigan," where he was shipmate. He is 32 years old and was born near Rotterdam, Holland. Any information of his whereabouts will be very thankfully received by me at 55 Main street, Buffalo, N. Y.

Carl Julius Carlson, born in Sweden in 1877, is inquired for by his mother. There is about $2000 due him from his father's estate. Last heard of in September, 1902, on the Atlantic Coast. Previously sailed on the Clifford between St. Johns and New York. Address Fru Sophia Carlson, Klubbegard, Hallands Lan, Heberg, Sweden.

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EUREKA

Eureka, Cal., Letter List.

Eriksen, Anton	Hansen, Karsten
Hansen, Harald	Haldorsen, Adolf
Hansen, Harry	Lomas, Richard
-1827 (photo)	Thorssen, Fredrik N.

INFORMATION WANTED.

The members of the crew of the barkentine "Mary Winkelman" who made the voyage in her to Mollendo, Peru, and arrived at San Francisco on her return trip on April 5, 1914, are wanted by the Charles Nelson & Co. at San Francisco, Cal.—6-24-14.

Andre Wilue, a seaman, born at Dundee, Scotland, age 34, about 5 feet 8 inches tall, supposed to be sailing on the Pacific Coast, is inquired for by his father. Anybody knowing his whereabout, kindly notify A. S. Wilue, Monifieth, Vancouver, B. C.—6-24-14.

SEAMEN AND SAFETY DEVICES.

(Continued from Page 10.)

and personal responsibility for whatever may happen in the future.

The manning question is the most serious matter involved in the plan of conserving safety of life at sea. Seamanship is a prerequisite to the effective use of any and all safety devices.

A law that should require lifeboats, without at the same time requiring seamen to launch and man them, would be certain, whatever its intention might have been, to prove a fatal fraud upon the victims of shipwreck.

A law that should pretend to meet the requirement of seamen sufficient and efficient for the purpose of handling lifeboats, by intrusting that duty to other members of the crew—firemen, cooks, waiters, etc.—would be certain to result in "confusion worse confounded."

Upon the authority of John Burns, president of the Board of Trade, the records of the past twenty years show that 4700 vessels have been lost, accompanied by the death of 18,474 persons. A large proportion of this appalling total represents the price paid for indulgence in the twin theories of "unsinkable" ships and inexperienced crews.

Circumstances have forced the abandonment of the former of these theories. What of the latter theory? Shall it, too, be abandoned, or shall it be persisted in?

The answer given to this question by Congress will determine the fate of thousands of travelers within the next two decades, will determine whether "safety of life at sea" is a term of vital import, or merely a play upon words.

The answer of Congress to the question as to whether ships and safety devices shall be manned and operated by experienced seamen or by inexperienced landsmen, will be found in its action upon the Seamen's bill. There is no other means of replying to the question.

This question is now uppermost in the minds of men and women everywhere throughout the world. An answer is demanded. What shall the answer be?

Aberdeen, Wash., Letter List.

Andersen, -1118	McLean, H.
Arnell, John	Martin, James
Andersen, F. C.	Mackenzie, Hector
Andersson, Geo.	G.
Benn, Alfred	Malm, Gus
Bowen, J. J.	Nordgren, Chas.
Burkland, John	Oksanen, Juko
Breien, Hans	Olsen, Oswald, -1059
Butler, J. E.	Peterson, Axel
Christensen, Albert	Pettersen, Karl
Christensen, F. R.	Petersen, J.
Christensen, Hans P.	Pettersen, Olaf
	Peter, V.
Christiansen, -1093	Peterson, Nels
Ernandes, Frisco	Rundblad, Oscar
Eriksson, -333	Sim, Gunder
Elenius, Axel	Schmidt, Heinrich
Evanger, Nils	Simensen, Isak
Fuller, J. H.	Sorensen, -1607
Forde, S. C.	Scheftner, Bernhard
Graf, Otto	Sundberg, John
Heinig, Johann	Schacht, Hein.
Hansen, Ove Max	Sormato, Matti
Hansen, C. F.	Schlachtl, Alf.
Junge, Heinrich	Toves, H. C.
Jacobson, Arthur	Thorne, John
Johansen, Hans	Udby, Harold
Knudsen, R. E.	Walder, Olsen N.
Kinnunen, A.	Packages.
Kyrkslatt, L.	Glazer, Y.
Kristiansen, Nils	Gorgensen, Olaf
Loining, Hermand	Hansen, John
Lengtssen, Gottfried	MacGuire, O. F.
Laine, Herman	Solberg, Peter
Lorsin, G. L.	Stanners, W. S.
Larsen, Lars*	

INFORMATION WANTED.

Alfred Petersen, a native of Bergen, Norway, age about 44, is enquired for by his brother, Randolf Petersen. Any one knowing his whereabouts please notify Sam Anderson, address 100 Steuart St., San Francisco, Cal.

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Home News.

An adverse report was recommended by the Georgia State Senate committee on constitutional amendment on the measure to give Georgia women the right to vote in State and county elections. Similar action was taken recently by a House committee.

Horace Harmon Lurton, Associate Justice of the Supreme Court of the United States, died suddenly at Atlantic City, N. J., from heart failure superinduced by cardiac asthma. He was 70 years of age. He was buried at Clarksville, Tenn., from which State he was appointed by President Taft.

An inheritance tax of $447,443, the largest in the history of California, will be paid on the estate of the late San Francisco multimillionaire, William G. Irwin, who died July 29, 1913. Irwin, who was one of the sugar kings of the Pacific Coast, left an estate which has been appraised at $5,375,789 by the State.

"Gifts of ill-gotten wealth should be cast into the teeth of the giver until he gives evidence of repentance and restitution," declared Edward A. Ross, professor of sociology in the University of Wisconsin in a recent address at Chicago. "Such gifts cost society more than they are worth," he added. "The real fight to uplift humanity centers around the condition and the pay of labor not upon reliance on private philanthropy."

The personal property of the late George F. Baer, known as "Divine Right" Baer, who won the title because he said that the coal mines were placed in the hands of the capitalists by divine command, has been valued at $3,055,025.35. This appraisal, however, does not include his many real estate holdings. Baer incurred the dislike of the public because of his murderous suggestion to the Pennsylvania constabulary to "shoot to kill" during the Pennsylvania coal strike.

Thirty thousand dollars has been offered by the War Department for an aeroplane competition which is expected to bring out results that will materially assist the development of military flying machines. The tests will take place next fall at San Diego, where the army's aviation school is located, and only American manufacturers will be invited to compete. The machine that receives the first award will be bought by the War Department for $12,000. The runner-up in the contest will be paid $10,000 for his aeroplane, while the third will be purchased for $8,000. The ordinary price of a military aeroplane is $6,500.

Governor Walsh of Massachusetts has probably ended the practice of the State Legislature donating State funds to the widows of court judges. In vetoing two bills appropriating funds for this purpose, the Governor has established a precedent. In his message accompanying the vetoes, he said if the practice is a sound one a general law should be enacted providing for such a gratuity at the death of every employe of the State. He can see no distinction, he says, between a superior court justice and a laborer in the matter of providing a gratuity. In fact, he says that the reasons are stronger for the latter's widow receiving a gratuity.

Domestic and Naval.

The United States Lifeboat Corporation, Wilmington, Del., with a capital of $600,000 has been incorporated in the State of Delaware.

It is announced by the managers that the Cape Cod Canal will be open for navigation after July 29 for vessels drawing not more than 20 feet.

At the beginning of the present year Hungary's mercantile marine consisted of 72 ocean-going steamers of altogether 140,000 tons, and 160 large and small coasting steamers of 10,000 tons.

The German Government has decided after all to prolong the agreements with the North German Lloyd with respect to its Australian mail service, although in rather a different form than before. The North German Lloyd is said to have agreed to carry on the service.

Inquiries have been made as to whether London underwriters would entertain a proposal for raising the "Empress of Ireland"; but so far there seems to be absolutely no sign that they would care to move in the matter. The whole of the insurances effected on the liner have now been paid to the Canadian Pacific Railway, and it is highly improbable that the insurance market would be willing to expend a large sum on the chance of raising the ship. Possibly the owners might be interested in attempting to raise the hull, and the question of salving the moderate shipment of silver which the vessel was carrying will certainly be discussed.

The London River steamboat "Pepys" has just completed the voyage from the Thames to St. Louis du Rhone, in the Mediterranean. Leaving Charing Cross pier May 23, she arrived in the South of France June 3, coaling at Gibraltar. The vessel, which draws about 3 feet of water, was under command of two captains, aged 72 and 70 years, respectively. If we consider that the boilers and engines of this vessel were built for short river trips, and that in this case they were continually under steam for 11 days and worked to complete satisfaction, the trip must be considered a remarkable performance, particularly as in the Mediterranean the vessel passed through a severe gale.

The special board of inquiry that started its investigation on June 16 into facts attending the "Empress of Ireland" disaster of May 29, when over a thousand lives were lost, made its findings public at Quebec on July 11. The commission fixed the blame for the disaster on the collier "Storstadt," finding that the collision which sent the "Empress of Ireland" to the bottom of the St. Lawrence was caused by the altering of the collier's course without instructions from the first officer. The "Storstad's" third officer found responsible is Alfred Tuftenes. He was on the bridge when the crash came. Captain Kendall's action in stopping the "Empress of Ireland" when the fog hid the ships from each other was commended by the commission, but it was suggested that his failure to give a wider berth formed a contributory cause of the collision. Testimony brought by witnesses for the "Storstad" interests, which suggested that the course of the "Empress of Ireland" was changed through jamming of the steering-gear, was discredited.

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Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

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Andersen, Andrew
Andresen, Marius
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Anderson, Gustav
Anderson, John
Andersson, -1447
Andersson, E. -1781
Andreassen, Morgan
Antonsen, Herman
Appelgren, John

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Baumly, Jos.
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Benson, John E.
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Bertelsen, Alf.
Bevilaqua, Otto
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Bjerk, G.
Bjorseth, Knut
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Brusbard, E.
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Olsen, Carl -1101
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Heinrich Schel, born in Zingst, near Barth, Germany, is requested to communicate with Mr. A. Praast, 93 Diepe Straat, Antwerp, Belgium.

William Fayette White, whose mother died recently, is inquired for by his brother. Anyone knowing his whereabouts please address S. A. White, 106 W. Salem Ave., Roanoke, Va.

George Albert Vaughan, age 47, of Handsworth, Birmingham, England. Was in New York City in 1902; worked as steward on New York and South American boats. Important. Address, Rev. R. C. Cookson, 96 Monroe street, Brooklyn, N. Y.

Karl or Charley Emil Olsen, a native of Christiansand, S. Norway, about 26 years old, light complected and stout built, last heard from nearly two years ago when in Sydney, N. S. W., is inquired for by his anxious mother, Enke Karen Olsen, Markens gd. 26 Christiansand, S. Norway.—8-7-1914.

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Andrew Wilne, native of Dundee, Scotland; about 28 years of age, dark complexion, last heard of about nine years ago, sailing as steward, also as fireman, is inquired for by his relatives. Address A. S. Milne, 1122 Rose street, Grandview, Vancouver, B. C.

Albert Smith, a native of Cork, Ireland, who left the American ship John C. Meyer, on Feb. 20, 1911, is very anxiously inquired for by his wife. Please notify British Consul General at San Francisco.

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INFORMATION WANTED.

Samuel Dickson, a seaman, aged about 40 years, son of Moffett Dickson, deceased, of Belfast, Ireland, or any person knowing his whereabouts, is requested to communicate at once with the undersigned in connection with a legacy. A. R. Smith, U. S. Shipping Commissioner, Philadelphia, Pa.

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News from Abroad.

Twenty-five hundred striking Mexican miners at Cananea, Sonora, are said to have been given by Colonel P. Elias Calles, commander of the Constitutionalists garrisons in Sonora, the alternative of going to work, leaving the camp, or joining the army.

The French submarine "Calypso" was sunk near Toulon, France, on July 7, by the destroyer "Mousqueton" during maneuvers. The crew was saved. It is thought it will be impossible to salvage the submarine, on account of the great depth at which she is lying.

The Norwegian parliament has voted an appropriation of $27,000 to cover the expenses of the Norwegian official exhibit at the Panama-Pacific International Exposition at San Francisco and a further $13,500 for the dispatch of a Norwegian cruiser to represent the nation at the opening of the Panama Canal.

General Victoriano Huerta resigned from the provisional presidency of the Mexican republic July 15, and his resignation was accepted by the Senate and Chamber of Deputies by a vote of 121 to 17. Francisco Carbajal was then appointed President and took the oath of office at the joint session of Deputies and Senators.

The provisional government formed by the Ulsterites decided to give Sir Edward Carson a free hand to do whatever he pleased in calling the Ulster Volunteers to arms. In a speech Carson declared the time had now come for the Ulster men to translate words into deeds. Members of the Ulster Volunteers in Egypt and other foreign countries have been notified to return to Ireland.

The proposal in the United States to tax American girls marrying the titled foreigners has suggested to Parisians the idea of taxation for titled Frenchmen who marry American girls. The argument is that titles ought to rank with the old masters and be made liable to export duty. The following scale of taxes is advocated: Duke, $1,000,000; Prince, $500,000; Marquis, $250,000; Baron, $150,000; Count, $100,000.

More than 3,500,000,000 francs ($700,000,000) was paid into the French treasury by the subscribers to the new Government loan, according to the completed figures issued by the Ministry of Finance. The nominal capital of the renters issued was 884,414,000 francs. This was subscribed for more than forty times over, and the money paid in represented the first installment of 10 per cent. The issue surpasses all records, the best previous issue being that of 265,000,000 francs in 1901, which was covered twenty-four times.

The new United States Army regulations governing war correspondents were enforced for the first time in the case of Fred Boalt, an American writer with Funston's brigade at Vera Cruz. He was charged with sending out sensational and untrue dispatches. Secretary Garrison has revoked his credentials as a correspondent with the field army and ordered his deportation to the United States. As the dispatches in question also involved the Navy, Secretary Garrison has stayed the execution of his order while Secretary Daniels has opportunity for investigation.

With the Wits.

She—All extremely bright men are conceited, anyway.

He—Oh, I don't know; I'm not.—Boston Transcript.

Pessimist—The cost of living is terrible.

Optimist—But it's worth the price.—Philadelphia Public Ledger.

Old Man—What are you fishing for, sonny?

Sonny—Snigs.

Old Man—What are snigs?

Sonny—I don't know; I ain't never caught any yet.—Birmingham Age-Herald.

"Mother," said little Mabel, "do missionaries go to heaven?"

"Why, of course, dear," her mother replied.

"Do cannibals?"

"No, I am afraid they don't."

"But, mother," the little girl insisted, "if a cannibal eats a missionary, he'll have to go, won't he?"—New York Evening Post.

An English clergyman turned to a Scotsman and asked him:

"What would you be were you not a Scot?"

The Scotsman said, "Why, an Englishman, of course."

Then the clergyman turned to the gentleman from Ireland and asked him: "What would you be were you not an Irishman?"

The man thought for a moment and said: "I'd be ashamed of myself."

Two boys who managed to be rather unruly in school so exasperated their teacher that she requested them to remain after hours and write their names 1000 times. They plunged into the task. Some fifteen minutes later one of them grew uneasy and began watching his companion in disgrace. Suddenly the first one burst out with despair between his sobs and said to the teacher:

"'Tain't fair, mum! His name's Bush and mine's Schluttermeyer."—Chicago Daily News.

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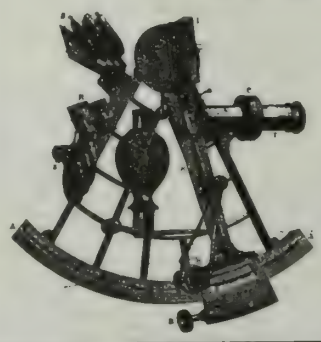
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It is the surplus waters that gather above Niagara and make the great Niagara Falls that furnishes electric power for many American cities.

So it is with those extra nickels and dimes that are regularly slipping through your fingers. Were you to divert them into a paying channel they would return to you tenfold. They must first be gathered together, and the best way to do that is to purchase one of the "dollar" banks that HALE'S are now selling for only 50c.



These banks are strongly made of steel, with oxidized finish, and are fitted with a patent lock. The key we keep, thus removing the temptation to open it impulsively and spend the savings. We will gladly open the bank at any time upon presentation at the Transfer Desk Main Floor. You do whatever you wish with the money.

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Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XXVII, No. 46. SAN FRANCISCO, WEDNESDAY, JULY 29, 1914. Whole No. 2288.

THE CURSE OF DUAL UNIONISM

Promoters of Utopian Organizations Scored by Wm. Z. Foster

The severest critics of the trade-unions to be found in the ranks of the working class are those chronic dual unionists, such as DeLeon, Haywood, and their followers, who teach that the law of evolution does not apply to the trade-unions, and that the way to develop a more effective labor movement is to abandon the organizations the workers have been laboriously building for forty years, and to start afresh in a new one. The dual unionists habitually take an omniscient and "holier than thou" attitude. They mercilessly criticize every real or fancied shortcoming of the trade-unions and their militants, as measured against their own Utopias.

Yet, insofar as their airy schemes materialize, these dual unionists, with characteristic inconsistency, actively provoke and aid in perpetuating some of the worst evils of the labor movement. This is notably true in the case of the notoriously destructive inter-union warfare that has devastated the American labor movement for years.

One of the most remarkable phenomena in the labor movement is the extreme bitterness and unscrupulousness engendered in the ruinous jurisdictional wars between rival unions. Two unions, or the integral parts of one union, will be working and co-operating in perfect harmony and friendship. A jurisdictional quarrel develops between them. Of a sudden their relations are metamorphosed.

The erstwhile friends become the bitterest enemies. The common war against the employer is abandoned. Henceforth the warring unions seek only to destroy each other. Any and all tactics are used; slugging, murder and wholesale scabbery being not uncommon, as we have seen recently in the electrical workers and the plumber-steamfitter disputes. Other unions become involved in these wars and the labor movement suffers in general.

None have condemned this jurisdictional strife more than the dual unionists. They properly ascribe the most of it to the needlessly large number of unions. They say there are too many unions and then, with a complete logical somersault, they advise us to start more. They take the "scientific" position that the way to decrease the evil is to increase its cause. They advise us to build up unions that will necessarily infringe on the jurisdiction of every union in the country. They would involve us in jurisdictional wars beside which the Reid-McNulty affair would be a negligible quantity. And, so far as they are able, they build up their unions and bring on the inevitable inter-union strife.

The Three Sets of Revolutionists.

The latest proposition of this character emanates from Debs, who is now doing his best to start a new labor movement. Thus is seen the pitiful spectacle of three sets of revolutionists, Haywoodites, Debsites and DeLeonites, each trying to build their own Utopia and each introducing jurisdictional warfare into the labor movement. In the name of solidarity they violate the first principles of solidarity.

In view of the disastrous experiences of the past twenty years with the A. R. U., S. T. and L. A., U. B. R. E., A. L. U., the two I. W. W.'s, etc., the continuation of this destructive dual organization policy is not to be lightly excused. It is difficult to extend to its champions the leniency shown the man who "didn't know it was loaded," for past experience has made it clear as day that the introduction of a union of any kind, revolutionary or conservative, into an industry even partly organized, inevitably results in the worst evils of inter-union war. Blind enthusiasm and a bigotry that refuses to recognize facts offers the only satisfactory explanation of their pernicious persistence.

The attempt to shift the blame for the ensuing upon the trade-unions is futile. As well blame an attacked animal for fighting back as to condemn an attacked union for retaliating. Both fight on the defensive. With the aggressors rest the responsibility, especially when they know retaliation will unfailingly follow their attacks. Nor is it sufficient to urge the good intent of the dual unions. Hell is paved with good intentions.

Forcing Internecine Warfare.

Let us illustrate more directly the reckless, suicidal character of the dual organization policy: Debs is now making an effort to organize an industrial union of railroaders, although he knows, if he has any perception whatever, that this union would immediately find itself in death grips with the now existing unions. And the issue would not be long in doubt, for the latter would crush the interloper as sure as fate, even as they have done in the past. Should such a union secure a foothold on some system and strike, the old unions, in self-defense, would send in men to take the strikers' places, and thus break it up. This is not guess work or supposition. They have done similarly time and again. And Debs knows this, or should, yet he proposes to have us repeat such a disaster. Take a case in point:

A decade ago the U. B. R. E., an industrial union, was making great strides among railroaders. A general strike was declared on a western road. It quickly resulted in a complete victory. It seemed certain the U. B. R. E. would sweep the country. But the brotherhoods sent their organizers in; the company flagrantly violated its contract; a confused second strike followed; the brotherhoods put their men to work and in a couple of days the U. B. R. E. was destroyed. The result was consternation and discouragement in the ranks of militant railroaders all over the country and a general lowering of the tone of all railroad unions.

Since this incident the brotherhoods, not to mention the shop unions, have greatly increased in strength and prestige. No dual organization could hope to successfully combat them. They would quickly destroy it as they did the U. B. R. E. by putting their men to work in the strikers' places. As the rank and file of the unions are not carried away by the promises of the flamboyant dual unions, but, on the contrary, view them with a natural suspicion and hatred as menaces to the unions that for years have been their only protection against the rapacious companies, it would be easy to induce them to use any and all tactics to break up new unions.

This was demonstrated again recently in the case of the dual Industrial Railway Union on the Pennsylvania railroad, which was quickly destroyed by the brotherhoods. Yet, in spite of all this, Debs (like the rest of the dualists in their various Utopias) is attempting to lead the railroaders into another dual union slaughter. It is treason to the working class, no matter what Debs' motive may be.

Such a defeat would be especially ruinous at this time. The militants are just recovering from their long attack of dualism and are settling down to fruitful work in the old unions. The brotherhoods are showing greater solidarity, as evidenced by their joint agreements, system federations, and the magnificent D. & H. and S. P. strikes. The shop men are gradually massing into one organization. A national federation of all railroad unions is in prospect. But if the hare-brain proposition of Debs goes through all this will be changed. A destructive jurisdictional war will rage. The old railroad unions will violently crush the new one.

The militants will be beaten, blacklisted and become discouraged with all organization, as in previous similar cases. A period of reaction will set in. The natural evolution of the old unions will be checked. Industrial unionism will be held back for years. And all this because of one irresponsible man whose Utopian character and bigoted hatred of the old unions leads him to mistake his dreams and prejudices for realities.

They May Mean Well, But—

It is high time that a sense of responsibility was brought home to the Debsites, Haywoodites, DeLeonites and other chronic dualists. Too long have they been excused on the ground that they mean well. If they can learn nothing from their experience (a charge they have long leveled at the trade-unions) others will have to interpret it for them.

Twenty years ago the A. F. of L. had a membership of 275,000. The dualists pronounced it obsolete and dying. They launched the Socialist Trades and Labor Alliance, a universal dual union. From that day until this one or more dual unions have been in the field. Not only have the dualists carried on an intense campaign of organization for their own unions, but they have also fought the trade-unions in every possible manner.

They have slandered and misrepresented them and their officials. The workers have been discouraged from joining them. Effective militants have been disheartened and made to quit, or become so much dead timber in them. Strikers have been discouraged with stories that they had all been sold out. Scabbery has not been uncommon. In short, every possible method has been used to hinder the trade-union and to build up the dual unions.

And what are the results of these two decades of jurisdictional strife? Here is the answer:

The A. F. of L., not to mention unaffiliated

trade-unions, shows an increase of 2,000,000 members and is evidencing great progress, while the I. W. W. has about as many members as had its predecessor, the S. T. & L. A., twenty years ago, and is as near dead as a union may well be and still live.

If the dualists can't understand the lessons these eloquent facts teach, viz., that the trade-unions represent the type of unionism best fitted to the state of the workers' minds and industrial conditions, and that industrial unionism must be a growth and not an over-night creation; if they persist in recklessly tearing down what it has taken such infinite pains to build up, the sooner they are recognized and treated as irresponsible, destructive fanatics the better it will be for the labor movement.

Too long has the interest of the working class been sacrificed in the name of progress. The dual organization program must be thrown aside. It is criminal to continue it. Its sole product is jurisdictional war, with all its devastating consequences.

STRIKE-BREAKERS' TROUBLES.

A threatened walkout of all strike-breakers has thrown the coal operators into a panic and given rise to the question, "What is to be our next trouble?"

When the strike of the Colorado coal miners was called September 23, 1913, the coal operators began at once to import free lunch-grabbers, cotton-pickers, dregs of the large cities' slums, farmers and others under various pretenses.

Few of these strike-breakers knew that they were to take the place of strikers and of the conditions which made the old miners appeal to the United Mine Workers of America for membership. Some of them were brought into the State under the pretense that they were buying land and would be provided with employment until they paid for it. Others were told they were to work in mines near Denver which had just been opened. Some were informed that they were to have other work, but most of those who did come to work in the mines were told that there was no trouble where they were to work.

These men were promised as high as five and six dollars a day. They were told of the fine homes, the billiard parlors, the club rooms they would have.

They came, they saw and they knew that they had been duped.

Then began a system of peonage that has probably never been equaled in these supposedly free United States. The imported strike-breakers in many cases refused to work. Instead of being allowed to leave they were driven into the mines like sheep at the point of gunmen's rifles.

One young man who came from Joplin, Missouri, believing that he had bought a farm at Alamosa, several hundred miles from where he was taken by Colorado's scab-herding militia, was thus driven into the mine. The first day he was kicked by a mule. The next morning he was so bruised that he could not get out of bed. About 10 o'clock that morning the camp marshal came to the filthy hovel which had been pictured to him as a neat cottage. He asked the youth why he was not working and was told of the accident. The marshal pointed the gun at him and told him he would either have to get up and go to work or go to jail.

Down at Primero they brought in a bunch of Mexicans by false advertising, thus ignoring the law and in which they were abetted by the State militia.

One night the superintendent suspected that they would make an attempt to escape from their enforced slavery. He sent the camp marshal to their dirty hut. The latter removed their shoes and made them walk half a mile in their bare feet in the snow to the company's office, where they were threatened with all kinds of punishment if they did not submit to the orders of the superintendent, who told them that even if they did elude the company's gunmen they would be caught by the State militia, who were paid by the State of Colorado to act as gunmen guards for the operators and who were stationed on the outside.

These and hundreds of other hardships the poor deluded strike-breakers have suffered at the hands of the coal companies.

Probably one of the greatest causes for the reported impending strike is the wholesale slaughter of the scabs in the mines. Hardly a day goes past that some strike-breaker is not wantonly murdered in the unsafe mines. Colorado has been noted for having twice as many deaths in its mines as any other State in the Union, but since the inexperienced men have been placed in them and the operators have more openly, if that is possible, disobeyed all laws for the protection of their men, the death rate has been even greater.

And another complaint of the scabs is that of wages. They have been robbed of hundreds of pounds of coal on every car they have mined, robbed at the company store, made to pay to send children to school when they had none, and bilked in every way possible, so that when pay day came around, instead of averaging $3 to $6 a day, they found they received on an average of from sixty to ninety cents a day.

Scabs who have escaped into Trinidad, Walsenburg and other strike centers say that practically all of the strike-breakers have organized and that the open revolt against those conditions which resulted in the massacre of nineteen men, women and children at Ludlow April 20 will take place in the very near future.—Walter H. Fink, Director of Publicity, District 15, U. M. W. A.

BOYCOTT SPERRY FLOUR.

The California State Federation of Labor has issued the following circular letter:

To the Unions of California—Greeting:

The Sperry Flour Company, one of the leading lights and a contributor to the union-busting Merchants, Manufacturers and Employers' Association at Stockton, has been declared unfair to organized labor.

Now is the time to show the arrogant and overbearing union-crushers of our State that organized labor will fight back when attacked.

The following are the main products of the Sperry Flour Company, and as they go largely into the homes of the working people, all true Union members and families are urged to refrain from using these UNFAIR products:

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	Apple Blossom Flour.
Baby Chick Feed.	**Port Costa Milling Co. Flour.**
Scratch Feed.	
Mission Bells Flour.	**Sperry's Rolled Oats.**
Big Loaf Flour.	**Horace Davis Flour.**
California Poppy Flour.	**Sperry's Dakota Flour.**

(Signed)

D. P. Haggerty, President,

Paul Scharrenberg, Secretary,

California State Federation of Labor.

To lubricate the rims of car wheels that frequently pass over curves there has been invented a device that feeds a paste lubricant against them automatically.

"HARMONY" AND "CO-OPERATION."

While President J. V. O'Connor and other officials of the International Longshoremen's Association have repeatedly made personal assurances that they earnestly desire harmony with the seamen and that they favor co-operation between seamen and longshoremen first, last and all the time, the published reports of transactions at their recent convention tell quite a different story.

Read and digest the news from the Milwaukee Leader under date of July 15, 1914:

LONGSHOREMEN ON RECORD, OPPOSING LA FOLLETTE BILL.

Declare Seamen's Measure Will Result in Crews Being Forced to Do Freight Handling and Reduce Efficiency.

One of the labor supports for the La Follette Seamen's bill, back of which Andrew Furuseth of the Seamen's Union, was pulled away Wednesday when the International Longshoremen's convention, in session in the Auditorium, went on record as against the proposed law.

The longshoremen claim that the bill if enacted into law will unquestionably force the men on the boats to do loading and unloading, and unless Furuseth and La Follette permit a proper amendment to the bill, the organization will fight it tooth and nail. Members say they do not intend to submit tamely to having their jobs wiped off the slate.

"And Furuseth knows mighty well that it will not take much to kill it," declared one delegate, vehemently.

Big Stir Begun.

The big stir thus far in the convention, arose Wednesday morning when a committee reported favorably on Resolution No. 17, introduced by Delegate D. R. Sassan, Hoboken.

The resolution recites that the maritime laws compel crews of American merchant vessels to handle cargoes at the option of the masters, either on board or on the dock, and that where this is carried out crews are overworked and rendered less fit for duty at sea, and that many of the disasters are the direct result, while the La Follette bill in no way sets this provision of the law aside.

The bill requires a doubling or even a trebling of the present crews, with the result, as the debate brought out, that the owners would not allow such big crews to sit idle when in port but would utilize their time in work on the docks.

President Takes Hand.

President J. V. O'Connor left the chair to join in the debate. The committee had reported in favor of asking the A. F. of L. to secure an amendment to the bill, but he opposed fighting in a round about way. He wanted the convention to declare itself against the bill openly. "It is clear that if the boat crews are doubled the international shipowners will not allow them to sit on the rail and smoke when there was unloading or loading to do," he said.

Delegate William Dempsey, Boston, said that Furuseth had put one over on them and they were about a year late in looking after their own interests.

It developed that quite a number of Longshoremen locals had unwittingly sent in petitions in favor of the bill. Also it was brought out that the action of the convention should be such as not to prejudice the efforts of the sailors in bettering their condition.

Bill Is Attacked.

Delegate Richard Butler, New York, made a strong attack on the bill, as did also Delegate C. A. Lane, Oregon, who said that in spite of efforts of the men on the Pacific Coast to come into closer relations with sailors, the fight on the bill should be a square-toed one.

The resolutions, together with amendments instructing the international president to seek an amendment, or failing this, to secure the introduction of a new bill, were finally passed.

The delegates enjoyed a picnic in Pabst park in the afternoon.

SWIM OR DROWN.

Alexander's substitute for the La Follette Seamen's bill ought to arouse the Great Lakes passenger traffic. It provides lifeboats for 20 per cent. of passengers and crew, rafts for 30 per cent., and expects the other 50 per cent. to swim ashore.—Toledo News-Bee.

That Esquimaux have two more ribs than any other human race has been discovered by an English scientist.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Only Acrobats Would Be Saved.

"There shall be a number of rope ladders always available for use in embarking the persons on to the rafts."

This is one of the provisions of the Alexander substitute for the La Follette Seamen's bill.

Have you seen boys and girls, out for a frolic, trying the feat of climbing short, swinging rope ladders, which form part of the "stunts" in some of our amusement parks? This is the acrobatic feat that is to be accomplished by portly old gentlemen, delicate women, and children, in event of disaster at sea, according to the Alexander substitute.

The vessel is pitching and rolling. The rope ladder, hanging loosely, is swaying with the motion of the vessel, and the person trying to get down is at one moment swung far out from the ship and the next instant is dashed against its side. None but an athlete or the most experienced of sailors could possibly get to the end of the ladder under such circumstances.

Once having reached the end of the rope ladder, however, there is the equally difficult feat of reaching the raft, which at one moment is smashing against the ship's side, the next moment away beyond reach. One instant on the top of a wave, the next in its hollow. And having got to the raft there is little or nothing to prevent even a strong man from being washed off it by the seas.

Even if it were possible to save any number of men, to say nothing about women and children, in this manner, the time which would be consumed in the acrobatic performance required by the Alexander substitute would be so great as to make the burning or drowning of the vast majority on board absolutely certain.

The La Follette Seamen's Bill provides lifeboats for all. Women and children can then be placed into these boats, accompanied by a crew in charge of two skilled seamen, before being lowered into the water.

No rope ladders, no impossible stunts for passengers, but just good lifeboats with men who know how to lower and handle them.

There were neither lifeboats nor men enough on the "Titanic." The "Volturno" had boats enough, but not enough men to handle them. The same is true of the "Empress of Ireland," where the tremendous loss of life occurred within a couple of miles from shore.

Is it the purpose of the Alexander substitute to mislead the public by juggling and changing names, but leaving conditions as they are?

Members of Congress, you have the information, you have the evidence. Give us real legislation on this subject.

Give us the La Follette bill.

The Market Value of Babies.

A committee of a New York organization which is trying to save the lives of babies has estimated the value of the average infant at $2,900 and the value of the babies who die each year in New York City at $40,000,000. The committee got its result by subtracting the cost of bringing up a baby from the average earnings of the successfully brought-up adult.

Why it should make any difference whether the babies which are lost would have been worth, to somebody not mentioned, forty million dollars or forty cents may be hard for thoughtful persons to understand. The habit of regarding babies as investments, with a net profit accruing to some one—after expenses of bringing up, feeding, amusing and finally burying are paid—is neither uplifting nor intelligent.

The baby's ledger, in an ideal society, would just balance, with the addition of a small percentage of what might be called social reinvestment to help the race along. No one would get rich by being able to subtract what others spent from what they earned and keep the remainder. The baby, as he grew up, would be useful. He would work hard, not only for himself, but for the community, but he would get back dividends on nearly all such work in the form of advantages gained from living in such a community. There would be no unused surplus, either in the hands of individuals or in the public hands. The millions of dollars saved babies would be "worth" would not be locked in bank vaults. It would all go toward making better and happier men and women out of infants who would grow up instead of dying.

This is only a way of saying what nearly everyone would admit and few would be willing to have acted upon, that there is no national wealth and there should be no national economies which are not reflected in the greater happiness, the fuller lives of individuals.

It is already a truism to say that money-making has been a religion in America. We think in terms of money. That is why we have to translate our babies, the sufferings and devotion of our mothers, all the finer things of our lives, into money. Money has been the national dialect. We have even upheld justice because, in the end, it saved money, and added a footnote to our declarations of independence to say that a greater measure of democracy would be economical as well as just.

When the New York philanthropists patiently figured out the market value of babies' lives they were working their sum backwards, and reducing an answer into a complex question. What they should have done—perhaps they are doing it in their work—was to find out how to translate money into babies, and not only into babies, but into happier, wiser and better grown-up people. That is the world's real problem. Next to producing things which we typify by money the fundamental task is to turn them into better people.

The poorest child in New York, in the most wretched of New York's tenements, is not only worth forty million dollars, but he is worth all the money in the world. Money is only a claim on goods and labor, and very often only a selfish and harmful claim, but a baby, at the most, may change for the better the whole course of human

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeland Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts Maritimes de France, 33 rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22. Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S, Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

Ninety-eight labor disputes were reported to the French Labor Department as having begun in April, as compared with 110 in the previous month, and 115 in April, 1913. The groups of trades in which disputes were most frequent were: Building (27 disputes), textile (18), metal (10), transport (8), woodworking (7), chemical (7), and leather (4). Of 87 new and old disputes reported to have terminated, 17 ended wholly in favor of the workpeople, 39 wholly in favor of the employers, and 31 in compromises.

In the year 1913, 278 economic movements were conducted in Hungary, of which number 103 ended without stoppage of work whilst in 133 cases the strike was resorted to, and in 42 cases the workers were locked out. Of the 29,205 workers involved in the movements, 11,862 went out on strike, 8,086 were locked out and 9,337 obtained satisfaction along peaceful lines. A reduction of the working of 9,061 hours per week for 2,333 workers, as well as an increase in wages of 8,900 Kronen per week for 3,463 workers, was secured by peaceful means. 375 workers received an increase in wages of 611 Kronen after having been locked out.

Four thousand London bookbinders employed by firms recognized by the London branch of the National Union of Bookbinders and Machine Rulers as "fair houses" are watching with close interest a discussion to be raised at the meeting of the London County Council. Complaint has been made by the union to the Council that books required for the Council schools are being sent to a firm to bind on the strict understanding that they are to be bound and completed by the labor of non-union workers only. The union also alleges that this work is being produced under conditions contrary to the schedule rates laid down by the Council in their own labor conditions; and further, that the wages and hours on the work supplied to the Council are not in accordance with the existing agreement of the Employers' Association and the trade union.

The labor movement of Chili is developing more rapidly than is agreeable to the employers and government. Alongside the organizations of a more or less pronounced trade union character are numerous benefit societies of all nationalities and religions. Certain of these unions have been in existence for many years but the most of them have sprung up within the last two or three years. In 1910, the State Labor Board undertook for the first time to draw up a statement concerning the state of the workers' organizations in the whole country. At this time 433 organizations with 65,136 members were counted. By 1913 the numbers had risen to 547 and 91,609, respectively, an increase of 26,473 or 40 per cent. In the year 1912, seventeen strikes with 11,154 persons involved, were reported, lasting from one-half a day to eighteen days. In 1913 there were seventeen strikes with 10,877 persons taking part and lasting from one to fifty-eight days. Five strikes ended with full success, eight with compromise and three in defeat for the workers.

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INFORMATION WANTED.

Alfred Kupfer, born February 9, 1890, at Coburg, Germany, is inquired for by the German Consulate, 201 Sansome street, San Francisco, Cal.

Johannes Puun, born in Oesel, Arensburg, Russia, supposed to be sailing on the Pacific coast, is asked for by his mother. Anyone knowing his whereabouts please notify A. Lepp, Sailors' Union, San Francisco.

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, 84 Embarcadero, San Francisco, Cal.

$10.00 reward will be paid by Johnson & Higgins, 244 California street, for information locating John Anderson and George T. Nelson, who were members of the crew of the steamship "Asuncion" in October, 1908.

Nils Johnson, who was wrecked in the American bark "Oasis," Sept. 2, 1887, is inquired for by W. F. Hohenschild, Berkeley, Cal.

Arthur Griffith, alias Simmons, a British subject age 28 years; 5 feet 6 inches in height, fair complexion, stout build, blue eyes, top false teeth, clean shaven, who is believed to sail on a coasting vessel between San Francisco and Portland, is inquired for by H. B. M. Consul-General. Anyone knowing his whereabouts please notify the British Consulate-General, San Francisco.

Fred Riley, a colored seaman, last heard from at Genoa, Italy, and at other times from ports in Australia and at Liverpool, England, is sole heir to his mother's estate. Anyone knowing his whereabout kindly notify Mr. John E. Selkirk, Attorney-at-Law, 100 Erie Co. Bank Bldg., Buffalo, N. Y.—6-24-14.

Norman Hadley, a seaman, supposed to be sailing on the Pacific Coast, is inquired for by J. B. McCurdy & Co., attorneys, relative to an inheritance. Anybody knowing his whereabouts, please notify Chief of Police, San Francisco.

John Rebbetad, who was in the steamer A. F. Lucas in November, 1911, is inquired for by his brother. Address, Coast Seamen's Journal.

Carl Janson, age 36, born in Wastervik, Sweden; last heard of in Seattle six years ago. Any one knowing his address please communicate with Erika Askenberg, 2280 86th street, Cleveland, Ohio.

INFORMATION WANTED.

Frederick Wood, a seaman, sailing on the Pacific Coast, is inquired for by his sister, Miss Lucy Wood, 108 Broughan street, Darlinghurst, Sydney, N. S. W., Australia. He is described to be tall, with dark curly hair and carries a scar on the nose. Anyone knowing his whereabout kindly notify the office of Chief of Police, San Francisco, Cal.—6-24-14.

Anybody knowing the whereabouts of Arne Johnsen please notify O. M. Johnsen, Mosby, Christiand S., Norway.

Richard Ryan, who left the British steamship Candida at San Francisco in July last, is inquired for by the British Consul-General.

Fritjof Ellingsen, age 32, a native of Drammen, Norway, he was short, heavy set, dark hair, parted in the center, and good looking. Anybody knowing his whereabouts please notify Ed Knach, 171 Clipper street, city.

John Dickson, who left Greenock, Scotland, about 10 years ago, his last address was Melrose House, Lower Boxhill, Brooklyn, New Zealand, is inquired for by his mother. Anybody knowing if he is alive or dead please notify the Secretary of the National Sailors' and Firemen's Union, Greenock, Scotland.

William Walker, a native of Islandmagee, Antrim Co., Ireland, is inquired for by his nephew. Any one knowing his whereabouts kindly communicate with John Walker Geddis, 7 Willowbank St., Brooklands, Winnipeg, Manitoba, Canada.

W. Kahlberg, No. 688, and C. Monsen, No. 1964, are inquired for at the Standard Oil Company's office, at San Francisco.

Any one knowing the whereabouts of John Burke No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

Johannes Larsen, age 22, born in Fitje, Norway, is inquired for by his brother, Ingolf Vestrick. Anybody knowing his whereabouts please notify his brother at 9 Mission street, San Francisco.

W. A. Goodrich, who left the British ship Puritan at San Francisco, February 6, 1911, is inquired for by the British Consul-General at San Francisco

William McGrail, of Baltimore, Md., who sailed on the Atlantic and Gulf Coasts as cook for a number of years, is inquired for by his brother, George McGrail, 603 Decatur street, New Orleans, La.

San Pedro Letter List.

Anderson, Carl -379	Lucander, Hj.
Andersen, Martin	Larsen, Herman
Anderson, Axel	Machada, Enrique
Anderson, Gust. -810	Mikelsen, Andreas
Andersson, E. -1762	Martinell, Walter
Alexandersen, P.	Mennicke, Fritz
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Berndt, Hugo	Miller, Wm.
Bringsrud, Harald	Mayers, P. M.
Brien, Hans	Michaelsen, A. -1105
Berg, S.	Morris, M. H.
Carlson, Kalle	Nielsen, Chr.
Ceelan, John	Nikander, Dan
Clausen, J.	Nurhanen, E.
Ellingson, Ivar	Nordin, Gus
Enstrom, Carl M.	Neergard, A. -1165
Eugene, John	Nelsen, Ernst C.
Ekland, Sven	Ohlund, Chas.
Felsch, Harry	Olsen, Jacob
Ferem, William	Olsen, Harald
Fahlinen, Hjalmar	Olsen, Ludvig
Gundersen, Andrew	Olsen, Nick
Gunther, Dick	Olsen, Hans
Gustafson, Alf	Olsen, Ole Wilhelm
Holmstrom, Fritz	Osterberg, S. H.
Holmes, Hans	-1284
Hansen, Hans -2219	Pillman, F.
Hansen, H. T. -1446	Petersen, C. -1193
Holmgren, G. J.	Parsons, Herman
Hansen, Fred	Pette[illegible], A. K.
Hansen, Johannes	Peder[illegible] J. Alfred
Heesche, Henry	Paulson, Gustaf
Hakonsen, P. O.	Pearson, Ed
Haro, Aarp	Peterson, K. E. -903
Harrold, Henry	Ridnell, J. H.
Hansen, H. -2060	Rantman, R.
Ivarsen, Ivar	Rutel, Ernest
Johannsen, Charlie	Stolt, Axel
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-280	Svendsen, S. -1717
Johansson, Algot	Schlachte, Alfred
Jensen, Oscar M.	Steen, J. C.
Johnson, Oscar	Sievers, G. P.
Karsten, Hugo	Simpson, L. C.
Kaktin, Ed	Sandseter, Paul
Kremer, Sigurd	Svenningsen, S. N.
Kalmamm, Andrey	Sandy, Oskar
Larsen, Andrew	Strahle, Chas.
Lindberg, Wm.	Sassi, Wilhelm
Larsen, J. -1759	Samuelsen, Victor
Lassen, Johan	Saar, Conrad
(Reg. Let.)	Thiem, Eberhard
Lindholm, Charles	Tvedt, Olai
Lundberg, T.	Williamson, W.
Lindholm, Erik A.	Zunderer, Theodor
Lyngard, Jorgen	Packages.
Line, Victor	Johansen, Nils A.

Honolulu, H. T.

Anderson, Edw.	Ivars, Carl
-1734	Irvine, Robert
Abrahamsen, A.	Jorgensen, C. M.
Austin, Frank	Kayser, Charles
Andersen, Anton	Koskinen, Sulho R.
Andersen, O.	Lentinon, E.
Clarson, A.	Lundberg, T.
Clancy, James	Nordling, C.
Hansen, Jos. G.	Paty, George
Hansen, Max	Slattery, Wm.
Hansen, Christ	Silver, E.

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INFORMATION WANTED.

Peter Bellenot, who last sailed on the S. S. "Mariposa" out of Seattle, Wash., about November, 1912, is inquired for by his mother, Mrs. Bellenot, 1406 Second street, West Berkeley, Cal. Anyone knowing of him kindly write at the above address.—6-24-14.

If Axel Olson and John Swanson, who in the autumn of 1902 were members of the crew of the steamschooner "Fulton," will send their present addresses to John Gabrielson, Bellflower, Calif., they will receive news that will be of interest to them.

Pacific Coast Marine.

The San Francisco Board of State Harbor Commissioners has directed Secretary Merle to advertise for bids for the construction of the foundation for the southerly extension of the ferry building for baggage rooms and for ferry slips 6 and 7.

The river steamer "H. J. Corcoran," after lying for nearly a year and a half at the bottom of San Francisco Bay, has been raised and refitted for service. Four months have been spent in repairing her, the total cost of the work being $30,000.

Owing to the absence of the British sloops of war "Shearwater" and "Algerine," now doing duty in Mexico, the Canadian cruiser "Rainbow," which has been laid up for a year at Esquimalt, B. C., will be recommissioned and sent to patrol the Bering Sea fisheries.

An appeal to the U. S. Government for the dredging of Carquinez Strait from Bulls Head point to New York landing, a distance of 20 miles, has been made by the Contra Costa Chamber of Commerce. It is estimated that the dredging will cost about $1,000,000. The depth desired is 24 feet.

Indications are that lumber exports during the next few months from Portland will show a heavy increase. In addition to the regular coasters in the trade there are listed for lumber loading at Portland the steamers "Hazel Dollar," "Cape Finisterre," "Inveran," "Strathdenick," "Queen Maud," "Azumasah Maru," "Hyndford," "Queen Margaret," "Colusa," "Cuzco," "Santa Clara" and "Santa Cecilia."

The revenue cutter Bear, with Captain Robert Bartlett, master of the wrecked Stefansson exploring ship "Karluk" aboard, sailed from Nome on July 22 for the Arctic to take off the eighteen white men and four Esquimaux of Bartlett's command, who are marooned on Wrangell Island, where they sought refuge after the Karluk was crushed in the Arctic ice north of Herald Island last winter.

All bids on the army harbor steamer, which were opened last week, have been rejected. The United Engineering Works of San Francisco had the lowest bid, $129,000. No reason has been given for the rejection of the bids other than that it is supposed that the War Department does not care to spend that much money on a harbor boat and will probably change the design to get lower estimates.

The public evening Navigation School at San Francisco will reopen for the fall term on Monday, July 27, when all those who wish to secure a knowledge of navigation without expense should present themselves for enrollment at 7 p. m. in the class room in the Ferry Postoffice Building. Advanced classes also afford an opportunity for those who already have some knowledge of the subject.

The Dupont Powder Company will build a dock and large storage magazine at Smuggler's Cove, about five miles south of Juneau on Gastineau Channel, southeastern Alaska. The magazine is intended to serve the trade in the vicinity of Alaska's capital, along Lynn Canal, and in event of emergency to points to the westward, since all vessels bound for southwestern Alaska ports pass in and out of the Gastineau Channel.

Applications for the next examination for the position of assistant lighthouse keeper in the Eighteenth district will be received between July 15 and August 15, 1914, according to an announcement of the United States Civil Service Commission. No educational tests will be given, and applicants will not be assembled for a mental examination. The examination will consist of physical ability, 40 per cent., and training, experience and fitness 60 per cent.

The report of the United States Shipping Commissioner of the District of Washington, for the fiscal year ended June 30, shows an increase of 2500 in the number of seamen shipped, reshipped and discharged in the operation of vessels in that district as compared with the previous year. The total number of seamen handled through the shipping commissioner's department during the fiscal year was 49,600, as compared with 47,100 for the preceding year.

Advices have been received by the Oregon Railroad Commission that the Interstate Commerce Commission will hold a hearing in Portland August 7 to determine whether the Spokane, Portland and Seattle Railroad Company shall cease operating its Columbia River boat line between Portland and The Dalles. Under the Panama Canal act it is unlawful for a railroad to operate a boat line with which it competes. The act provided that all railroads should cease operating such lines on July 1.

Returning from Mexican waters, where they were on station for two months, the "Truxtun," "Paul Jones" and "Whipple" of the torpedo flotilla, arrived at San Francisco during the past week from San Diego, where they stopped on their way north from Mazatlan. The little fighters proceeded direct to the Mare Island Navy Yard, where they will undergo overhauling. Five other vessels of the torpedo flotilla remain in southern waters, but it is expected that they will soon be ordered home by Rear-Admiral T. B. Howard, commander-in-chief of the Pacific fleet.

Bringing details of the loss of the old whaling bark "Gayhead," which was wrecked on Castle Cape reef, Western Alaska, June 27th, the crew of the vessel reached San Francisco during the week from Seattle on the coaster "Governor." According to the veteran whaling skipper the picturesque old craft is a total loss, having begun to pound to pieces soon after she drove ashore on the rocks. The bottom was torn out of the vessel and she was full of water when the crew left her to her fate.

The conference of port representatives, which was in session at Seattle, has perfected a permanent organization to be known as the Pacific Coast Association of Port Authorities. General H. M. Chittenden of Seattle, was elected president and San Francisco as the city for the next annual meeting, resolutions urging uniformity in port charges throughout the coast were also adopted. Other officers elected were: J. H. McCallum, San Francisco, first vice-president; C. E. Remsberg, Seattle, second vice-president; S. McClay, Vancouver, third vice-president; F. W. Murkey, Portland, fourth vice-president; C. M. Gordon, fifth vice-president; Leo V. Merle, San Francisco, secretary.

Starting out on a long tow, the cruisers "South Dakota" and "West Virginia," with submarines "F-1" and "F-2" at the end of hawsers, started from San Francisco for Honolulu on July 24. The cruisers will be away for about three weeks, because of the necessity of slow speed when they have the small craft in tow. After delivering the little fighting vessels at Pearl Harbor the cruisers will return to San Francisco and take two others to Honolulu, the four to make the flotilla of submarines to be stationed permanently at the Hawaiian base. This is said to be the longest oversea voyage made by submarines, and it will mark a new era in sea fighting if these tiny craft can make the long 2000-mile trip without accident.

The Japanese steamer "Komagata Maru," with her 352 Hindoos aboard, sailed from Vancouver, B. C., on July 23 for Shanghai. After a night of threatened trouble the departure of the "Komagata" was accomplished very peacefully. The vessel was accompanied by the Canadian cruiser "Rainbow," which will escort the Japanese vessel to a point seventy miles west of Vancouver Island. The Canadian Government spent more than $10,000 in provisioning the "Komagata" for the return voyage. The "Komagata" arrived at Vancouver two months ago. Her coming had been announced by cable from Shanghai, and every effort to obtain publicity for the "Komagata's" errand was made. It is said the promoters of the expedition are pleased with the publicity the "Komagata" expedition has received here, in Great Britain and India, and that the rejection of the Sikhs, most of whom are said to be former soldiers in the British army, will be made much of in the agitation for the overthrow of British rule in India.

The Federal Grand Jury at Seattle, Wash., has returned indictments under the Sherman anti-trust law against the members of the so-called halibut trust, which controls most of the halibut caught in the North Atlantic and North Pacific and Bering Sea waters and sold in the United States. Indictments were returned against the Booth Fisheries Company of Maryland, the Booth Fisheries Company of Washington, the Chlopeck Fish Company of Seattle, the International Fisheries Company, the San Juan Fishing and Packing Company, the Occidental Fish Company, A. B. Carpenter, president of the Booth Fisheries Company of Maryland; W. C. Chutter, president of the Booth Fisheries Company of Washington; William Calvert, Jr., president of the San Juan Fishing and Packing Company, and W. J. Maddock, a buyer for the Booth interests. The indictments allege conspiracy to control and limit the supply and price of halibut taken from the waters of the North Pacific and North Atlantic Oceans and Bering Sea and shipped through the markets of Seattle, Tacoma, Vancouver anjd Prince Rupert, B. C., and Boston; to control the price paid to independent dealers for fish by making exorbitant and unreasonable bids against them; to control the price by refusing to bid against one another; to control the distribution of halibut through the markets by pretended competition against one another; to control prices by refraining from good-faith competition in markets allotted by agreement among the indicted firms, and to control the markets and prices by intimidation and coercion of independent dealers.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

International Seamen's Union of America.

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.
THOS. A. HANSON, Secretary.
570 West Lake St., Chicago, Ill.
AFFILIATED UNIONS.

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CONNEAUT HARBOR, O., 992 Day St.
ERIE, Pa., 107 E. Third St.
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SUPERIOR, Wis., 1721 N. Third St.
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BRANCHES:
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MILWAUKEE, Wis., 151 Reed St.
CHICAGO, Ill., 406 N. Clark St.
ASHTABULA, O., 74 Bridge St.
TOLEDO, O., 54 Main St.
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PT. HURON, Mich., 517 Water St.
CONNEAUT, O., 922 Day St.
OGDENSBURG, N. Y., 70 Isabella St.
N. TONAWANDA, N. Y., 152 Main St.
SUPERIOR, Wis., 1721 N. Third St.
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ERIE, Pa., 107 E. Third St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.

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SAILORS' UNION OF THE PACIFIC.

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(Continued on Page 11.)

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, JULY 29, 1914.

INVOLUNTARY SERVITUDE.

Washington, July 25.—Abolition of imprisonment for desertion from the Navy in times of peace was ordered to-day by Secretary of the Navy Daniels. Under the new regulations bluejackets who overstay their leaves or commit similar breaches of discipline will be summarily dismissed instead of being sent to prison, while men who become dissatisfied with the service and want to quit may have an honorable discharge by merely refunding certain enlistment allowances.

This radical departure from traditional naval methods has been under consideration by the Secretary ever since he came into office. He announced to-day that the Navy now had practically a full quota—51,348 enlisted men—compared with a shortage of more than 4,000 eighteen months ago, and that the time to take the step had come.

Congratulations to the Secretary of the Navy!

He has seen the light and he evidently has the courage of his convictions. He has also, unintentionally, directed public attention to the fact that modern education and the seven-century-old status of the seamen can not continue together.

While Congress is considering the advisability of honoring the platform pledge which promised relief from involuntary servitude to the seamen in the Merchant Marine, Mr. Daniels has by a stroke of the pen violated all sacred (?) traditions and abolished imprisonment for desertion in the Navy.

While imprisonment for desertion has been abolished in our Navy, the police in all foreign ports still act as slave-catchers for American shipowners by arresting, detaining and surrendering back to the vessel any seaman who has quit his job for good and sufficient reasons.

While the enlisted men of our Navy have been given the privilege to quit their jobs if dissatisfied, and have thereby been placed on equal terms with all other men ashore, the United States still performs the slave-catching service for foreign vessels when in ports of this country.

Scarcely a month passes by in which some seaman from some foreign merchant vessel is not sitting in some prison of the United States, patiently awaiting the time when he shall be brought to his ship, to enforced labor —to involuntary servitude.

What a parody on justice.

America, the haven of the oppressed, the land where "all men are created equal," where "all men are endowed with certain inalienable rights"—this great Republic which has now abolished involuntary servitude in her Navy—still refuses to grant that boon to her merchant seamen.

Can it be possible that Congress will again adjourn without giving the men who man the Merchant Marine the same degree of freedom that has been voluntarily granted to the enlisted men in the Navy?

Can it be possible that public conscience in the country has become so dull and lethargic as to tolerate this state of affairs?

ABOUT HEROISM.

Shortly after the disastrous collision between the "Empress of Ireland" and the Norwegian collier "Storstad" there was some newspaper comment about the proportionately large number of the crew among the survivors. There were also some veiled hints at cowardice and lack of discipline, and so forth. Now it appears that the board of inquiry, which has just concluded its session, did not even consider these allegations and insinuations as worthy of notice.

In some quarters there is a peculiar notion about heroes and heroism. Whenever a new vessel is launched there is always a great deal said about the latest "floating palace" and her "palatial" dining saloons, smoking rooms, music halls, Roman baths and other showy parts of the interior are described in detail. But we have carefully searched every such write-up for any reference to the forecastle or the glory hole or any of the quarters set aside for the men who scrub the decks, shovel coal into the furnace or look after the passengers' comfort in the staterooms.

The quarters for the crew are always the same. As has been said so often, the space allowed an American seaman is too large for a coffin and not large enough for a decent grave. Any old hole is good enough for these potential heroes who are usually referred to as mere "hands." You see, they are "only" common sailors or firemen or waiters and are really not worthy of much consideration, until—well, until something happens, until danger arises. Then in the twinkling of an eye the "hands" are expected to become heroes—genuine heroes who cheerfully lay down their lives in order that passengers may live.

Now, there are certain other potential heroes; for example, policemen and the employes of the city fire departments. But these men do not work for paltry seamen's wages and they are never referred to as "hands." Furthermore, if they sacrifice their lives in the performance of duty there is a pension coming to those who have depended upon them for support. Not so with the seamen. There is no pension for the dependents of the men who follow the sea. And none of our plutocratic philanthropists have so far set aside any funds to pension the worn-out "hands" who go to sea. There is even a very serious doubt whether any of the new Workmen's Compensation laws apply to seamen when at sea.

Heroes or cowards, when the ship sinks, the seamen's pay stops. About that point there is no misunderstanding at all. It is one thing to criticize seamen for their failure to be drowned, but it is another matter entirely to treat them like men and "heroes to be" whenever the danger alarm is sounded.

THE STOCKTON LOCKOUT.

A new definition of the open-shop (i. e., the non-union shop) has been recently advanced by the spokesman for the labor-crushing Merchants, Manufacturers and Employers' Association, of Stockton, Cal.

When the arrogant heads of monopolies first coined the term open-shop it was represented as the embodiment of a great principle—the principle of equal rights and equal opportunity.

It was a plausible argument, but it was hollow and hypocritical from the start, and it could not stand the test of time.

Read the amended definition as promulgated in Stockton:

> We understand the open shop to consist of the elimination of the union label, the union stamp and union display cards by ourselves or by our employes, and the elimination of the signing or making of agreements by and between our members and labor organizations.

The union label, the union stamp, and the union shop card are powerful factors for good. They are the mediums through which the public may enforce its rightful power against the evils peculiar to certain industries and against the evils common to many industries.

Therefore, the union label, stamp and card must go!

Working agreements between employers and employes establish some form of equal rights. They have a tendency to substitute justice for benevolence; they eliminate grievances and establish the only kind of "harmony" that is possible between masters and workers in this complex industrial world.

Therefore, agreements must go!

So when the fight for the open-shop is analyzed, it is no more and no less than the desire of a few men drunk with power to bring back the days of long hours and starvation pay—the days of virtual slavery when a workingman could not call his soul his own; the days when the employer of labor was the lord and master of all he surveyed.

But the organized workers of Stockton and their fellow-workers throughout the State are wide awake. They have learned that an open-shop community means petty tyranny upon the throne. They know that an open-shop town means a non-union town—a community where labor unions are labeled as "criminal conspiracies" and "organized mobs."

So the workers of California have picked up the gauntlet thrown down by the Stockton disciples of General Otis. They have hurled defiance at the corporation-tainted judge who has already used his restraining orders and injunctions to help the labor-crushers and hamper the workers. They have decided to fight back.

And when the smoke of the battle has cleared away there will be some sadder and wiser men among the merchants who allied themselves with the labor-crushers. The capitalistic agitators together with their thugs and gunmen will move on to some other peaceful burg. Stockton will not support that breed for any length of time, for the overwhelming majority of the people in that vicinity believe in a square deal for the workers. And who ever saw labor get a square deal in an open-shop community?

The compulsory arbitrationist who would have wages fixed by law probably flatters himself that he is ahead of his generation. In reality he is merely the re-embodied spirit of an age long past.

A PASTOR TO THE RESCUE.

Every new movement leaves in its wake a certain number of poorly balanced individuals who are generally termed cranks. The present world-wide movement for greater safety of life at sea is no exception to this rule. Mr. C. Seymour Bullock of Ottawa, Canada, in a recent contribution to an Eastern magazine, says:

> For twenty-five years I have been a recognized "steamboat crank" obsessed, it seems, with the spirit of that pioneer of pioneer steamboat dreamers, John Fitch, and of the less original but more successful Robert Fulton. During that quarter of a century I have met many of the leading steamboat men and marine engineers of the world—numbering some of them as intimate friends—and out of this intimacy I am justified in saying, etc.

After claiming to be an experienced authority on safety at sea, owing to personal acquaintance with certain marine engineers, the worthy expert (?) admits that he is a busy pastor of a church, and then protests against the alleged absurdities of the La Follette bill and the things that (to his mind) are logically deduced from it.

The following bright quotation elucidates the line of reasoning pursued by this champion of the shipping interests:

> Take Mrs. Kelley's contention that each passenger shall have a designated seat in a lifeboat as called for by the number on a coupon. Think you that frenzied men and women could be kept from a nearby lifeboat because, perchance, the numbers upon the seat in the particular boat did not correspond with the numbers on their coupons? A week at sea is not a theatre party with everybody subservient to gentlemanly ushers. Some lifeboats would possibly be smashed in a collision, some could not be used by reason of a list of a ship to one side or the other. What would be done with the people whose assignments happened to be in unusable boats? Such a coupon system would not only be wholly ineffective, it would be confusion worse confounded.

If the reverend gentleman intends to treat the public to his sense of humor, it is certain that he was never "intimately acquainted" with Mark Twain, justifying his efforts to be witty. Any clear-minded person understands that Mrs. Kelley's idea was for the purpose of a guaranty to all passengers, when purchasing tickets, that there was lifeboat accommodation for each person sailing on a certain vessel; not as our friend would have us believe, that they could occupy only such seats as corresponded with their coupons. Another exceedingly brilliant contention of this nautical pastor is that at times of shipwreck the strength of one man becomes as that of ten—therefore an efficient lifeboat crew is unnecessary. He further states that brains as well as brawn is necessary in emergencies; and with this contention all will agree. It is because of that fact that efforts are being made to establish a standard of efficiency for members of boat's crews. A purser, steward, or fireman may be intimately acquainted with the men who comprise the crew of the deck department, but that does not necessarily mean that they are experts in the practice of handling lifeboats any more than the reverend gentleman's personal acquaintance with marine engineers, warrants his special knowledge of matters maritime.

If it were not for the fact that some persons might give credence to the vaporings of this pocket edition of Robert Fulton, his efforts would be a screaming farce. If the reverend gentleman is no better acquainted with the Scriptures than he is with marine affairs, the forces of darkness will be holding high carnival in the neck of the woods where he holds forth to the flock. However the feeling which actuated the Reverend Mr. Bullock is evidenced by the last paragraph of his literary effort in the sentence: "Let us not yield to the cry 'The rich are selfish.'"

The gentleman evidently believes with the shipowners that dollars are to be considered before lives.

The current issue of the North American Review contains a ten-page article by Governor Ammons of Colorado in defense of the State militia. Those heroes (?) in uniform who participated in the Ludlow massacre of innocent women and children are highly praised, but the husbands and fathers among the miners who lost their lives in defending their own against Rockefeller's hirelings are said to have "died with arms in their hands fighting against the State." The same magazine which prints this fulsome eulogy of murderous thugs fills its colmns month after month with silly and sickly twaddle about "class rule," "labor domination" and similar terms freely used by all would-be labor crushers. Governor Ammons and Colonel Harvey who edits the "Review" are birds of feather. They are the real fomenters of strife. Their words and deeds are doing more to create "class consciousness" and a war of classes than all anarchists, nihilists and black hand artists combined.

No event in the history of the labor movement has so forcibly impressed the workers with the necessity of united action and solidarity as the massacre of nineteen men, women and children at Ludlow, Colo., April 20, 1914. The story of how the hired assassins of industry swept down on the peaceful camp of strikers, mowed them down with high-powered rifles and machine-guns, burned their homes to the ground, and how John D. Rockefeller's oil-fed flames burned to a crisp the little bodies of eleven children, should be read by every redblooded worker. The only authentic story of the massacre was written by Walter H. Fink, director of publicity of the Colorado miners, who has been on the job since the strike began September 23, 1913. You can secure the book, postage prepaid, by sending a money order for 30 cents to Walter H. Fink, Box 1575, Denver, Colorado.

The report of the Statistician of the Industrial Accident Commission of the State of California for the first six months of 1914 has just been made. It shows some startling figures relative to the extraordinary heavy toll of industry in terms of human lives and bodily injuries. A total of over 26,000 accidents have been reported to the Commission during the first half year ending June 30th. Of these, 25,475 resulted in temporary disability, approximately 600 caused permanent disability, while 223 resulted in death. During the month of June alone over 7500 accidents were reported, 10 of which were death cases, while 184 caused permanent disability. Could there be any more telling and conclusive argument as to the need of a Workmen's Compensation law than the above figures?

If Abraham Lincoln were alive to-day he would probably says: "Thank God, we have a labor movement that can sustain a strike until it accomplishes something."

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., July 27, 1914.
Regular weekly meeting came to order at 7 p. m., E. A. Erickson presiding. Secretary reported shipping slack with very poor prospects. It was decided to send three delegates to the annual convention of the California State Federation of Labor. Nominations for delegates will be made in the first meeting of August and the election will take place the first meeting in September.
NOTICE: Members are requested not to accept employment in the hop fields.
JOHN H. TENNISON, Secretary pro tem.
84 Embarcadero. Phone Kearny 2228.

Victoria, B. C., July 20, 1914.
No meeting. Shipping dull; prospects uncertain.
R. TOWNSEND, Agent.
518 Yates St.

Vancouver, B. C., July 20, 1914.
No meeting. Shipping dull; prospects uncertain.
W. S. BURNS, Agent.
231 Hastings St., E. corner of Hastings and Main, P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, July 20, 1914.
No meeting. Shipping dull; prospects uncertain.
H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, July 20, 1914.
Shipping and prospects poor.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, July 20, 1914.
Shipping fair; prospects uncertain.
J. PEARSON, Agent.
P. O. Box 6. Tel. Main 557.

Portland Agency, July 20, 1914.
Shipping and prospects poor.
G. A. SVENSON, Agent.
P. O. Box 2100. 51 Union Ave. Tel. East 4912.

Eureka Agency, July 20, 1914.
Shipping dull; prospects uncertain.
JOHN ANDERSON, Agent.
227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, July 20, 1914.
Shipping fair; prospects uncertain.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, July 13, 1914.
No meeting; no quorum. Shipping and prospects poor.
JACK EDWARDSON, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., July 23, 1914.
Regular weekly meeting was called to order at 7 p. m., Ed. Andersen in the chair. Secretary reported shipping fair on steamers, slow on steam-schooners. Nominations for delegate to the California State Federation of Labor Convention will take place in regular meeting on or about August 6 at headquarters and San Pedro.
EUGENE STEIDLE, Secretary.
Phone Kearny 5955.

Seattle Agency, July 15, 1914.
Shipping slow; prospects better.
LEONARD NORKGAUER, Agent.
Grand Trunk Dock, Rooms 203-205. P. O. Box 214. Phone Main 2233.

San Pedro Agency, July 15, 1914.
No meeting; plenty of men ashore.
HARRY POTHOFF, Agent.
P. O. Box 54.

Portland Agency, July 20, 1914.
No meeting. Shipping fair; plenty of men ashore; prospects uncertain.
JOE MACK, Agent pro tem.
27½ Second St., Bickle Bldg., Room 10. Phone Main 9731.

DIED.

Einer Henrik Johansen, No. 2215, a native of Fredrikshald, Norway, age 29, died at Bieber, Cal., July 13, 1914.
Carl Stenbecker, No. 685, a native of Sweden, age 55, died at San Francisco, Cal., July 17, 1914.
Joseph Brady, No. 678, a native of Scotland, age 53, died at Ukiah, Cal., July 3, 1914.

RESULTS OF OVERCROWDING.

One effect of overcrowding excursion vessels on the Great Lakes is revealed in a report just submitted to Peter Reinberg, president of the board of education at Chicago, by W. L. Bodine, superintendent of compulsory education, showing up gambling, juvenile drunkenness, and general bad conditions on Lake excursion steamers plying between Chicago, Michigan City, South Haven, St. Joe, and Benton Harbor and Milwaukee.

Mr. Bodine made an investigation from June 29 to July 8 in behalf of a sub-committee of the school management committee of the board, of which Dean W. T. Sumner is chairman. The committee was appointed last year and made an investigation late in the season. According to Mr. Bodine the matter was taken up with the steamship companies, and the present investigation was made to see if bad conditions had been eliminated. His report says they are still bad.

Only one boat, the "City of South Haven," according to the report, made any attempt to police its decks.

In the course of his report Mr. Bodine said:

"Reliable investigators, including an expert on personal safety appliances, have been detailed on the work by the bureau of compulsory education on all the boats on various occasions from June 29 to July 8.

"The average excursion boat, especially on days when the capacity is taxed, is not adequately equipped for the personal safety of all passengers. There are not enough lifeboats or liferafts, and the facilities to expedite service and accessibility of liferafts for emergency use require immediate attention and improvement. Government inspectors admit that the lifeboat and liferaft equipments in the excursion season would not provide for over 30 to 40 per cent. of passengers on big days, and that the life preservers would be the only hope of the excess."

It is obvious, therefore, that lifeboats for all, as required in the La Follette bill (S. 136) will reduce the objectionable overcrowding and greatly lessen both moral and physical danger.

With reference to the laxity of morals, Mr. Bodine says:

"The bars on these excursion boats should be either regulated or eliminated. Steps should be taken to prevent the sale of liquor to minors. Boys only 17 years of age were found drunk and girls under 16 years were found in the same condition in a Fourth of July crush.

"Women and children are not adequately protected by enforced discipline of boat rowdies. With one exception the boat companies make no appreciable effort to maintain proper conduct on board with special police from the crew.

"While the majority of the passengers conduct themselves properly, there is a vicious and degenerate minority, including a clique of young men who infest the boats looking upon unescorted young girls as legitimate prey. Some women, on the other hand, have developed the 'excursion' habit to lure susceptible youths.

"Any one with 'the price' can secure a drink or a state-room on the average steamer.

"The upper decks and secluded parts of the boats are the spooners' paradise. Liberties are often taken with intoxicated young girls, whose mothers should not have permited them to go on a public boat unescorted.

"The average Lake excursion boat is equipped with slot machines, wheel and paddle games, and various devices to secure nickels and dimes. They are merely marine kindergartens of gambling, patronized extensively by school children. A system of petty gambling exists, in which a first grade child with a nickel or dime in his hand is permitted to take his first lesson if he is big enough to push to the front with his small change.

"Open-eyed schoolgirls, as well as boys, are lured to games of chance by the enchanting song of the 'barkers of ballyhoo.' The system is a 'sure thing'—for the concessionaires. One boy who won $5 worth of trade checks 'redeemable on the boat' was bared from the game on one of the steamers plying between Chicago and a Michigan port.

"It has been a pleasure for me to cooperate with your administration for the protection of children and secure evidence for public welfare. The board of education some time ago had a sub-committee, of which Dean W. T. Sumner was chairman, to take such steps as it deemed best to safeguard the interests of Chicago school children who patronize these boats.

"The committee at that time took the subject up with the various managers of the Lake steamer lines, but conditions show no improvement this year.

"The question of police jurisdiction beyond the three-mile limit places the remedy in the hands of the companies operating these boats. The question of patronage rests with the public."

DOOLEY ON THE OPEN SHOP.

"What is all this talk in the papers about the open shop?" asked Mr. Hennessey.

"Why, don't ye know?" said Mr. Dooley. "Really I'm surprised at yur ignorance, Hinnissey. What is the open shop? Sure, 'tis a shop where they kape th' door open t' accommodate the constant stream of min comin' in t' take jobs cheaper thin th' min that has th' jobs. 'Tis like this, Hinnissey. Suppose wan of these freeborn Amerycan citizens is wurkin' in an open shop for th' princely wages of one large iron dollar a day for tin hours. Along comes another free born son-of-a-gun an' sez t' th' boss, 'I think I could handle th' job for 90 cents.' 'Sure!' sez th' boss, an' the wan dollar man goes out into th' crool wurld t' exercise his inalienable rights as a free born Amerycan citizen and scab on some other poor devil. An' so it goes on, Hinnissey. An' who gets th' benefit? Thrue, it saves th' boss money, but he don't care no more for money than he does fer his right eye. It's all principle with him. He hates t' see min robbed of their indipendence regardless of inything ilse."

"But," said Mr. Hennessey, "these open shop min ye minshun say they are for the unions, if properly conducted."

"Shure," said Mr. Dooley, "if properly conducted. An' there ye are. An' how wud they have them conducted? No strikes; no rules; no contracts; no scales; barely iny wages, an' dam few mimbers."

COMPENSATION TABULATED.

Under the Workmen's Compensation Act, employes who lose an eye, or a foot, or some other part of their body, are compensated in accordance with the percentage of their disability. In order to assist employers and insurance companies easily to rate the permanent disabilities of their injured workmen, the Industrial Accident Commission had prepared a most helpful set of tables for free distribution among the employers of this State. The records and experiences of other Compensation Commissions both in the United States and in Europe, and opinions of medical authorities throughout the world, have been obtained and carefully considered. Conferences have been held with thousands of individual employers, with a score of employers' associations, and with more than two hundred trade unions, while the characteristics of various industries and of over fourteen hundred occupations have been thoroughly studied and classified. The Industrial Accident Commission has formally adopted this rating schedule as its guide in determining the amount of compensation due workingmen who are permanently disabled, and will follow it in all cases except where convincing evidence is introduced to the contrary. Any person who wishes a copy of the same may secure it, free of charge, by writing to the Industrial Accident Commission, San Francisco, California.

OUR COMMON ENEMY.

There is only one enemy the laboring class is confronted with; there is only one powerful and dangerous influence the laboring people have to contend with. As the German Marseillaise expresses it:

> Der Feind, den wir am meisten hassen,
> Ist die Unwissenheit der Massen.

The victory we have to gain is the victory of that portion of the working class which is awake, which is intelligent, which has thrown off the chains of lethargy; that portion of the laboring people which has begun to reason and which asserts its human rights over that element which is still chained to the past, which still licks the dust of centuries gone by, which still closes its eyes to the sun of enlightenment, which is still blinded by the prejudices and the darkness with which centuries of oppression have surrounded it. It is almost all the time a struggle with ignorance. And no man can be looked upon as a factor in the labor movement if he at any time gets angry at the laboring people, angry at the masses, or angry at a union.—Excerpt from address by Meyer London, at the annual convention of the International Ladies' Garment Workers' Union.

SAFETY AND UNDERMANNING.

An epidemic of steamship disasters is abroad apparently. And in each disaster the ships sunk or maimed are undermanned. It would seem that there is urgent need for the passage of the La Follette bill to enforce full complement of crews, adequate provision of lifeboats, shorter watches for seamen, and providing for the protection of the rights of sailors from the tyranny of ship's officers.—Reedy's Mirror.

DIRECTORY OF MINERALS.

Every city has a directory of its inhabitants, giving the names of wage earners, and the addresses where each may be found. If you do not know a person's name but do know that he is a paperhanger, the classified business directory will locate him for you. A directory of the useful minerals in the United States, on much the same plan, has just been published by the United States Geological Survey. If you want to know where any one of the 400 useful minerals occurs, this directory gives the list of localities in each State where your mineral will be found. If you do not know the name of the mineral but do know that it is an ore of silver or manganese, or carries asphalt or radium, the glossary will guide you to it.

The material in this bulletin is in two distinct parts. The first part consists of lists of the occurrences of minerals in each of the States, beginning with Alabama and ending with Wyoming. Under the name of each State the minerals found in that State are given in alphabetic sequence, and after each mineral name is given a list of the places where the mineral is found. The second part is a glossary of more than 425 names. Each definition is followed by a list of the States in which the mineral occurs. The glossary is therefore virtually an index to the first part.

Some mineral aggregates, such as clay, granite, limestone, sand, and sandstone, are included because they constitute a very considerable part of the mineral production of the country.

This publication should be useful to many classes of people in many ways. If some one wants to sell you stock in a Texas oil company the report will tell you in what counties in Texas oil is produced and in what other counties it may eventually be found. If your wife wears a bloodstone lavalier, the report gives you the only locality in the United States where that stone is known to occur. If you want to manufacture plaster of paris or need lime for your back pasture, this report will tell you where to find the gypsum and gives the location of your nearest limekiln.

All this information has been compiled by Samuel Sanford and Ralph W. Stone and condensed into 250 pages. A copy of this report, Bulletin 585, may be obtained free on application to the Director of the United States Geological Survey, Washington, D. C.

Forest botanists recognize only one cypress in the United States. Its range extends from Delaware southward around the coast into Texas and up the Mississippi Valley to Illinois and Indiana. It is one of the few cone-bearing trees which drop their leaves in winter. The heartwood of cypress is noted for its decay-resistant properties.

An Englishman has patented a grass trimmer that resembles horse clippers and is operated by both hands.

So-called Chinese rice paper is made from the pitch of a Formosan tree.

UNEMPLOYMENT FUNDS.

The following particulars with regard to unemployment funds recognized under the law of April 9, 1907, during the financial year ending March 31, 1913, are taken from a report made to the Danish Ministry of the Interior by the inspector appointed to supervise these funds:

At the beginning of that financial year there were 53 approved unemployment funds with an aggregate membership of 111,187. During the year two funds, with a total membershp of 579 at the beginning of the year, became approved under the act. On March 31, 1913, there were 55 recognized funds, with an aggregate membership of 120,289, consisting of 107,437 men and 12,852 women. As regards distribution, 45.8 per cent. of the members belonged to Copenhagen (including the suburb of Frederiksberg), 37.8 per cent. to provincial towns, and 15.4 per cent. to rural districts, the place of residence of the remaining 1.0 per cent. not being stated.

The total income of the 55 approved funds during the year 1912-1913 was £149,580, the largest items included being ordinary contributions of members £78,231, State subsidies amounting to £45,696 (in respect of 1911-1912), and municipal subsidies (also for 1911-1912) to £20,784. The expenditure of the funds amounted to £104,933, of which £86,186 was for daily monetary allowances to members during unemployment, £5,391 for other forms of relief, and £13,356 for costs of administration (including £2,686 for expenses relating to labor exchanges connected with the funds). The income of the funds, therefore, exceeded their expenditure by £44,647. On March 31, 1913, the total assets of the funds amounted to £132,356, an average of 22s. per member.

During the year to which the report relates benefits were granted in respect of 1,173,557 days of unemployment to members of 53 funds, an average of nearly 10 days per member, as compared with 12 per member during 1911-1912. Including periods in respect of which no unemployed benefit was paid, the total number of working days lost by members of 53 funds, for which returns were to hand, was 2,304,276, or 20 per member, compared with 24 in the preceding year.

CHRISTIANS AND PAGANS.

"For over two hundred years all Christians were communists, who held the land and waters, as well as all timber and precious metals, in common. There were no superior ecclesiastics among them. The lot was cast in deciding all questions, and the assembled commune judged all disputes; and when any decision was not well pleasing, the whole community passed review on it and reversed or confirmed it according to the will of all. This bold democracy was an inheritance from the Jews and was held in abhorrence by pagans who trafficked in land and made profits from others' labor."—Rollins' Ancient History.

English tests of the use of radium to aid plant growth have shown that it is most effective when used in the proportion of one seven-hundredth of a gram to a ton of soil.

Practically half the diamonds in the world are owned in the United States.

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships. Fraternally yours,

LAKE SEAMEN'S UNION,
V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION

570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y.....55 Main Street
Telephone Seneca 936 R.
CLEVELAND, O.....1401 W. Ninth Street
Telephone Bell Main 1842.
MILWAUKEE, WIS.....133 Clinton Street
Telephone South 240.
ASHTABULA, O.....21 High Street
Telephone 552.
NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.
DETROIT, MICH.....7 Woodbridge Street, East
Telephone 3724.
SUPERIOR, WIS.....1721 N. Third Street
Telephone, New, Broad 385.
BAY CITY, MICH.....108 Fifth Avenue
OGDENSBURG, N. Y.....70 Isabella Street
CONNEAUT, O.....922 Day Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue
PORT HURON, MICH.....517 Water Street
ERIE, PA.....107 E. Third Street

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Telephone Seneca 48.

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CHICAGO, ILL.....445 LaSalle Avenue
MILWAUKEE, WIS.....151 Reed Street
DETROIT, MICH.....27 Jefferson Ave., East
SUPERIOR, WIS.....1814 Fourth Street
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BAY CITY, MICH.....108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.

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ASHTABULA, O.....74 Bridge Street
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DETROIT, MICH.....7 East Woodbridge Street
PORT HURON, MICH.....517 Water Street
CONNEAUT. O.....922 Day Street
OGDENSBURG, N. Y.....70 Isabella Street
NORTH TONAWANDA, N. Y.....152 Main Street
SUPERIOR, WIS.....1721 N. Third Street
BAY CITY, MICH.....108 Fifth Avenue
ERIE, PA.....107 E. Third Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue

UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS:

Ashland, Wis.
Ashtabula Harbor, O.
Buffalo, N. Y.
Duluth, Minn.
Escanaba, Mich.
Grand Haven, Mich.
Green Bay, Mich.
Houghton, Mich.
Ludington, Mich.
Manistee, Mich.
Erie, Pa.
Menominee, Mich.
Ogdensburg, N. Y.
Oswego, N. Y.
Port Huron, Mich.
Manitowoc, Wis.
Marquette, Mich.
Milwaukee, Wis.
Saginaw, Mich.
Sandusky, O.
Sault St. Marie, Mich.
Sheboygan, Wis.
Superior, Wis.
Toledo, O.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

history, and at the least he can be trained to leave the world a bit better than he found it.—San Francisco Bulletin.

No Property Right in Labor.

Governor Walsh, of Massachusetts, has signed the anti-injunction bill, recently passed by both branches of the Massachusetts Legislature, and Massachusetts is the first in the Union to place in its code democratic and modern ideals relative to personal rights.

The theory that property rights are supreme is overthrown, and the position so insistently maintained by the American Federation of Labor is sustained in an act that draws a clear line between workers and the products of their labor, and sweeps aside the dictum that one man has a property right in another's service.

Attorney-General Boynton failed to find anything unconstitutional about the anti-injunction bill, and in response to an inquiry by the State Senate, said: "The bill contemplates a radical change in our law and a new departure in the public policy of the commonwealth, but the right of property to the protection of the writ of injunction is a statutory right and is not guaranteed by the Constitution. The result of my examination of authorities in connection with your inquiry is that I do not find that the bill is obnoxious to any constitutional provision."

In urging the passage of the bill, Senator Sheehan said: "The American Federation of Labor is only asking in this bill the right it supposed its members always had in this State—freedom of speech and the right to meet in lawful assembly."

The new law is as follows:

"An act to make lawful certain agreements between employes and laborers, and to limit the issuing of injunctions in certain cases.

"Be it enacted by the Senate and House of Representatives in General Court assembled, and by the authority of the same, as follows:

"Sec. 1. It shall not be unlawful for persons employed or seeking employment to enter into any arrangements, agreements or combinations with the view of lessening the hours of labor or of increasing their wages or bettering their condition; and no restraining order or injunction shall be granted by any court of the commonwealth of Massachusetts or by any judge thereof in any case between an employer and employes, or between employers and employes, or between persons employed and persons seeking employment, or involving or growing out of a dispute concerning terms or conditions of employment, or any act or acts done in pursuance thereof, unless said injunction be necessary to prevent irreparable injury to property or to a property right of the party making the application, for which there is no adequate remedy at law; and such property or property right must be particularly described in the application, which must be sworn to by the applicant or by his agent or attorney.

"In construing this act, the right to enter into the relation of employer and employe, to change that relation, and to assume and create a new relation for employer and employe, and to perform and carry on business in such relation with any person in any place, or to do work and labor as an employe, shall be held and construed to be a personal and not a property right. In all cases involving the violation of the contract of employment by either the employe or employer where no irreparable damage is about to be committed upon the property or property right of either, no injunction shall be granted, but the parties shall be left to their remedy at law.

"Sec. 2. No person or persons who are employed or seeking employment or other labor shall be indicted, prosecuted or tried in any court of the commonwealth of Massachusetts for entering into any arrangements, agreements, or combinations between themselves as such employes or laborers, made with a view of lessening the number of hours of labor or increasing their wages or bettering their condition, and for any act done in pursuance thereof unless such act is in itself unlawful."

The successful ending of this long fight to guarantee constitutional rights to the working men and women of Massachusetts was made possible by the magnificent efforts of the State branch of the A. F. of L., whose legislative committee and active members, aided by President Gompers and Secretary Morrison of the A. F. of L., labored incessantly to have the citizens of the State thoroughly understand the position of unionists, and break down opposition that depended on creating the belief that the organized workers would be a privileged class to commit unlawful acts if the law was passed.

A New Era Dawns.

Massachusetts has shown it is attuned to democratic ideals by creating, through statutory enactment, a new relation between employer and employe.

The anti-injunction law, just passed by that State, declares that the carrying on of a business and the performance of services are personal and not property rights.

This is the first time a State has taken this position, which is most significant, as it indicates the mighty mental changes men are undergoing, and clearly indicates a gradual abandonment of all feudalistic, slave-holding and serfdom theories that have filtered through the ages and have served to stamp the brand of ownership, even though dimly, on the brow of those who toil.

Our courts have not been free from this ownership germ, and while agreeing in the abstract with freedom's theory, injunction judges have based their action on this belief in property rights as applied to labor, which is now thrown in the judicial ash heap by Massachusetts legislative action.

The long list of injunctions, issued only in times of strike, bear testimony to the abuses heaped on the men of labor by those who have disregarded every constitutional guaranty.

Massachusetts has made legislative history in its declaration for personal liberty.

Workers have been placed on a different plane by our legislators and courts. We have been denied rights ungrudgingly accorded others. Too often Blind Justice has not been blind when injunction relief is asked. If workers are to be enjoined in times of strike, the request is granted, even though law covers the case. If other classes of citizens are to be enjoined, the complainant is told equity can not aid him, if law covers the case.

It is this inequality that the Eastern State has righted, and the injunction judge and those who profit by his practices have received a blow from which they will never recover.

The advanced position taken by Massachusetts will be followed by other States, now that "the ground is broken." It is only a question of time until other States accept the newly-declared theory of personal and property rights—of a difference between the worker and his product.

This doctrine elevates workers to their full social stature, and its effect will be noted in every field of activity, but more especially in courts of justice and in legislative halls, where the voice of those who toil will hereafter strike a more responsive chord.

The position of the American Federation of Labor has been indorsed, and Massachusetts trade unionists are to be congratulated on the triumphant ending of their long battle for justice. They have placed their State in the honor list of being the first one in the Union to amend property classifications and notify courts that injunctions are for use as originally intended—where no statutory law applies.

The injunction features of the new law are similar to the injunction sections of the Clayton anti-trust bill, pending in the United States Senate. The action of the Massachusetts Legislature and Governor will strengthen the hands of those Senators who are friendly to the cause of labor, and will inspire trade unionists everywhere to greater effort in their work of creating public opinion, by public meetings, resolutions and letters, to the end that the Senate pass the Clayton bill, as approved by the House, at this session of Congress.

Photo Engravers Victorious.

President Woll, of the International Photo Engravers' Union, announces that all differences between the Gill Engraving Company, of New York, and his organization are at an end, as the company has signed an agreement with the union that will run for three years. Union conditions are to prevail in the Gill plant and the company has been granted the use of the photo engravers' label.

It is further agreed that all litigation between the parties will be dropped.

This marks the end of a sixteen years' industrial conflict, which has been given prominence the past few months because of attempts to prosecute the photo engravers and the New York Allied Printing Trades Council under the Sherman anti-trust law.

The photo engravers have forwarded a letter to President Gompers thanking him and his associate officers of the A. F. of L. for the assistance given them in their recent difficulties.

Carnotite ore has been discovered in Pennsylvania, giving rise to hopes of a possible production of radium.

Pure lithium, which is the lightest metal known, has no practical use.

ONE MAN'S VIEWS.

If you haven't been thinking lately on the subject of minimum wage legislation, go to it at once. Remember the Panama Canal. In a few weeks, or months at most, it will be open for traffic. Then will come days that will try the souls of the workers on the Pacific slope. Hundreds of thousands of mostly illiterate immigrants will be dumped on these shores. Their standard of living will knock the laurels from the brow of the man who wrote, "How to Live on Six Cents a Day." If there be no minimum wage law in force to deter them they'll go to work for whatever they can get. From your experience in the past with employers of labor you may guess fairly well how much that will amount to. It is certain in the majority of cases to be a wage that won't keep you in one meal a day. And these poor immigrants will set the pace in the labor market. You'll have to follow or get out; and where'll you go to? Wherefore, if you live on the Pacific Slope, work and vote with those in your locality who are agitating for a minimum wage law. If you won't do that you'll deserve all the misery that'll surely come your way for the want of such a law in your State.

Strange what fascination the prospect of getting something for nothing has for the average man. A little grafting now and then is relished by the best of men, to paraphrase a homely old rhyme. There is Congress and the mileage graft, for instance. That distinguished body of high-priced "sojers" has once more voted to hold up the people for 20 cents where a nickel would amply meet all the requirements of the case. There isn't a soulless corporation in this corporation-ridden land of ours that would dare to pull off a hold-up quite as brazenly as that. To find even a near-precedent for it one would have to go back to the days and methods of Boss Tweed. Which suggests that it wouldn't be a bad idea, perhaps, for the A. F. of L. and kindred organizations when heckling candidates for Congress to ask them—How do you stand on the mileage graft? It's the small doings of a man that furnish the surest index to his character. And a man who will stand for a contemptible petty larceny steal like the Congressional mileage graft is of the clay from which "public servants" of Big Biz are molded.

From a cash investment of $28,000 the Ford Motor Co. have reaped profits in six years amounting to $59,000,000. No wonder Henry Ford got scared and divvied up with his employes! The awful fate of Midas must have loomed large in his dreams. No wonder, also, that automobiles come high. In the wildest flights of his fancy the most high-priced plumber in the world could never hope to even faintly approach the level of such fabulous profits. No; not even with the aid of the imaginary calculus.

You often find much more sound thinking on politics and events at a labor convention than you do at a meeting of business men. The drift of real culture, the world over, seems to be away from the comfortable middle class and even the rich to the more harassed and precarious sphere of the wage earner.—Chicago Tribune.

Just so. And by the same token "the comfortable middle class and even the rich" had better read up on history and find out what invariably happens when the wage earners begin to educate themselves.

The Clafflin company is to be reorganized. The big fellows on the inside of the concern are going to start the same old shell game all over again at the same old stand, all assets and no liabilities. The old liabilities were canceled along with the small investors who were squeezed out in the general crash. Fresh bait will be cut for new suckers. One born every minute, you know—sometimes twins. Capitalism is great, and Big Biz is its prophet!

What a blessing that there are so many things in the world which a sensible man can do without, yet be tolerably happy!

N. B.—Please note that there is more truth than originality in that sentiment as thus expressed. I don't want to take any credit away from Diogenes which may justly be due him.

Modern labor saving machinery and science enable the present-day worker to produce from ten to a hundred times as much wealth as was produced by the hand worker of a hundred years ago. Query: What becomes of the surplus production?

Altruism has about as much place in the general scheme of capitalistic civilization as the Decalogue has in politics. And for the same reason—both of them figure conspicuously near the top of the list of things that "don't pay."

"The strikers were shot like wild beasts as they fled,
Their women and little ones murdered in bed,"
Read young Rockefeller. He threw back his head.
"Not guilty; my conscience acquits me," he said.

We must establish the principle that a capitalist is guilty of murder if he hires gunmen to go out and kill people to increase his dividends.—Upton Sinclair.

The trade of governing has been monopolized by the most ignorant and the most rascally individuals of mankind.—Thomas Paine.

Hereditary bondsmen, know ye not
Who would be free, themselves must strike the blow?
—Byron.

"Behold with how little wisdom the world is governed"—the people propose and the politicians dispose!

When on exploiting greed we place the social ban, then shall we know what means "the brotherhood of man."

Grant us the power of exploitation, and let who will preach conservation.—Big Biz.

Sing a song of crude oil, thirty thousand wells,
Owned by Rockefeller, God and—no one else.

The hand that clips the coupons is the hand that rules the world.

Talk like the common people; think like a wise man.—Epictetus.

F. H. Buryeson.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to bodv or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.
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SAN FRANCISCO, Cal., 42 Market St.
Branches:
SEATTLE, Wash., Rooms 203-205, Grand Trunk Dock, P. O. Box 1335.
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SAN PEDRO, Cal., P. O. Box 54.

UNITED FISHERMEN OF THE PACIFIC.
Headquarters:
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Branches:
LA CONNER FISHERMEN'S UNION.
LA CONNER, Wash.
GRAYS HARBOR FISHERMEN'S UNION.
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DUWAMISH FISHERMEN'S UNION.
GEORGETOWN, Wash.
SKAGIT RIVER FISHERMEN'S UNION.
FIR, Wash., P. O. Box 6.
COQUILLE RIVER FISHERMEN'S UNION.
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ALASKA FISHERMEN'S UNION (Local No. 2), KETCHIKAN.
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PETERSBURG, Alaska.

ALASKA FISHERMEN'S UNION.
Headquarters:
SAN FRANCISCO, Cal., 93 Steuart St.
Agencies:
SEATTLE, Wash., 84 Seneca St., P. O. Box 42.
ASTORIA, Ore., P. O. Box 138.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia
29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

The Union Fuel Company, controlling the Star mine at Rugby, Colorado, has signed a contract with the United Mine Workers. All the demands made by the Trinidad convention last year have been granted. The company agrees to pay 55 cents per ton for machine mined coal.

A universal eight-hour day, applicable to all States, was favored by General Manager Barda, of the Midvale Steel Works, before the Federal Commission on Industrial Relations. Mr. Barda modified his opinion, however, by declaring that such a law would militate against American industries in times of depression, and that a shorter workday would mean an added cost to the ultimate consumer.

Trade unionists in Michigan believe the conspiracy charges against President Moyer and thirty-seven other officers will eventually be dropped as the result of the agreement reached between Attorney Hilton, of the Western Federation of Miners, and Special Prosecutor G. E. Nicholls. Formal motions for postponement until next fall of the trials of the miners' officials will be made. The prosecutor insists that the absence of the State's witnesses will make it impossible for the prosecution to push the case.

Drastic child labor laws are now in force in New Jersey. A legal barrier prevents children of tender years from being employed in unhealthful occupations or at late hours. One of the most vital provisions in the legislation is the one which vests authority in officials of each municipality to deal with offenders of the statutes. The new laws make the employers and the parents equally liable to prosecutions in cases of violations of the statutes, prison term penalties are provided, and machinery is created to enforce the legislation.

The average monthly wage of 1884 telephone girls, according to data gathered by the Washington Industrial Welfare Commission, is $36.03, amounting to approximately $8.50 per week, or lower than the minimum wage scale fixed for saleswomen in stores and factory girls. The statistics have been gathered by the commission to be laid before the minimum wage conference for telephone and telegraph employes. The average wage of telephone clerks is $45.78 per month, that of telegraph clerks $63.06 and that of girls working on the printing machines $30.72, the report shows.

The settlement of differences between the Brotherhood of Carpenters and the Irving & Casson Co., with headquarters in Boston, illustrates the power of unity in the efforts of workers to maintain living standards. On this settlement, Secretary Duffy, of the Brotherhood of Carpenters, writes as follows to Secretary Morrison, of the American Federation of Labor: "The agreement reached provides for a strictly union shop and union wages, and affects carpenters, wood carvers, cabinet makers, hardwood finishers, upholsterers and painters. In the city of Boston alone thousands of building trades men were affected, to say nothing of the men on jobs in other cities. The victory is regarded by us as one of the most important ever gained."

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Albers, Geo.	Lunder, B.
Allen, John	Lutten, T.
Anderson, A. -1388	Luwold, Nils
Anderson, Gust W.	Manson, Sven
Anderson, J. -330	Mattson, Rudolf
Anderson, Julius	Martinsen, Ragvald
Barker, Thos.	Maher, Wm.
Backman, A. A.	Mcdougall, W.
Bekker, Geo.	Merkle, G.
Bodsten, S.	Nielsen, Alfons
Brennan, P.	Mikkelsen, K. -1620
Braun, G. W.	Naro, H.
Buckland, Wm.	Nase, A. Knudsen
Christensen, Peder	Nickerson, A. D.
Cortz, C.	Nielsen, H. J.
Danielsen, J. M.	Nissen, Louis
Edberg, Konrad	Nordlof, Sigurd
Eriksen, John	Norris, Ed.
Eriksen, Egill	Olsen, Martin
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Fenes, Ingvard	Olsen, O. P. -1141
Giortz, P. V.	Olsen, Jorgen
Gueno, P.	Paaso, A.
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Gundersen, Lauritz	Peitzon, Jacob
Gustafsen, Emil	Petersen, J.
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Hansen, Ragnvald	Petterson, Carl
Holm, Fred	Petterson, Harry
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Hopke, P.	Putta, V.
Howard, J.	Rasmussen, Arthur
Hubner, Herman	Riech, F.
Hansen, H. O.	Riech, J.
Hansen, Olaf	Rose, W. H.
Hagger, F. W.	Saar, I. A.
Jacobsen, Torgils	Samsing, Karl
Jacobsen, Oscar	Saunders, R.
Jensen, Chr. P.	Scheel, Paul
Jensen, Hans	Schmit, John
Jacobson, A.	Sellars, W.
Jegstrup, H.	Sheele, A.
Johansen, Emil	Sheppard, Stewart
Johansen, Geo. W.	Simming, John G.
Johansen, Ole	Skubber, H.
Johannesen, Ludvik	Stegerne, T.
Johnson, Hilmer	Stolsvik, John
Jurgensen, Fred	Stone, C. L.
Kallas, M.	Stover, Harry
Korell, John	Stow, W. T.
Karlsen, Victor	Stuhr, H.
Kenny, James	Sundberg, K. K.
King, Frederick	Sund, K. A.
Kjorsvik Johan	Svensen, Ted
Knutsen, Knut	Sverd, Carl
Kohlmeisher, O.	Tahlinen, M.
Klebnikoff, I. W.	Thomsen, Alf.
Kristiansen, Nils	Thornsen, Einar
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Kruger, J.	Tahti, Hialmar
Larsen, A. -135	Tomis, Frank
Lilliland, G.	Toosen, Theo
Lindstrom, C.	Ullman, John
Larsen, E. B.	Wold, Statius
Lind, Hialmar	Woods, Patrick
Ludwigsen, Arne	Wettland Johan
Luley, W.	

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Tacoma Letter List.

Andersen, Anders	Kesber, Karl
Anderson, John	Linea, W.
Almkvist, Emil	Line, Wiktor
Berglind, Ed.	Loren, A. L.
Bjorklund, Eric S.	Murphy, Daniel
Carson, James	Nielsen, Niels -751
Corty, Caser	Nilsson, Teodor
Doering, E. W.	Nisse, Clemens
Englund, Gust. E.	Ogilvie, Wm. A.
Hansen, Johannes	Olsen, Martin E.
Isaksson, Karl	Paterson, John
Iversen, Iver	Swansson, August
Johansson, Charles	Wilbrandt, Harry
Johansen, Christian	Wene, K. J.
Karthauser, Otto	

INFORMATION WANTED.

Axel Peterson, F. Lundberg, J. Gustafson, M. Garcia, crew of the steamer Riverside, at the time she towed in the Oceana Vance, kindly call at the office of the Charles Nelson Co. for money due them.

Any one knowing the whereabouts of Wilhelm Brannemann, born at Dockenhuden, Germany, in 1882, please communicate with Hans Martens, No. 1892, Sailors' Union of the Pacific, San Francisco.

Jacob Rokus is inquired for by his brother, Henry John Rokus, and would like to communicate with him. The last I heard from him was in 1903 at New Orleans on British steamer "Michigan," where he was shipmate. He is 32 years old and was born near Rotterdam, Holland. Any information of his whereabouts will be very thankfully received by me at 55 Main street, Buffalo, N. Y.

Carl Julius Carlson, born in Sweden in 1877, is inquired for by his mother. There is about $2000 due him from his father's estate. Last heard of in September, 1902, on the Atlantic Coast. Previously sailed on the Clifford between St. Johns and New York. Address Fru Sophia Carlson, Klubbegard, Hallands Lan, Heberg, Sweden.

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Eureka, Cal., Letter List.

Eriksen, Anton	Hansen, Karsten
Hansen, Harald	Haldorsen, Adolf
Hansen, Harry	Lomas, Richard
-1827 (photo)	Thorssen, Fredrik N.

INFORMATION WANTED.

The members of the crew of the barkentine "Mary Winkelman" who made the voyage in her to Mollendo, Peru, and arrived at San Francisco on her return trip on April 5, 1914, are wanted by the Charles Nelson & Co. at San Francisco, Cal.—6-24-14.

Andre Wilue, a seaman, born at Dundee, Scotland, age 34, about 5 feet 8 inches tall, supposed to be sailing on the Pacific Coast, is inquired for by his father. Anybody knowing his whereabout, kindly notify A. S. Wilue, Monifieth, Vancouver, B. C.—6-24-14.

Portland, Ore.

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Anderson, A. -1645
Anderson, Gust. -1808
Andresen, Anton -1635
Andersen, Mike
Bergman, Karl W.
Berglund, Ed.
Bjorkman, Chas.
Brun, Mathias
Bults, Ernest
Bakkersen, Peter J.
Carlsen, J.
Christensen, H. P.
Carlson, C. Erland
Campbell, Frank
Dahl, Henry
Deswert, William
Day, Aca
Danielsen, Nils J.
Edstrom, John
Erman, A.
Ekham, Frans
England, E.
Freitag, Franz
Fristrom, S.
Geiger, Josef
Gordia, Piet
Gynther, John
Gravier, Eugene
Greil, Ben
Hansen, Max O.
Henriksson, William
Hellman, Albin
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Holm, Aage
Huneig, Hans
Hansen, H. F. C. C.
Johansen, Chris
Jansson, L. -2166
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Jacobson, A.
Karlson, August
Kluge, Frank
Kelly, Patric
Laine, Frank
Larsen, John
Lewik, Karl
Lutzen, Wald.
Mathson, Nils
Mathiassen, Sigurd
Maass, R.
Meckerman, Ernest
Marx, Thorwald
Mikalsen, Andreas
Moberg, Karl
Nelssen, C. J.
Nilsson, Axel
Nielsen, Kristian
Narberg, John
Olsen, Arthur
Olsen, Ansgar
Olson, J. W.
Olsen, John Andreas
Phillip, Max
Petterson, Einar
Peterson, Hans
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Pettersson, W. H.
Pelz, Gottfried
Pohland, Max
Petersen, John
Rautio, Jacob
Reincke, Herman
Rhodes, F.
Schmidt, Hans
Swanson, Carl O.
Simens, O. L.
Scott, James
Schulz, Alfred
Wieprecht, Ernest
Welsen, J.
Walter, John
Woldhouse, John

Aberdeen, Wash., Letter List.

Andersen, -1118
Arnell, John
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Andersson, Geo.
Behn, Alfred
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Burkland, John
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Butler, J. E.
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Evanger, Nils
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Forde, S. C.
Graf, Otto
Heinig, Johann
Hansen, Ove Max
Hansen, C. F.
Junge, Heinrich
Jacobson, Arthur
Johansen, Hans
Knudsen, R. E.
Kinnunen, A.
Kyrkslatt, L.
Kristiansen, Nils
Loining, Hermand
Lengtssen, Gottfried
Laine, Herman
Lorsin, G. L.
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McLean, H.
Martin, James
Mackenzie, Hector G.
Malm, Gus
Nordgren, Chas.
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Olsen, Oswald, -1059
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Pettersen, Karl
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Rundblad, Oscar
Sim, Gunder
Schmidt, Heinrich
Simensen, Isak
Sorensen, -1607
Scheftner, Bernhard
Sundberg, John
Schacht, Hein.
Sormato, Matti
Schlachtl, Alf.
Toves, H. C.
Thorne, John
Udby, Harold
Walder, Olsen N.
Packages.
Glazer, Y.
Gorgensen, Olaf
Hansen, John
MacGuire, O. F.
Solberg, Peter
Stanners, W. S.

INFORMATION WANTED.

Alfred Petersen, a native of Bergen, Norway, age about 44, is enquired for by his brother, Randolf Petersen. Any one knowing his whereabouts please notify Sam Anderson, address 100 Steuart St., San Francisco, Cal. 7-22-14

Alex McDonald, formerly of Dundee, Scotland, who has not been heard of for 22 years, but is thought to be sailing on the Pacific Coast, is inquired for by Jas. Perry, 30 Bridge End, Buckpool, Buckie, Eng. —5-13-14.

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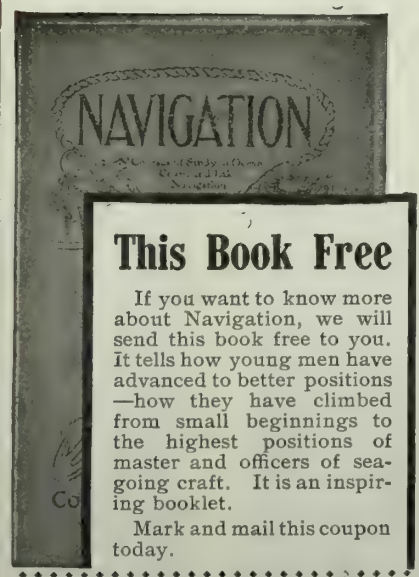
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Home News.

To abolish the plucking board of the Navy, Representative Britton of Illinois introduced a bill proposing retirement by a system of mental and physical examinations for promotion to each grade. Officers failing to pass examinations would fail of promotion, and a second failure would automatically retire them.

According to a decision of the Kansas Supreme Court persons who provide food which "makes their guests, boarders or employes sick" are liable for personal damages. A lower court decision was affirmed in the case of J. D. Malone, a farm hand, who sued his employer for $15,000, alleging the bad meat served by his employer made him sick.

The San Francisco Chamber of Commerce and the Home Industry League of California are urging the Navy Department to consider letting at least one of the pending contracts for three dreadnaughts to the Mare Island Navy Yard. It was pointed out that there would be many benefits accruing to California through having a battleship under construction during the Exposition in 1915.

To avoid paying the Federal tax, a brewing company at Parkersburg, West Virginia, had the deputy internal revenue collector supervise the destruction of 17,000 gallons of beer, which had been left over when West Virginia went dry on July 1. The beer was run out of the vats into the Little Kanawha River. Under the prohibition law intoxicants can no longer be manufactured or sold in West Virginia.

Twenty-two negroes were lynched in the United States in the first six months of this year, according to statistics compiled by the Crisis, the monthly organ, published in New York, of the National Association for the Advancement of Colored People. According to Dr. Du Bois, editor of the Crisis, all lynchings are not reported, and it is, therefore, probable that the twenty-two cases of which positive knowledge is had could be considerably augmented.

The largest electric lamp in the world was lighted in the New York Navy Yard on July 18. For some weeks now the beam of this giant searchlight cutting the skies will be visible, under favorable conditions, more than 100 miles away. It is called the Beck searchlight, and is the invention of Heinrich Beck, a German scientist, who is conducting the tests of his lamp for the United States Government. Measured at two miles from the lamp, 450,000,000 candle power is obtained from a lamp with a 44-inch reflector.

Thirty million bushels of wheat were added to prospects of the crop during June by the excellent weather conditions, making the forecast of the crop, as announced by the department of agriculture, 930,000,000 bushels, a new record. The acreage planted to corn this year was only slightly less than that of last year, while the condition of that crop was 1 per cent. better than the ten-year July average condition, making the prospects good for a crop estimated by the Department of Agriculture at 2,868,000 bushels. That would be better than the average for the last five years. A 200,000,000-pound decrease in the tobacco crop is indicated, a total crop of 733,000,000 pounds being estimated.

Domestic and Naval.

Of the 32,486 tons of coal imported into Ecuador in 1912, 72.5 per cent. came from the United States, while 65 per cent. of the 30,871 tons imported in 1913 had the same origin, the balance having been shipped from Australia.

It is reported from Vienna that the White Star line is endeavoring to obtain a concession for the emigration traffic in Austria, on the basis of the convention entered into between the Government, the Austro-Americana, the Hamburg America, and the North German Lloyd companies.

The Russian East Asiatic Steam Navigation Company is about to double its capital by the issue of new shares to the value of three million roubles, the object being the acquisition of new boats. By reason of the increase in that company's passenger trade the departures are now three per month, instead of two as formerly.

Plans have been approved by the Treasury Department for the two new revenue cutters recently authorized by Congress. They will be steel single screw vessels of 900 tons displacement, with a speed of 12 knots an hour. One will be stationed in the Gulf of Mexico and the other off the coast of Maine, the latter undoubtedly replacing the old "Woodbury."

The collier "Storstad" which rammed and sank the "Empress of Ireland," in the St. Lawrence River May 29, was sold in the Admiralty Court at Montreal July 7 for $175,000. It is understood that the purchasers were the original owners. The "Storstad" was held as security for damages in the $2,000,000 action brought by the Canadian Pacific Railway against the collier's owners.

The German steamship "Mendoza" went ashore on July 11 in a fog off Megotes Point on the Argentine coast. She has 275 people on board, including passengers and crew, and advice by wireless is that her position is dangerous. The Argentine gunboat "Patri" and two tugs have gone to the assistance of the "Mendosa," which is lying about five miles to the south of Cape Corrientes, where there are many sunken rocks near the shore.

Last year, $6,519,000 was expended for provisions by the North German Lloyd on its various services. The coal bill was $7,768,868 for 1,791,013 tons of fuel. For fresh meat alone during the year the North German Lloyd paid $2,111,250; for fish, $737,750; game, $531,000; fresh vegetables, $163,000; preserves, $313,250, while miscellaneous articles ran the bill up to $2,662,750 more. The passengers and crews consumed 8,348,867 pounds of fresh meat and 1,044,686 pounds of fish and 555,771 pounds of poultry.

For some little time a controversy has been going on between the White Star and the Cunard lines concerning the ownership of the largest British liner afloat. If tonnage be taken as the standard factor in determining size, the White Star line certainly seems to have the better of the argument, for Lloyd's register gives the "Olympic's" gross tonnage as 46,359, against 45,647 tons for the "Aquitania." The net tonnage of the "Olympic" is 22,250 and that of the "Aquitania" 21,993 and the underdeck tonnages are, respectively, 35,043 and 28,408.

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Abel, Paul
Abohn, Chris.
Ahbors, Arne
Ahl, Einar Theo.
Ahlstrom, Harry
Alderman, Ernest
Albertson, Chris
Albricht, Ch. M.
Anders, Fred
Andersen, A.
Andersen, Andrew
Andresen, Marius
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Anderson, Edvard
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Anderson, Oskar -1363
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Baars, Hans
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Bakkinson, Peter J.
Bang, Maurice
Bauer, Andrew
Baumly, Jos.
Beausang, Eugene
Behrens, Herman
Behr, H.
Bendegard, Frank
Benson, John
Benson, John E.
Berg, John
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INFORMATION WANTED.

Heinrich Schel, born in Zingst, near Barth, Germany, is requested to communicate with Mr. A. Praast, 93 Diepe Straat, Antwerp, Belgium.

William Fayette White, whose mother died recently, is inquired for by his brother. Anyone knowing his whereabouts please address S. A. White, 106 W. Salem Ave., Roanoke, Va.

George Albert Vaughan, age 47, of Handsworth, Birmingham, England. Was in New York City in 1902; worked as steward on New York and South American boats. Important. Address, Rev. R. C. Cookson, 96 Monroe street, Brooklyn, N. Y.

Karl or Charley Emil Olsen, a native of Christiansand, S. Norway, about 26 years old, light complected and stout built, last heard from nearly two years ago when in Sydney, N. S. W., is inquired for by his anxious mother, Enke Karen Olsen, Markens gd. 26 Christiansand, S. Norway.—8-7-1914.

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INFORMATION WANTED.

Andrew Wilne, native of Dundee, Scotland; about 28 years of age, dark complexion, last heard of about nine years ago, sailing as steward, also as fireman, is inquired for by his relatives. Address A. S. Milne, 1122 Rose street, Grandview, Vancouver, B. C.

Henry Smallwood, a native of New York, is inquired for by his mother. Anyone knowing his present whereabouts please notify the following address: Mary Smallwood, Academy of the Holy Name, 200 Fair Oaks ave., Pasadena, Cal. 7-29-14

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INFORMATION WANTED.

Samuel Dickson, a seaman, aged about 40 years, son of Moffett Dickson, deceased, of Belfast, Ireland, or any person knowing his whereabouts, is requested to communicate at once with the undersigned in connection with a legacy. A. R. Smith, U. S. Shipping Commissioner, Philadelphia, Pa.

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News from Abroad.

Two members of the militant suffragette arson squad attempted a few days ago to burn the cottage at Ayre, where Robert Burns, the poet, was born January 25, 1759. One of the furies was captured by the night watchman.

The Island of Aoba, of the New Hebrides group, is in imminent danger of collapsing from incessant earthquake shocks, according to late advices. Already there have been several fatalities, and if the steaming volcano on the island erupts, the whole population, numbering 5,000, is doomed.

The British home fleet, composed of more than 200 fighting ships and an equal number of auxiliaries, including submarines, torpedo boat destroyers and sea planes, was led out to sea by King George from Portsmouth on July 20. The King was on board the royal yacht, accompanied by the Prince of Wales, Winston Spencer Churchill and the other Lords of the Admiralty.

David Lubin of California, United States delegate to the International Institute of Agriculture at Rome, Italy, is promoting an international plan to regulate ocean freight transportation of the world. Lubin, who suggested the international institute of agriculture to the King of Italy and secured the first Italian appropriation for the institute, would have all ocean freight rates regulated by an international commission similar to the Interstate Commerce Commission.

European diplomacy is faced with a situation of extreme gravity in the controversy between Austria and Servia. Unless it is handled with great delicacy, it is not unlikely that others besides these two powers will become involved in war. An Austria-Hungarian ultimatum to Servia, couched in a tone of almost unprecedented severity and fastening on the Servian Government and people responsibility for the assassinations of Archduke Francis Ferdinand and his wife at Sarayevo, has been presented to Belgrade.

Thirty-five midshipmen were killed at Shanghai on July 12 by the mysterious explosion of a bomb over the magazine of the Chinese gunboat "Ton Chi." It is suspected that there was a conspiracy aboard the ship which resulted in the perpetration of the outrage. The magazines of the warship were flooded to prevent further explosions. The "Ton Chi" is a vessel of 1800 tons displacement. She has a speed of fifteen knots and carries a complement of 244 men. She carries two 5.9-inch guns, one 4.7 incher and two one-pounders. She was built in 1895.

The Austrian Government has withdrawn the prohibition imposed upon the Canadian Pacific Railway with regard to carrying on emigration business, and its agencies are now free to resume the traffic. The prohibition last year was in consequence of allegations that the company's agents were assisting Austro-Hungarian subjects to evade military service by emigrating. Samuel Altmann, the principal agent of the company in Vienna, was arrested last October on the charge of luring Austrian emigrants to Canada, but was released after a parliamentary committee had inquired into the charges.

With the Wits.

Maud—You seem to like Jack's attentions. Why don't you marry him?

Marie—Because I like his attentions.

Patience—And you say he's not a married man?

Patrice—Certainly not.

"Well, how in the world, then, did he ever learn to make so many excuses?"

The Old 'Un—Pluck, my boy, pluck; first and last, that is the one essential to success in business.

The Young 'Un—Oh, of course, I quite understand that. The trouble is finding some one to pluck.

He—It is only a month since I met you, Miss Ethel, yet I feel as if I had known you for years and years and years.

She—Well, you needn't pile on the years so thick. One would think I was forty instead of eighteen.

"Good gracious," exclaimed a vicar as he met a village laborer wearily pulling a loaded wheelbarrow. "It would be much easier if you pushed it."

"Daresay," was the answer, "but I'm sick of the very sight of it."

"Your new boss isn't very sociable, is he?" asked Crumley.

"Well," replied Digley; "he's a great handshaker."

"Is he really?"

"Yes, he has shaken nearly all the old hands who were in the shop when he took charge."

"Dr. Whatshisname," said the speaker, "is that rare combination—a keen scientist and a good business man. I remember meeting him on the street a few weeks ago. I asked him:

"'Where are you going, doctor?'

"'I've got to take a trip out of town,' he answered.

"'Business or pleasure?'

"'Both. I'm going to operate on a wealthy patient.'"

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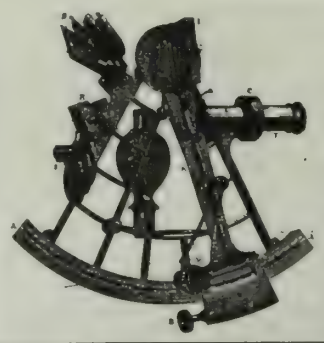
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that is continually slipping through your fingers and from which you derive no benefit.

It is the surplus waters that gather above Niagara and make the great Niagara Falls that furnishes electric power for many American cities.

So it is with those extra nickels and dimes that are regularly slipping through your fingers. Were you to divert them into a paying channel they would return to you tenfold. They must first be gathered together, and the best way to do that is to purchase one of the "dollar" banks that HALE'S are now selling for only 50c.



These banks are strongly made of steel, with oxidized finish, and are fitted with a patent lock. The key we keep, thus removing the temptation to open it impulsively and spend the savings. We will gladly open the bank at any time upon presentation at the Transfer Desk—Main Floor. You do whatever you wish with the money.

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MAIN FLOOR

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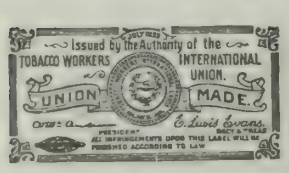
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COAST SEAMEN'S JOURNAL



FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XXVII. No. 47. SAN FRANCISCO, WEDNESDAY, AUGUST 5, 1914. Whole No. 2289.

THE EIGHT-HOUR WORK DAY.

Argument for Universal Eight-Hour Law---By Thomas W. Williams.

The fight for a shorter work day began with the wage system. It is a vital part of the labor problem.

The workers of California should take advantage of this opportunity to crystallize into law what has already been accomplished by organized effort.

The progress of civilization is indicated in the capacity of the workers to sustain themselves with a minimum expenditure of energy. To organized labor, more than to any other one agency, are we indebted for the shorter work day.

An eight-hour day means an increased demand for men. It relieves the unemployed pressure. Under a long-hour day some men work while others are idle. Enforced idleness is not leisure. Idleness will impoverish, degrade and dwarf. Leisure will enrich and elevate character. It will give the workers opportunity for study and organization. More idlers working, more workers thinking.

The eight-hour day does not reduce wages. Men are not paid according to what they produce, but according to the law of supply and demand. As the competition for jobs becomes less fierce, wages correspondingly rise. Shorter hours means a reduction in profits and fortunes made from labor.

Labor has had but a meager share in the benefits of improved machinery. The introduction of labor-saving devices demands a corresponding reduction in the hours of labor.

The eight-hour day conserves the health of the worker, and extends the working period of his life.

The passage of this bill will discourage the importation of cheap labor, and prevent the employing class from manipulating the labor market when it shall have become flooded by immigration through the Panama Canal. Employers of labor in this State are planning to abolish the eight-hour day. It rests with the voters to decide whether the standard of living in California shall be reduced to the level of Southern Europe.

The eight-hour day will not paralyze industry. Skilled labor and women are already operating on this basis. California's industries are still growing.

The farm laborer now bears the brunt of the extortions of railroads and middlemen, by working long hours for low wages. This bill will place him on the same basis as other workers, and shift the burden where it rightly belongs.

The domestic servant will be relieved of unbroken daily drudgery.

Shorter hours of labor promote purer and better family life. Long hours exhaust the toiler, and unfit him for social pleasures. They divorce the parent from the child. An eight-hour day will effectively diminish the vast number of criminals, paupers and idlers who consume the people's substance.

All the arguments against this measure resolve themselves into this one: It will encroach on the profits of the exploiters of labor. All the arguments in its favor coverge into this one—for the great majority of the common people, it will bring more abundant life.

The movement for shorter hours began in England. Thorold Rogers in his "Six Centuries of Work and Wages," states:

"It is plain that the day was one of eight hours. . . . The artisan who is demanding, at this time, an eight-hour day in the building trades is simply striving to recover what his ancestors worked for four or five centuries ago."

The length of the work day was materially extended. During the latter half of the eighteenth and the beginning of the nineteenth centuries, the hours of labor were practically unlimited. The ordinary work day of the English artisan was from twelve to fourteen hours. Textile manufacturers exacted a much longer day. At this time, "mills were run day and night—children were obtained in groups from the poor law guardians and worked in two sets, lodged in sorts and pens with one set of beds, one set of children occupying the beds while the other set worked, and vice versa. The children were carried from the beds to the mills and from the mills to the beds." The conditions were equally deplorable among the adult workers. As late as 1840 half-naked men, women and children worked in the mines of Great Britain as long as sixteen hours a day.

The first organized effort to reduce the work day was made by the London bookbinders in 1780. Within six years they succeeded in lopping off one hour and still another hour eight years later, and in the next two years another half hour. Thus eighty years ago the London bookbinders won for themselves a ten-hour day.

In 1830 Richard Osler, known as the "factory king," was converted to the demands of labor and carried on an agitation for a ten-hour day, suffering bitter persecution and imprisonment.

The first proposal to secure an eight-hour day for factory employes was made by Robert Owen in 1817. When little children were compelled to work fifteen and sixteen hours a day in the textile mills, it is little wonder that Robert Owen was discredited as a visionary seeking a Utopia. He, however, established a regular ten-and-a-half-hour day in his mills at New Lanark, and he lived to see a ten-hour day made universal in the textile industry.

In 1833 an act was passed limiting the hours of children under thirteen years to forty-eight hours per week. A law making ten hours a day's work was passed in 1847.

In 1860 there was a revival of the nine-hour movement, but the industrial depression of that period prevented any tangible results. The act of 1874 reduced the hours in all textile trades from sixty to fifty-six a week.

During 1888 the shorter day movement received great impetus, the new sense of solidarity in the ranks of labor, which was so marked a feature of the matchmakers' strike in 1888, led to the formation and extension of trade unions among workers who were either unskilled or who had, for other reasons, hitherto been without organization.

These unions invariably adopted an eight-hour program.

In November, 1888, the "Gas Workers and General Laborers' Union" demanded a reduction from twelve to eight hours, and practically all the gas works in the British Isles capitulated without a strike. There was no reduction, but in some instances an increase of wages.

On May 1, 1890, occurred the first international eight-hour day demonstration.

An eight-hour league was formed in Melbourne, Australia, in 1856, by the allied trades. Notice was immediately given that "after the 21st day of April, 1856, no man belonging to the unions represented would work for more than eight hours a day."

The solidarity of labor was such that in three weeks the point was won, and to this day April 22 is recognized as a holiday and known as the "Eight-Hour Day."

In both Queensland and New Zealand the lower house, elected by manhood suffrage, passed eight-hour laws, but the upper houses, representing the propertied classes, rejected the same.

The Social-Democratic party of Germany has persistently agitated for an eight-hour day. The law of 1877, supplemented by the law of 1887, passed the Reichstag, prescribed a maximum of ten hours for persons under sixteen. In 1888 the miners in the Westphalia coal mines struck for an eight-hour day, secured Imperial intervention and won.

Switzerland has a constitutional provision granting "the legislative right of the nation in its political organization to limit the working day." The federal factory law limits work days for adults in factories and work shops to eleven hours and on Saturdays and holidays to ten.

In the United States, at the beginning of the eighteenth century, a twelve-hour day generally

PROPOSED EIGHT HOUR LAW FOR CALIFORNIA.

[To be voted upon at General Election in November.]

"An Act to amend the Penal Code by adding a new section thereto, to be numbered 393½, limiting the hours of labor of employes and providing a penalty for violations of the provisions of this act.

"The People of the State of California do enact as follows:

HOURS OF LABOR.

"Any employer who shall require or permit, or who shall suffer or permit any overseer, superintendent, foreman, or other agent of such employer, to require or permit any person in his employ to work more than eight hours in one day, or more than forty-eight hours in one week, except in cases of extraordinary emergency caused by fire, flood, or danger to life or property, shall be guilty of a misdemeanor, and upon conviction thereof shall be fined not less than $50, nor more than $500, or imprisoned in the county jail not less than ten nor more than ninety days, or both so fined and imprisoned."

obtained among artisans. It was vastly different among the textile workers. In New England the mills ran thirteen hours a day.

An organization was effected in 1831 at Boston to secure a ten-hour day. In April, 1840, President Van Buren proclaimed a ten-hour day in the navy yard, and all national institutions. This became general in all the shipbuilding establishments.

In 1845 the first national industrial convention was held in New York. An organized, concerted action was begun for a ten-hour day. The first law enacted on the subject was in 1849, when the Pennsylvania legislature provided that "ten hours shall be a day's work in cotton, woolen, silk, paper-bagging and flax industries."

On June 24, 1869, General Banks introduced an eight-hour bill in Congress. It passed the House and Senate, was promptly signed by Grant and speedily enforced in the Navy Yard. Wages were, however, reduced one-fifth. Those who desired the old wages were allowed to work ten hours.

A general agitation for an eight-hour day was precipitated in 1856. Bradstreet's estimate of the number of strikers for shorter hours was 200,000. Fifty thousand secured their demands. One hundred and fifty thousand secured shorter hours at full pay. In time this vantage was largely lost.

At the St. Louis convention of the Federation of Labor, held in 1888, plans were made to hold mass meetings in every city on the eight-hour question on four days during the following year. It was decided to strike, trade by trade, one trade at a time, for an eight-hour day, on each succeeding May Day. The carpenters were chosen to strike in 1890. They did, and won in many cities. The miners were to strike in 1891, but lacked cohesion and solidarity, and nothing particular came of it.

Twenty-seven States and Territories besides the United States have an eight-hour day. Six States prescribe by law eight hours as the limit of day's work unless specified to the contrary. These are Connecticut, Illinois, Indiana, Missouri, New York and Pennsylvania. Nevada and the United States specify the eight-hour day on irrigation work and New York for laborers upon reservoirs.

In Wisconsin the eight-hour day is prescribed in manufacturing and machinery establishments, unless otherwise agreed upon. The laws of Missouri, New Mexico and Tennessee specify eight hours to be a day's work for laborers in road work. Eight hours is a legal day's work in mines and smelters in the following States: Arizona, Colorado, Missouri, Montana, Nevada, Utah and Wyoming. The following States prescribe eight hours a mamixum day's labor upon public works: California, Colorado, District of Columbia, Hawaii, Idaho, Kansas, Maryland, Minnesota, Montana, Nevada, Ohio, Pennsylvania, Porto Rico, Utah, Washington, West Virginia and Wyoming. The United States provides for an eight-hour day on Government work.

The history of the struggle of the eight-hour law for women is still fresh in the minds of the California voters. Diligent effort has been made to learn the effects of this law among women and employers. Women's wages have not been reduced. Women have not been displaced by men. They have not been speeded up generally by their employers. Employers, on the other hand, concede that this law has not lessened the daily output. They acknowledge that its enforcement makes for efficiency and lessens the liability to accidents due to overtaxed nerves and exhausted bodies. There is no demand for a return to the old regime, either from employers or employes.

We have been thus specific in dealing with the history of the movement for shorter hours, believing it an essential corollary assisting in the present struggle. Where the workers have been united they have always won. Where they have failed it has always been due to a lack of cohesion and well-directed and disciplined effort.

The Viceroy of India recently opened the new docks of which King George V, as Prince of Wales, laid the foundation stone November 13, 1905. The docks contain seventeen berths, capable of accommodating the largest steamers in the eastern trade, and include the Hughes dry dock, which is 1,000 feet long, and which, according to the wishes of the Admiralty, has been designed to take the largest battleship afloat. The cost is £4,000,000. Provisions have been made for a berth from which passengers from the mail steamers can entrain immediately.

There are estimated to be 200,000,000,000 board feet of merchantable lumber standing on the 60,000 square miles of public forests in the Philippines.

WEAKNESS IN STRENGTH.

How long must men continue to kick against the pricks before they realize that all forces are balanced, and the order of nature is immutable. A Napoleon strives to unite all Europe under one crown, a politician seeks to perpetuate his power by appointing only his friends to office; a captain of industry endeavors to control business by uniting all his competitors, or a labor leader undertakes to solve the industrial problem by consolidating all the unions. Just what would happen if all the forces could be united on one side will never be known, for nature will not trust such power to a single mind. Union and concentration have their legitimate sphere in the order of things; but a well defined limit has been placed to such power, beyond which to go is to invite weakness. A few years ago the farmers thought to control prices of farm products by joining in one huge grange, but the organization never got beyond the initial stages. Now certain labor men are looking to a union of all labor as a means of bettering and controlling conditions.

The universal labor union seems plausible—as plausible as perpetual motion or a protective tariff; but it has within it the germ of dissension, by means of which nature maintains an equilibrium. Not only do jealousy, ambition and distrust prevent men from joining in a single organization, but they prevent the growth of the several organizations beyond a very limited extent. The orthodox unions point to the growth of their organizations as evidence that they hold the key to the industrial situation; the Socialists cite their growing vote as a reason for joining with them; while the Industrial Workers of the World are just as certain that they will solve the problem. The very fact that these three aggressive factors persist is evidence of the fallaciousness of the idea; and all history confirms the doubt. The passing of the Knights of Labor marked the limits of one form of labor organization; the American Railroad Union marked another; and the American Federation of Labor maintains its integrity because its directing head realizes the well defined limits of union activities, and holds its forces within those limits. As soon as that directing head is removed, the jealous ambition of those beneath will wreck this organization as the others have been destroyed before it.

Not only is a single labor organization impossible, but the trades organizations are in constant danger of disruption through the dishonesty of leaders. The graft scandals that placed New York labor under a cloud a few years ago have apparently been repeated in Chicago; and the organizations that have scarcely had time to live down the odium that came from the misdirected zeal of the McNamaras must purge themselves of the blackmailers who have preyed upon both capital and labor. This is not to condemn labor unions, but to point out some of their limitations. The union as a social agent is most commendable; it quickens the spirit of fellowship; and it enables the members to do team work that otherwise would be impossible. But the best and ultimate object of civilization will be delayed, rather than hastened, unless the limitations of trade unionism are recognized. The evils that the unions would redress are not peculiar to wage earners of any calling, nor of all callings. They are common to humanity. Labor may strike at capital, and do it much harm; but it cannot thus do itself good. It is not capital that oppresses labor, but monopoly that oppresses both labor and capital; and the strike is impotent when opposed to monopoly. The only force that can subdue monopoly is law. Let labor throw its great strength in favor of free industry, and it will no longer be tormented by tyrants without, nor traitors within its ranks.—The Public.

SUMMARY OF WAR NEWS.

On Sunday, July 26, Austria sent her demands to Servia. On Monday Servia replied, acceding to all demands save one, and offering to submit that to The Hague tribunal.

Nevertheless, Austria invaded Servia, and Tuesday, July 28, declared war. It is said that Germany refused to join England in an effort to maintain peace.

Within twenty-four hours Austria bombarded Belgrade, which capital she is thought to have captured. Russia immediately acted, in fulfillment of her alliance pledge to Servia, and ordered mobilization.

On Thursday, July 30, Germany moved to the center of the stage by demanding that Russia explain her movements. On Friday at midnight Germany addressed an ultimatum to Russia, demanding that mobilization cease. When the time limit set by Germany expired at noon Saturday, August 1, there was a dramatic scene when the German ambassador received Russia's refusal to reply and withdrew after formally declaring war.

England and France claim to have done their utmost for peace up to August 1. On that day German troops invaded neutral Luxemburg. France mobilized, England made military and naval preparations, and Russian troops engaged in skirmishes near the German border.

Sunday, August 2, two bodies of Russian troops invaded Germany, at Schwinden and Eichenreid, and on the following day German troops invaded Russia. Two German armies entered France, against which war had not been declared, and one was reported repulsed with losses by a French army. The German plan is believed to be to strike at France before Russia can fully mobilize.

The nations of Europe so far definitely committed to war by specific acts are Austria-Hungary, Servia, Russia, Germany and France. England has announced her intention of complete mobilization to-day; Belgium has been practically forced into participation by Germany's attitude; Greece has promised to assist Servia; Holland and Switzerland are preparing solely for self-defense, while Italy has declared for neutrality. Turkey, Bulgaria and Roumania have given no indications of their policy, and Spain preserves her expected silence.

From the alignment to date, it appears that Germany and Austria must furnish the battle field for the principal land engagements, and the North and Baltic seas the theaters for naval action. The Kaiser has begun with the bold move of carrying the fight across the borders into both France and Russia, but it is probable that the passages chosen for these assaults will be offset by encroachments at other points by both France and Russia.

A Chicago woman is the patentee of a shoe with an electric battery in the heel to supply a mild current to the ankle of a wearer to tone up his system.

Demand the union label upon all purchases!

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Anything But Safety at Sea.

The Liverpool Chamber of Commerce has started a movement making insurance of steerage passengers on ocean lines compulsory. A slight increase in the rates to cover the cost is advocated, which would obviate making public appeals in the case of disasters.

Vessel owners will do anything but spend money to save life.

The latest scheme illustrates the resourcefulness of a master mind, although disasters at sea have proven that first-class passengers lose their lives, as well as those in the steerage. The Liverpool scheme provides only for the latter.

However, there is much merit in the plan. It will avoid making public harrowing tales of orphaned children and widowed mothers, who can insure themselves when buying tickets. The public will not be expected to contribute where insurance is awarded even though it be a pittance, and protests against coffin ships will once more subside.

Under the laws liabilities are limited, and the Liverpool plan would further reduce costs for disaster at sea, by a proper wording of the insurance clause, which immigrants, when paying for tickets, are supposed to read.

The plan would not only increase dividends, but it would permit vessel owners to pose as philanthropists—sorrowful and humane.

A cheap monument and an elaborate though inexpensive memorial service for the victims will counteract hostile sentiment and mutterings of protest against floating death traps. No right thinking person would dare question the purpose of these benevolent gentlemen.

This, together with the passage of the Alexander bill now pending in the House of Representatives as a substitute for the La Follette bill, would satisfy the shipping interests.

Both schemes have an equal value in not doing the thing that should be done—guaranteeing safety of life and property at sea.

Illiteracy a Menace to the Nation.

Illiteracy is a direct menace to the progress of a nation. Its existence rebukes civilization and its extent measures the efficiency of the social system. If all classes of population are considered, no section of the United States can claim even approximate freedom from adult illiteracy. The number of illiterates now in this country exceeds the total population in 1800.

The Federal census for 1910 shows that there were then in the United States 5,516,165 persons over ten years old who were unable to read and write. This was 7.7 per cent of the total population of corresponding age. The full meaning of these figures will be better understood when it is remembered that the aggregate total is less by only a few thousands than the total population over ten years old in all the New England States, and more than the same population in Boston, Baltimore, Washington, Buffalo, Cleveland, Detroit, Cincinnati, Pittsburgh, Indianapolis, Louisville, New Orleans, St. Louis, Kansas City, Minneapolis, St. Paul, Seattle, Spokane, San Francisco and Los Angeles. In double line of march, at intervals of three feet, these 5,516,163 illiterate persons would extend a distance of 1,567 miles. Marching at the rate of 25 miles a day, it would require more than two months for them to pass a given point.

A mighty army is this, with its banners of blackness and darkness inscribed with the legends of illiteracy, ignorance, helplessness, and hopelessness; too large for the safety of our democratic institutions, for the highest good of society, and for the greatest material prosperity.

The significance of illiteracy as a measure of popular enlightenment depends upon many conditions. Chief among these are its extent and racial character and the density of population, which are the things that in a great measure determine the success or failure of the endeavor to bring all children under instruction. As to adults, their ignorance is not wholly or chiefly their own fault. To a large degree it is due to lack of opportunity, because of their poverty or the negligence of the States and communities in which they spent their childhood. It has recently been learned that the country school attendance is lower where the roads are bad.

Of the total of illiterates, 3,184,633 were white persons (1,534,272 native and 1,650,361 foreign), 2,227,731 were negroes, and the remainder were Indians, Chinese, Japanese, and others. In the New England, Middle Atlantic and East North Central States the percentage of illiteracy was greater in the urban than in the rural population. For the rest of the country illiteracy in the rural population was from two to five times greater than in the urban population. Boston had 24,468 illiterates over 10 years old, Washington 13,812, Fall River 12,276, Birmingham 11,026, Memphis 8,855, and Nashville 7,947. By States, Wyoming had the smallest total of illiterates, or 3,874; while New York had the highest, or 406,020. Yet it must not be forgotten that New York's foreign-born illiterates totaled 362,025.

There is every hope that illiteracy may eventually be stamped out in the United States, and soon. It was reduced 3 per cent between 1900 and 1910, or at the rate of 1 per cent every 40 months. At this rate illiteracy would be ended in about 25 years.

Eliminating illiteracy, however, is not a task that can be reckoned by time. Remedial legislation, tandem work by the Federal Government and the States, and persistent efforts are the only means with which to combat conditions that perpetuate ignorance.

Bills now in Congress providing that the Commissioner of Education shall investigate illiteracy among the adult population and the means by which it may be eliminated or reduced, are a step in the right direction. It is believed that by co-operative effort, in which the Nation, the States, individuals, and associations shall join, and with such aid as Congress may give, the stain of illiteracy in this country can be almost, if not wholly, obliterated. By an effort of this kind France reduced the number of adult illiterates from forty-five in a hundred to five in a hundred. In one year 1,000,000 men, women and children over school age were enrolled in French schools, learning to read and write. The

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeland Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts Maritimes de France, 33 rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22. Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S, Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

In answer to the tyranny of the capitalistic government of South Africa, the unionists of Johannesburg have just completed the erection of a splendid trades hall. United labor will yet drive General Botha and his gang out of the South African Parliament, and Tom Mann is lending a helping hand.

As a result of great suffering due to unemployment in the Argentine, the French government has issued a warning against emigration to that country. It seems that only agricultural workers have any prospects of employment. According to a recent report the Argentine trade-unions numbered 44,560 members in 31 unions at the end of 1913 but it may be safely assumed that the actual number is but little higher than 30,000.

Botha, the Premier of South Africa, is said to be an expert in discovering new means of checking the Labor Movement. Since the workers have scored such successes in the Provincial elections, Botha has introduced a law for the abolition of these Diets. He also wishes to change the law so that only those persons with property to the value of 200 pounds may vote in the South African Parliamentary elections.

The Belgian Metal Workers' Union reports with satisfaction that the wounds suffered as a result of the general strike and the economic crisis are beginning to heal again. The membership decreased from 29,656 to 26,356 last year, it is true, but the number of contribution stamps sold was just as great as in the previous year, so that this means internal consolidation. Upon the occasion of the general strike of last year the contributions were suspended for four weeks.

The Government of Cape Province (South Africa) recently endeavored to introduce the compulsory registration of all domestic servants, regular medical examination and compulsory transference to a hospital upon its being ascertained that such servant is suffering from infectious diseases. Since, however, this would have constituted an exceptive law against the black population the latter instituted a protest movement and have held public meetings opposing this bill. The Government then withdrew its proposition stating that they wanted to ascertain the public opinion in connection with this question.

In the year 1912, 914 strikes involving 144,124 workers were conducted in industrial concerns in Italy as compared with 1,107 strikes with 252,853 participants in the previous year. Of the strikers 13,100 are engaged in the building trades; 11,500 in shipbuilding; 4,300 in the brick-making; 5,100 in the polygraphic trades; 6,100 in the silk industry; 7,100 in sulphur mines; 11,500 in navigation; 11,500 in the tramway service; 9,400 in mechanical engineering, and 7,300 in state works. 15.5 per cent. of all strikers resumed work with complete success, 18.5 per cent. with compromise and 33.5 without success. There were 176 strikes with 95,841 participants in agriculture as compared with 140 strikes with 132,738 participants in the year 1911. Twenty per cent. of the strikers emerged with full success, whilst 26.8 per cent. compromised.

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INFORMATION WANTED.

Alfred Kupfer, born February 9, 1890, at Coburg, Germany, is inquired for by the German Consulate, 201 Sansome street, San Francisco, Cal.

Johannes Puun, born in Oesel, Arensburg, Russia, supposed to be sailing on the Pacific coast, is asked for by his mother. Anyone knowing his whereabouts please notify A. Lepp, Sailors' Union, San Francisco.

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, 84 Embarcadero, San Francisco, Cal.

$10.00 reward will be paid by Johnson & Higgins, 244 California street, for information locating John Anderson and George T. Nelson, who were members of the crew of the steamship "Asuncion" in October, 1908.

Nils Johnson, who was wrecked in the American bark "Oasis," Sept. 2, 1887, is inquired for by W. F. Hohenschild, Berkeley, Cal.

Arthur Griffith, alias Simmons, a British subject age 28 years; 5 feet 6 inches in height, fair complexion, stout build, blue eyes, top false teeth, clean shaven, who is believed to sail on a coasting vessel between San Francisco and Portland, is inquired for by H. B. M. Consul-General. Anyone knowing his whereabouts please notify the British Consulate-General, San Francisco.

Fred Riley, a colored seaman, last heard from at Genoa, Italy, and at other times from ports in Australia and at Liverpool, England, is sole heir to his mother's estate. Anyone knowing his whereabout kindly notify Mr. John E. Selkirk, Attorney-at-Law, 100 Erie Co. Bank Bldg., Buffalo, N. Y.—6-24-14.

Norman Hadley, a seaman, supposed to be sailing on the Pacific Coast, is inquired for by J. B. McCurdy & Co., attorneys, relative to an inheritance. Anybody knowing his whereabouts, please notify Chief of Police, San Francisco.

John Rebbetad, who was in the steamer A. F. Lucas in November, 1911, is inquired for by his brother. Address, Coast Seamen's Journal.

Carl Janson, age 36, born in Wastervik, Sweden; last heard of in Seattle six years ago. Any one knowing his address please communicate with Erika Askenberg, 2280 86th street, Cleveland, Ohio.

INFORMATION WANTED.

Frederick Wood, a seaman, sailing on the Pacific Coast, is inquired for by his sister, Miss Lucy Wood, 108 Broughan street, Darlinghurst, Sydney, N. S. W., Australia. He is described to be tall, with dark curly hair and carries a scar on the nose. Anyone knowing his whereabout kindly notify the office of Chief of Police, San Francisco, Cal.—6-24-14.

Anybody knowing the whereabouts of Arne Johnsen please notify O. M. Johnsen, Mosby, Christiand S., Norway.

Richard Ryan, who left the British steamship Candida at San Francisco in July last, is inquired for by the British Consul-General.

Fritjof Ellingsen, age 32, a native of Drammen, Norway, he was short, heavy set, dark hair, parted in the center, and good looking. Anybody knowing his whereabouts please notify Ed Knach, 171 Clipper street, city.

John Dickson, who left Greenock, Scotland, about 10 years ago, his last address was Melrose House, Lower Boxhill, Brooklyn, New Zealand, is inquired for by his mother. Anybody knowing if he is alive or dead please notify the Secretary of the National Sailors' and Firemen's Union, Greenock, Scotland.

William Walker, a native of Islandmagee, Antrim Co., Ireland, is inquired for by his nephew. Any one knowing his whereabouts kindly communicate with John Walker Geddis, 7 Willowbank St., Brooklands, Winnipeg, Manitoba, Canada.

W. Kahlberg, No. 688, and C. Monsen, No. 1964, are inquired for at the Standard Oil Company's office, at San Francisco.

Any one knowing the whereabouts of John Burke No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

Johannes Larsen, age 22, born in Fitje, Norway, is inquired for by his brother, Ingolf Vestrick. Anybody knowing his whereabouts please notify his brother at 9 Mission street, San Francisco.

W. A. Goodrich, who left the British ship Puritan at San Francisco, February 6, 1911, is inquired for by the British Consul-General at San Francisco.

William McGrail, of Baltimore, Md., who sailed on the Atlantic and Gulf Coasts as cook for a number of years, is inquired for by his brother, George McGrail, 603 Decatur street, New Orleans, La.

San Pedro Letter List.

Anderson, Carl -370
Andersen, Martin
Anderson, Axel
Anderson, Gust. -810
Andersson, E. -1762
Alexandersen, P.
Andersen, A. -1645
Berndt, Hugo
Bringsrud, Harald
Brien, Hans
Berg, S.
Carlson, Kalle
Ceelan, John
Clausen, J.
Ellingson, Ivar
Enstrom, Carl M.
Eugene, John
Eklund, Sven
Felsch, Harry
Ferem, William
Fahlinen, Hjalmar
Gundersen, Andrew
Gunther, Dick
Gustafson, Alf
Holmstrom, Fritz
Holmes, Hans
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Hansen, H. T. -1446
Holmgren, G. J.
Hansen, Fred
Hansen, Johannes
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Hakonsen, P. O.
Haro, Aarp
Harrold, Henry
Hansen, H. -2060
Ivarsen, Ivar
Johannsen, Charlie
Johansson, N. A. -280
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Johnson, Oscar
Karsten, Hugo
Kaktin, Ed
Kremer, Sigurd
Kalnamm, Andvey
Larson, Andrew
Lindberg, Wm.
Lindner, J. -1750
Lassen, Johan (Reg. Let.)
Lindholm, Charles
Lundberg, T.
Lindholm, Erik A.
Lyngard, Jorgen
Line, Victor
Lucander, Hj.
Larsen, Herman
Machada, Enrique
Mikelsen, Andreas
Martinell, Walter
Mennicke, Fritz
Murray, Robert
Miller, Wm.
Mayers, P. M.
Michaelsen, A. -1105
Morris, M. H.
Nielsen, Chr.
Nikander, Dan
Nurhanen, E.
Nordin, Gus
Neergard, A. -1165
Nelsen, Ernst C.
Ohlund, Chas.
Olsen, Jacob
Olsen, Harald
Olsen, Ludvig
Olsen, Nick
Olsen, Hans
Olsen, Ole Wilhelm
Osterberg, S. H. -1284
Pillman, F.
Petersen, C. -1493
Parsons, Herman
Pette[illegible], A. K.
Peder[illegible] J. Alfred
Paulson, [illegible]ustaf
Pearson, Ed
Peterson, K. E. -903
Ridnell, J. H.
Rantman, R.
Rutel, Ernest
Stolt, Axel
Steen, Ed
Svendsen, S. -1717
Schlachte, Alfred
Steen, J. C.
Sievers, G. P.
Simpson, L. C.
Sandseter, Paul
Svenningsen, S. N.
Sandy, Oskar
Strahle, Chas.
Sassi, Wilhelm
Samuelsen, Victor
Saar, Conrad
Thiem, Eberhard
Tvedt, Olai
Williamson, W.
Zunderer, Theodor

Packages.

Johansen, Nils A.

Honolulu, H. T.

Anderson, Edw. -1734
Abrahamsen, A.
Austin, Frank
Andersen, Anton
Andersen, O.
Clarson, A.
Clancy, James
Hansen, Jos. G.
Hansen, Max
Hansen, Christ
Ivars, Carl
Irvine, Robert
Jorgensen, C. M.
Kayser, Charles
Koskinen, Sulho R.
Lentinon, E.
Lundberg, T.
Nordling, C.
Paty, George
Slattery, Wm.
Silver, E.

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INFORMATION WANTED.

Peter Bellenot, who last sailed on the S. S. "Mariposa" out of Seattle, Wash., about November, 1912, is inquired for by his mother, Mrs. Bellenot, 1406 Second street, West Berkeley, Cal. Anyone knowing of him kindly write at the above address.—6-24-14.

If Axel Olson and John Swanson, who in the autumn of 1902 were members of the crew of the steamschooner "Fulton," will send their present addresses to John Gabrielson, Bellflower, Calif., they will receive news that will be of interest to them.

Pacific Coast Marine.

Lumber shipments from Portland, Ore., for the month of July totaled 36,311,502 feet, of which more than 20,000,000 feet went to ports of California. No wheat was exported from Portland in July. About 40,000 barrels of flour went out and one cargo of barley.

The schooner "John A. Campbell" has been chartered to load lumber at Portland, Ore., for New Zealand, and the schooner "Lottie Bennett" has been chartered to load lumber for the West Coast. The "Campbell" is now in San Francisco and the "Bennett" at Valparaiso.

Following the policy to make the port of Los Angeles a free harbor in fact as well as in name, the Harbor Commission has adopted a resolution making it optional to employ pilots for vessels entering or leaving the port. Heretofore the employment of pilots was compulsory.

Porter Brothers, owners of the Tidewater mill at Florence, Oregon, have announced that they will build two large gas barges for use in transporting the output of their mill to San Francisco. The barges will have a capacity of 1,500,000 feet each. They will be built at Florence.

The bid of the Standard American Dredging Company of San Francisco, $11,146 in amount, has been accepted for dredging in the San Joaquin River and Stockton Channel, California, bids for which were opened June 21 by the United States engineer, San Francisco, the contract price being $11,146.

United States Inspectors Ansell and Lehners on July 20 suspended for four months the license of Captain Victor Johnson, the port pilot at San Pedro, who last week pleaded guilty to being negligent and unskilful in bumping the breakwater with the American-Hawaiian steamer "Nevadan" while entering the harbor through a fog.

The steamer "Curacao," formerly of the Pacific Coast Steamship Company, which sank last year at Warm Chuck, Heceta Island, one of the Prince of Wales group, has been raised and brought to Seattle. The "Curacao" is now the property of the Vancouver Dredging and Salvage Company, to which concern she was sold by the underwriters.

The schooner "Harold Blekum," Captain Walter Tinn, arrived at Seattle from Alaska and reported having sighted a 200-ton schooner floating bottom up in the Bering Sea about five miles off Cape Pierce. Aside from the fact that she had a wooden bottom which was comparatively clean, indicating that she had been in the water but a short time, there was nothing to identify the vessel.

That wireless communication by the Marconi Company will be established between Hawaii and California the first of September is the statement of Chief Engineer C. H. Taylor of the company, who has arrived at San Francisco from the East and who spent a day during the past week in inspecting the station at Bolinas Bay. Final tests of the apparatus at the big station were made under Taylor's direction.

The Public Evening Navigation School opened for the fall term at 7 p. m. July 27, in the class room in the Ferry Postoffice Building, with an unusually large attendance, there being over twenty new pupils enrolled. Those who contemplate taking advantage of this opportunity to obtain a knowledge of navigation without expense should present themselves for enrollment promptly, as no time will be lost in making a start.

With the arrival of the schooner "Mary E. Foster," Captain Johnson, at San Francisco, on July 31, from Newcastle, Australia, an interesting race between a pair of sailing vessels has been completed. The "Foster" raced across the Pacific with the schooner "Minnie A. Caine" and lost out by seven days. The "Foster" made the passage in 96 days and the "Caine" in 89 days. Both vessels carried coal consigned to J. & A. Brown.

The Independent Towing Company of Seattle has been incorporated with a capital of $35,000, by E. K. Worthington, L. S. Wood and J. C. Brownfield. The company will engage in general towing on the Puget Sound. The tugs "Monitor," "Forrest T. Crosby" and "Hero," operated by the Washington Tug & Barge Company, and the tug "Dove," in which J. C. Brownfield and C. H. Curry are interested, have been taken over by the new corporation.

The case of Captain Larry Flynn, charged with having been intoxicated or otherwise unfit through use of drugs for duty at the time his vessel, the Alaska steamer "Dirigo," ran ashore in Useless Bay, is now before the United States Inspector-General. Unable to reach a decision, the local inspectors submitted their findings to Captain Bulger, Supervising Inspector for the Pacific Coast, and he in turn sent the case on to Washington.

The Standard Oil Company's tanker "Niagara" went to sea July 31 destined for Woosung, flying the British colors. When the vessel arrived a few days ago the German flag fluttered over the taffrail, but during her stay in port the tanker's registry was changed. The "Niagara" is one of a large fleet of foreign bottoms which the Standard Oil Company operates between San Francisco and the Orient in the oil-carrying traffic. They take oil to various stations in China and Japan, returning in water ballast.

It is rumored that the British sloops of war "Shearwater" and "Algerine" will be interned at San Diego and their officers and crews rushed overland to New York for passage to England. The "Algerine" is steaming at full speed from Mazatlan to San Diego. The "Shearwater," fully coaled and provisioned, is lying in the stream. Neither the "Shearwater" nor "Algerine" is capable of taking a place in line of battle, and because of this fact their officers and crew will be transferred to larger ships of the home fleet.

As a result of the European war condition, shipments across the Atlantic from San Francisco and other Pacific Coast ports is practically at a standstill. An atmosphere of uncertainty prevails throughout steamship circles and no effort will be made to dispatch any considerable cargoes until the probable extent of the war becomes known. As a result of this condition the movements of California's largest barley crop for twenty years is being tied up, and the owners and shippers of the 275,000 tons involved are at a loss to know what action to take.

The rebuilding of the burned Grand Trunk pier at Seattle was recommended to the owner, the Grank Trunk Pacific Railway Company, at Montreal, by Captain S. H. Nicholson, manager of the Grand Trunk Pacific Steamship Company. The original cost of constructing the burned pier was $400,000. Pending rebuilding, the vessels of the Grand Trunk Pacific will be operated from pier 2, which is also used by the fleet of the Alaska Steamship Company. The Pacific Alaska Navigation Company has leased a portion of pier 1, from which its vessels will operate north and south.

A contract has been entered into between the Mexican Department of Communications and Public Works and Senor Alejandro Quijano, representative of the Cia. Naviera del Pacifico S. A., consolidating the former contracts for a steamship service between the Mexican ports on the Gulf of California and the Pacific Coast, with a provision for an extension to the north as far as San Francisco. In addition to subsidies the company will employ various other financial privileges, while in return the vessels may be used by the Mexican Government as cruisers in time of war.

The Standard Oil Company has had plans prepared for the constructon of a breakwater a mile in length reaching out into the sea at El Segundo to make an artificial harbor where now there is nothing but the open and unprotected sea. The proposed breakwater will cost at least $500,000, but it is an absolutely vital necessity if the El Segundo refinery is to ship its products freely abroad, or if the port is ever to be made a calling point for ships seeking oil fuel or a commercial port for any purpose. Business cannot be done without it, and the company canot afford to wait upon the government to do anything.

Representatives Kahn, Curry and Nolan held several conferences with Secretary of the Navy Daniels and urged him to allow Mare Island to bid on the construction of one of the three new dreadnaughts. Daniels said he was opposed to having one of the ships built at Mare Island, but that he had not yet fully made up his mind on the matter. Rear-Admiral Watt, chief of the bureau of construction and repair, is opposing Mare Island and it is believed is responsible for Daniels's attitude. Watt is reported to be opposed to building any warships in navy yards. He wants all naval vessels constructed in private yards. Why, no one here seems to know.

Direct service via the Panama Canal between San Francisco and New York will be established by the American-Hawaiian Steamship Company with the steaming of the freighter "Nebraskan" on August 13. The company has mailed a circular letter to shippers stating that an eighteen-day express schedule would be maintained between San Francisco and New York, and quoting a reduction on canned goods from the old rate of 45 cents to 30 cents. This reducton, it is stated, will be proportionate on other goods. Officials of the company further stated that on August 23 a direct service will be established between San Francisco, Boston and Philadelphia with the steaming from San Francisco of the "Honoluluan." The vessels in this service will alternate with those of the New York Express service, and will stop at the latter port. A service between San Francisco and Charleston, South Carolina, the schedule for which is now in preparation, will shortly be announced.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

International Seamen's Union of America.

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and
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THOS. A. HANSON, Secretary.
570 West Lake St., Chicago, Ill.

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(Continued on Page 11.)

Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO
BY THE
SAILORS' UNION OF THE PACIFIC
Established in 1887

PAUL SCHARRENBERG.....Editor
I. M. HOLT.....Manager

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NOTICE TO CORRESPONDENTS.
Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, AUGUST 5, 1914.

IN THE NEW HOME.

On and after this date (August 5) the Sailors' Union of the Pacific, the Alaska Fishermen's Union, and the Marine Firemen, Oilers and Water-Tenders' Union of the Pacific will occupy the two upper floors in their new building at 59 Clay street. The building has two street frontages and all offices and reading rooms face either Clay or Merchant street, and have been especially designed to receive a maximum of light and air.

The Fishermen's and Firemen's Unions will have commodious offices, committee rooms, reading rooms, and halls on the second floor. The halls are so arranged that both can be utilized for one meeting when desired.

The Sailors' Union and the COAST SEAMEN'S JOURNAL will occupy the entire top floor. The General office, the Secretary's private office, and the business and editorial rooms of the JOURNAL face Clay street. The splendidly lighted and modernly fitted reading room fronts on Merchant street. The meeting hall, located in the center of the building, can be enlarged by the simple process of moving a string of sliding doors and adding the reading room. This will not be necessary except on rare occasions, as the regular assembly hall will meet all ordinary requirements.

It is generally conceded that the building which will house the local units of the International Seamen's Union of America is a structure of which every member may be proud. Nothing has been left undone to make the new home serviceable, attractive and inviting to all who earn their livelihood upon the water. A mere description, however, will not do justice to the building—it must be seen to be appreciated.

No man can ever gain an understanding of the labor movement as long as he harbors the fallacy that the strike or boycott is a creation of the "labor leader."

The man who cites compulsory arbitration as a remedy for strikes might with equal propriety cite the balloon as a contradiction of the laws of gravity.

THE SHORTER WORKDAY.

The workers of California, Oregon and Washington are agitating for the general Eight-Hour workday. They are making a winning fight, and the standpat forces are scurrying about like rats on a sinking ship.

The San Francisco Chronicle, with its well-deserved reputation as a leading reactionary organ, is making a typical battle against the shorter workday. Of course, it was to be expected that Michael de Young's paper should bitterly oppose the proposed general Eight-Hour law to be voted upon by the people of California at the general election in November. It is a certainty, however, that the Chronicle's labored arguments against that measure do no harm, since all who can be influenced by that paper's editorial pleas will vote against the bill anyhow—on general principle.

When the first law for a shorter workday was adopted in England in the early part of the last century, the leading political economists of that time insisted that the reduction of hours of labor would eliminate profit and bring disaster upon employer and employe alike. And ever since we have heard the same old protest from the same old sources whenever and wherever it has been proposed to limit the hours of toil.

When child labor laws were first advocated, business men, who posed as pillars of society, protested with earnestness and apparent sincerity that they would not be able to compete with their rivals in other States, and that the enactment of such laws meant their ruin.

When the California Legislature limited the hours of men working in mines, smelters and other institutions for the refining of ores and metals, many eminently successful captains of industry were quite certain that if such law went into effect they would have to close down their mines, and that the industry upon which rested the fame and romance of California would be ruined and utterly destroyed.

When quite recently the Women's Eight-Hour law was placed upon the statute books of California, a mighty wave of indignation emanated from the counting-houses via the editorial chambers of the reactionary press. It was freely predicted that thousands of women would be thrown out of employment, that the factories and stores employing females would have to close their doors, and that general business stagnation would follow the day after that "ill-advised" law should go into effect.

But none of these things have happened. The mines and smelters are still running full blast, and our women workers are still employed in factories and in stores.

Still, the Chronicle and other organs of greed have the brazen gall to fill their columns with the same discredited and stale arguments against the shorter workday. Of course, their inability to present logical and valid reasons augurs well for the success of the eight-hour movement. When the champions of unrestricted and unbridled business have no other reasons for opposing the general Eight-Hour law than those already presented, it is safe to assume that they admit defeat, but keep up their courage by whistling the same old tune until the inevitable takes place.

It is hardly necessary to say that abolishing an evil and suppressing the complaint about it are entirely different, and, in fact, antithetical, propositions.

VICTORY FOR LICENSED MEN.

By an almost unanimous vote the House of Representatives has passed the Hardy bill to regulate the service of licensed officers in the merchant marine of the United States. Chairman Alexander of the Committee on Merchant Marine and Fisheries, which reported the bill favorably to the House, declared that the measure was wholly in the interest of better service and greater safety at sea.

Under the present statute, every licensed officer—captain, mate, engineer, and so on—must be willing to go to work when called upon by a vesselowner. He must work unless he can give some reasonable excuse. The Steamboat Inspection Service acts as judge of the reasonableness of excuses, and there is no appeal outside of this service. The courts are powerless to interfere.

All ordinary excuses, however, are accepted. The vesselowners, having the power of conscription under the law, have perhaps rarely seen fit to exert that power, probably through the fear of public opinion. No man has been forced to work against his will, although he might legally be so forced. The shipowners pleaded this before the Senate committee; the representatives of the licensed officers admitted that there had been few cases of impressment.

But the significant thing is this: The steamship inspectors do not accept as a reasonable or lawful excuse for not working the fact that the licensed officers may be having a wage dispute with the vesselowners. In other words, this law forbids strikes. If licensed officers go on strike they are in danger of losing their certificates from the Government. And these once lost prevent these men from ever following their trade again.

What is the result? Captain Wescott, of California, speaking for the Masters' and Mates' Association, told the Senate committee that second-mates on the Great Lakes get $70 a month, and can work only eight months a year—$560 for a year's work by a man who spent years and an average of $1,500 securing the certificate giving him the right to serve as a mate.

The Lake vesselowners forbid labor organizations among these licensed officers, and the latter, being practically helpless, have been forced to comply.

"The cheapest thing in the world is a human being," observed Senator Vardaman in commenting on the Hardy bill. "Most of our laws, especially navigation laws, have been written in the interests of corporations instead of individuals. In times past the laboring people have had very, very few friends in our lawmaking bodies. This law is a sample of that kind of legislation."

The Hardy bill would amend the Revised Statutes to read as follows:

Sec. 4448. That all officers licensed under the provisions of this title shall assist the inspectors in their examination of any vessels to which such licensed officers belong and shall point out all defects and imperfections known to them in the hull, equipments, boilers, or machinery of such vessel, and shall also make known to the inspectors at the earliest opportunity all accidents or occurrences producing serious injury to the vessel, her equipments, boilers, or machinery, and in default thereof the license of any such officer so neglecting or refusing shall be suspended or revoked.

No inspector or supervising inspector receiving information from a licensed officer who is employed on any vessel as to defects in such vessel, or her equipments, boilers, or machinery, or that any provision of this title is being violated,

shall impart the name of such licensed officer, or the source of his information, to any person other than his superiors in the steamboat inspection service. Any inspector or supervising inspector violating this provision shall be subject to dismissal from the service.

Sec. 4449. That if any licensed officer shall, to the hindrance of commerce, wrongfully or unreasonably refuse to perform his official duties after having signed articles or while employed on any vessel as authorized by the terms of his certificate of license, or if any pilot or engineer shall refuse to admit into the pilothouse or engine room any person whom the master or owner of the vessel may desire to place there for the purpose of learning the profession, his license shall be revoked or suspended upon the same proceedings as are provided in other cases of revocation or suspension of such license."

As usual in all such cases the shipowners are bitterly opposing any change in the present law. This, of course, is of no particular significance because the shipowners' unreasonable opposition to the Seamen's bill and to all other humane legislation is strictly in accordance with time-honored custom—a custom which originated in the days when galley-slaves were chained to their respective positions.

It will most likely remain a task for future historians to ascertain definitely what the present European war is all about. No one can possibly arrive at any conclusion upon that subject by reading the "news" which has so far been presented in the daily press. The one towering fact that stands out clearly is that hundreds of thousands of men—vigorous, healthy, young and strong men—are being sent to needless, bloody deaths. A most unfortunate but self-evident sequence of this cruel war will be a renewal of the old race hatreds. The brotherhood of man; the solidarity of labor—i. e., international unionism, which has made such splendid strides of late—will receive a body blow and a setback from which it will not be able to recover for decades. Let us hope that this will be the last of this world's wars, and let us work to the end that no man or number of men shall have the power to start war.

The Municipal Council of Rotterdam, Holland, has established an institution for the employment of seamen which will enable captains of all ships to obtain their crews in a quick and impartial way, thereby doing away with shipping masters and boarding-house keepers who have hitherto obtained a comfortable living through placing seamen on board ships. In this practical manner the city of Rotterdam offers assistance to seamen of all nationalities entirely free of expense, looks after their general interests and pays their advance notes in full without any charge or deduction whatsoever.

In the logical view, the trade union is organized for peace, with the strike as an ever-present means of securing it upon honorable terms. In the compulsory arbitrationist's view the trade union is organized for peace, with the dictum and authority of a court to maintain it upon any terms. The only purpose actually served by such an organization is to insure at least the appearance of common consent to a judicial despotism that otherwise would be intolerable.

Those who describe the strike as a measure of "brute force" should remember that, after all, nothing is accomplished by thought or talk alone.

For fair products of all kinds consult the JOURNAL's ad columns!

THE "EMPRESS" VERDICT.

The board of inquiry into the collision between the steamers "Storstad" and "Empress of Ireland" has placed the blame for that catastrophe upon the third-officer of the "Storstad."

Here, certainly, is an instance of a small cause producing great results.

Who would have thought that the third-officer of a collier had in him the makings of a tremendous tragedy!

We have always regarded colliers, tramps and such craft as the bourgeoisie, or rather sansculottes, of the ocean. Viewed from the deck of an aristocratic liner, a collier has seemed a humble and insignificant thing, whose chief business was to keep out of the way and afford amusement to the "traveling public."

How often have we figured out what would happen to the sansculottic collier in event that the aristocratic liner should run into her, or even brush alongside of her? The answer was simple. The collier would simply disappear under the waters—with an apology for being out on the ocean when the aristocratic liner was using it.

As for the aristocratic liner, she would pass on with a serve-you-right-for-getting-in-the-way expression on her aristocratic countenance.

Alas! such reflections have been rudely disturbed. The magnificent "Empress of Ireland" has gone to the bottom, carrying with her over a thousand souls, while the collier "Storstad" still floats, hardly the worse of the encounter.

Now that the board of inquiry has rendered its findings the mystery of the collision becomes as clear as day.

The officer in command of the "Storstad" believed that the "Empress" was on his port side. He ported his helm, with the object of steering away from the "Empress."

In fact, the "Empress" was on the starboard side of the "Storstad." By porting her helm the "Storstad" was steered directly toward the "Empress."

A simple error of judgment. Just a mistake in judging the direction of the fog signals. Just the kind of mistake that any man might make. The thing appals by its very simplicity.

Because the third-mate of the "Storstad" shifted his helm in perfect confidence that he was "making assurance doubly sure," a thousand souls were swept to their doom in the very midst of apparent security!

No doubt the passengers on the "Empress" felt themselves secure against all ordinary perils of the sea. And why not? The "Empress" was a liner, a floating palace, built to the "highest specifications at Lloyds." She was commanded by a seaman tried and true, and officered by men duly certified by the Board of Trade.

The passengers had a right to feel secure. Had they not been given to understand that the great passenger steamship is "unsinkable"? Doubtless the last lurking fear in the mind of the most nervous passenger was set at rest by the assurance that, even in the worst of extremity, the wireless call for help would be answered in good time.

It is needless to dwell upon the horror of the awakening to reality—minds that boasted of "man's triumph over nature,"

(Continued on Page 11.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Aug. 3, 1914.

Regular weekly meeting came to order at 7 p. m., E. Ellison presiding. Secretary reported shipping dull, with quite a number of men around. Twenty dollars was donated to the Washington State Federation of Labor to help in the initiative campaign for the eight-hour day.

NOTICE: On and after August 5, the offices of the Sailors' Union of the Pacific will be located in the Maritime Building at 59 Clay street.

JOHN H. TENNISON, Secretary pro tem.

Maritime Building, 59 Clay St. Phone Kearny 2228.

Victoria, B. C., July 27, 1914.

No meeting. Shipping dull; prospects uncertain.

R. TOWNSEND, Agent.

518 Yates St.

Vancouver, B. C., July 27, 1914.

No meeting. Shipping dull; prospects uncertain.

W. S. BURNS, Agent.

231 Hastings St., E. corner of Hastings and Main, P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, July 27, 1914.

No meeting. Shipping dull; prospects uncertain.

H. L. PETTERSON, Agent.

2218 North 30th St. Tel. Main 808.

Seattle Agency, July 27, 1914.

Shipping and prospects poor.

P. B. GILL, Agent.

84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, July 27, 1914.

Shipping fair; prospects uncertain.

J. PEARSON, Agent.

P. O. Box 6. Tel. Main 557.

Portland Agency, July 27, 1914.

No meeting. Shipping and prospects poor.

G. A. SVENSON, Agent.

P. O. Box 2100. 44 Union Ave. North. Tel. East 4912.

Eureka Agency, July 27, 1914.

Shipping dull; prospects uncertain.

JOHN ANDERSON, Agent.

227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, July 27, 1914.

Shipping slack; prospects uncertain.

HARRY OHLSEN, Agent.

128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, July 20, 1914.

No meeting; no quorum. Shipping and prospects poor.

JACK EDWARDSON, Agent.

P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., July 30, 1914.

Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping slow for cooks, fair for waiters.

EUGENE STEIDLE, Secretary.

Phone Kearny 5955.

Seattle Agency, July 23, 1914.

No meeting. Shipping slow.

LEONARD NORKGAUER, Agent.

84 Seneca St. P. O. Box 214. Phone Main 4403.

San Pedro Agency, July 22, 1914.

No meeting. Shipping slow; prospects uncertain; few men ashore.

HARRY POTHOFF, Agent.

P. O. Box 54.

Portland Agency, July 26, 1914.

No meeting. Shipping fair.

THOMAS BAKER, Agent.

27½ Second St., Bickle Bldg., Room 10. Phone Main 9731.

ONE MAN'S VIEWS.

"I see by the papers," remarked "The Shantyman," "that they're goin' ter fire all the drunks an' other undesirable stiffs from the navy, an' if a sober, patriotic feller wants his discharge at any time all he's gotta do is ter come across with fifty cents or so an' it's handed to him right away with the typewritten compliments of Secretary Daniels. I s'pose it'll come to it by an' by so that if a feller wants ter ship in the navy he'll have ter show a fist full o' written recommendations an' V. G. discharges like we uster have ter do when I sailed in limejuicers."

"That's what," said "Windy Mike;" "an' if the navy keeps on gettin' much better I wouldn't be a bit surprised ter hear that fellers'll have ter pay bloodmoney, besides, for a chance ter ship. An' that'll sure be some cinch for 'Scab Johnny' an' that bunch."

No man can serve two masters. A workingman legislator elected to office on the platform of a political party dedicated to privilege must either betray privilege or labor. Being a workingman—and, presumably, not a crank—all the circumstances of his life have made it second nature with him to look at everything from the bread and butter viewpoint. He is not likely, therefore, to betray privilege, the universal master of bread and butter. The records prove that only too well. The moral of all this is that if we want men in Congress, State legislatures and city councils to serve labor faithfully they must be sent there by the votes of a political party dedicated entirely and solely to labor. For no man can serve both labor and privilege. If you find one who says he "can be just to both" you will make no mistake in putting him down as a traitor to labor.

He that is in debt is a slave to the lender. The public bonded debts of the world amount to about sixty billion dollars. They are still growing; daily, hourly. For the most part they are foisted upon the people without their consent or knowledge. It is a physical impossibility for mankind to ever liquidate these debts dollar for dollar. Already the annual interest charge on them is so great as to constitute an all but crushing burden on civilization. Standing armies and navies, plus wars and stock-watering, are adding to the burden all the time. Some day not so very far off it will become unbearable. Then we will either have to repudiate the debt or devote the annual interest charges to its payment. Which shall it be, a world free from debt or a bankrupt world? A world owned by a few or by all of us?

Stop, look, listen. Behold, brother, the hell on earth into which the lust of profits has turned God's own footstool. A horrible travesty on the kind of world He meant it to be, isn't it? Yes, verily, no brazen, painted, diseased Jezebel of the streets could possibly be a greater perversion of Nature's ideals than is this capitalistic-ridden old world of ours. Stop, look, listen, brother, ere you unconsciously lend yourself to the perpetuation of "things as they are."

Back to the land, Bill. How? Ally yourself with the devoted band of men and women who are agitating and working for home rule in taxation. Home rule in taxation will pave the way for the Single Tax. The Single Tax will put the everlasting kibosh on the land-mongers. That'll mean skidoo for the high cost of living, and back to the land for the unemployed. Hard times will be bumped like a fat policeman slipping up on a banana peel. So whoop it up, Bill, for home rule in taxation. In the end it will mean home life for everybody who wants it. And show me the gink who doesn't want home life and I'll show you an undesirable citizen.

"Hawserlaid Bill" had just finished putting a ropemaker's splice in a five-inch line. It was a work of art.

"That's a purty smooth-lookin' joint you've made there, Bill," said the "Pierhead-Jumper," approvingly eyeing the splice.

You see, "The Pierhead-Jumper" was a plumber by trade. The moral of which is that it takes an artist to fitly appraise a work of art.

They are going to vote in Oregon this fall on what they term the right to work. Thus one by one the inalienable rights of man have to run the gauntlet of politics before being assured of any standing in the community to speak of. They'll be voting on the right to live yet.

The wireless operators of Great Britain, about 900 all told, have organized a union. It is recognized by the Admiralty and Board of Trade. Yes, decidedly, they do some things better over there.

The city of Cleveland is giving municipal dances, charging three cents a dance to pay expenses. Now watch for a roar from the dive-keepers and white slavers about "the unfairness of public competition with private enterprise."

The net profits of the Prussian state railways is about $150,000,000 a year, or one-half of the total revenue of the State. The San Francisco Chronicle et al. please take note.

Bamboozling is the long suit of Big Business. Fools are easy to bamboozle. Drink makes fools of men. Big Business is "agin" prohibition. Are you on, Bill?

Elie Reclus tells us that savages almost universally exempt their women from toil for long periods before and after childbirth. It is only among civilized human beings that this fundamental claim of motherhood receives no recognition!—John Spargo.

Prostitution and rumselling are "good for business." Business is the middle name of capitalism. Get the combination, Bill?

War is hell, but if the fool-killer will only do his duty both war and hell will soon be nothing but nightmare memories.

The most helpful knowledge to acquire is the kind that helps a man to get wise to himself.

Is life worth living—in a sweatshop?

Synonyms—Open shop; sweat-shop.

F. H. Buryeson.

By allowing its inmates perfect freedom and employing them at useful occupations an insane asylum in Prussia effects about 20 per cent. of cures annually.

ENVIRONMENT AND CHARACTER.

Taken straight from the cradle and brought up by brutes, a child would be scarcely human. Taken straight from the cradle and brought up among savages, the child must be a savage. Taken straight from the cradle and brought up among thieves, the child must become a thief.

Every child is born destitute of knowledge, and every child is born with propensities that may make for evil or for good.

And the men and women among whom the child is born and reared are the sole means by which his propensities may be restrained from evil and developed for good.

The child's character, then, his development for good and evil, depends upon his treatment by his fellow creatures.

His propensities depend upon his ancestors.

That is to say, a child must inevitably grow up and become that which his ancestors and his fellow creatures make him.

That is to say, that a man "is a creature of heredity and environment." He is what he is made by a certain kind of heredity.

He does not choose his ancestors; he does not choose his environment. How, then, can he be blamed if his ancestors give to him a bad heredity or if his fellow creatures give to him a bad environment?

Should we blame a bramble for yielding no strawberries or a privet bush for bearing no chrysanthemums?

Should we blame a rose tree for running wild in a jungle or for languishing in the shadow of great elms?

There are no figs on thistles, because the heredity of the thistle does not breed figs.

And the lily pines, and bears leaves only, in darkness and a hostile soil, because the conditions are against it.

The breed of the rose or the fig is its heredity; the soil and the sunshine or the darkness and the cold, and the gardener's care or neglect, are its environment.

Let any one who underrates the power of environment exercise his imagination for a minute.

Suppose he had never learned to read. Suppose he had never learned to talk. Suppose he had never learned to speak the truth, to control his temper, to keep his word, to be courteous to women, to value life!

Now, he had nothing of this when he was born. He brought no knowledge of any kind into the world with him. He had to be taught to read, to speak, to be honest, to be courteous, and the teaching was part of his environment.

And suppose none had cared to teach him good. Suppose, instead, he had been taught to lie and steal, to hate and to fight, to gamble and to swear. What manner of man would he have been?

He would be that which his environment had made him. And would he have been to blame?

Would it have been his fault that he was born among thieves? Would it be his fault that he had never heard good counsel, but had been drilled and trained to evil?

But the objector may say that as he got older and knew better he could mend his ways.

And it is really necessary, strange as it may seem, to point out that he never could "know better," unless some person taught him better. And the teaching him to "know better" would be a change in his environment, for which he himself would deserve no credit.—Robert Blatchford, in the Brisbane Worker.

THE EXTENT OF LAND MONOPOLY

Slowly but surely facts regarding the extent of land monopoly in the United States are coming out. The latest report of the United States Commissioner of Corporations shows how concentrated is the ownership of timberlands.

In the southwestern part of the State of Washington, 49 per cent. of the timber lands is owned by two holders.

In the western part of Oregon, five individuals own 36 per cent. of the timber lands.

In northwestern California six individuals own 70 per cent. of these lands.

In the redwood district, ten individuals own more than half.

In the north central part of Idaho, four persons own 59 per cent. of the timber lands.

One-twentieth of the entire land area of the United States is owned by 1,694 proprietors of timber lands, that is they own 105,600,000 acres. Sixteen individuals of the 1,694 own 47,800,000 acres.

Since much of this timberland is suitable for agriculture, or can easily be made so, it is not only the industries in need of timber which suffer from this monopoly, but the spread of agriculture is checked, and the process of inflating farm land values—chiefly responsible for the high cost of living—is thus intensified.

It was recently shown by W. B. Northrop, in the Single Tax Review of New York City, that the railroads are owners of 200,000,000 acres of land. Perhaps some of this land is included also in the 105,600,000 acres of monopolized timber lands, but more of it is not so included, so that the railroads together with the 1,694 holders of timber lands must own at least one-eighth of the area of the United States. When to these are added such monopolies as Miller and Lux with their millions of acres, the oil monopolists, mining land monopolists, large owners of city lands and the owners of rented farm lands, it will be evident that a lion's share of the nation's resources is held by a much smaller number than the average man is accustomed to think.

This process of concentration is steadily going on. To what it must finally lead, if left unchecked, can be seen by taking a look at Mexico.

SUCCESS OF STATE INSURANCE.

The Industrial Accident Commission of California has just made its second quarterly report to the Governor, covering the operations of the State Compensation Insurance Fund, during period from April 1st to July 1st (inclusive). The results of the insurance business conducted by the State "Fund" to date indicate that unless a series of calamities occur prior to December 31st, a substantial dividend will be earned for its policyholders during the first year. In that event rates will also be readjusted as soon as practicable to fit more nearly the actual cost in each class.

The following is a synopsis of the report to the Governor:

The total number of registered applications from employers has now reached 4417, and the estimated annual earnings of employes covered by State insurance is $50,000,000. The total premiums written amount to $379,399.95. Claims paid, in process of payment, and liberally estimated cost of accidents reported, total $67,122.38. Total expense, including all items other than compensation payments, amounts to $27,053.65, or only about 7.1 per cent of the premiums collected. The accrued interest on funds invested amounts to $4,550.48 and the actual balance of the "fund" now available, including appropriation of $100,000, amounts to $419,098.38. In addition a special appropriation of $70,000 is available for contingent expenses of the State Compensation Insurance Fund. This latter amount is not shown in published statements, as there is now no likelihood of the necessity of its use arising.

The total number of claim cases handled for the first six months is 1415, and only seven hearings have been applied for to the Industrial Accident Commission. In most of these cases, hearings were necessary to settle complex questions of dependency and to determine extent of permanent disability.

The Inspection Department of the "fund" is making a systematic survey of all risks covered by State insurance, and is applying the merit rating schedule to manufacturing plants. These inspections have resulted in many recommendations for the promotion of safety being carried out and a consequent material reduction in insurance rates to those employers whose plants show conditions for safety above the average.

PRESERVING LABOR DISPUTES.

All those wishing to avoid the settlement of disputes between laborers and capitalists are respectfully referred to the example of Colorado. We cull the following salient precepts from her highly evolved methods:

Look kindly upon all organizations of capitalists, but look with abhorrence upon all organizations of labor.

During political campaigns make many beautiful promises about protecting the rights of labor, but after election think only of the rights of property.

In case of strikes, lockouts or other difficulties, assume that the employers are in the right and that the laboring men are in the wrong.

If the laboring men ask for police protection from the armed guards of the employers, do not give it. On the contrary, by making these guards deputy sheriffs and militiamen, give them increased power to kill employes.

Preserve as unruffled a demeanor as possible until an employe in desperation commits some act of violence. Then become indignant over the absence of law and order, call out the militia and declare martial law.

Having thus relieved the judges and civil authorities of all responsibility and removed the matter from the realm of constitution, statutes and other civilized amenities, the only logic that needs to be considered is the logic that can be loaded into a gun.

Keep this up as long as necessary, shooting employes on the slightest provocation, but always taking care not to shoot any of the employers or their agents.

If these precepts are carefully followed, we guarantee that you will be as unhappy as Colorado, and that your industrial dispute will be no nearer a settlement at the end of a long siege than it was at the beginning.—Ellis O. Jones, in "Life."

In Germany a patent has been granted for a rubber substitute made from soya beans.

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,
V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION

570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y.....55 Main Street
Telephone Seneca 936 R.
CLEVELAND, O.....1401 W. Ninth Street
Telephone Bell Main 1842.
MILWAUKEE, WIS.....133 Clinton Street
Telephone South 240.
ASHTABULA, O.....21 High Street
Telephone 552.
NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.
DETROIT, MICH.....7 Woodbridge Street, East
Telephone 3724.
SUPERIOR, WIS.....1721 N. Third Street
Telephone, New, Broad 385.
BAY CITY, MICH.....108 Fifth Avenue
OGDENSBURG, N. Y.....70 Isabella Street
CONNEAUT, O.....922 Day Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue
PORT HURON, MICH.....517 Water Street
ERIE, PA.....107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

HEADQUARTERS:
71 Main Street, Buffalo, N. Y.
Telephone Seneca 48.

BRANCHES:

CLEVELAND, O.....1185 W. Eleventh Street
CHICAGO, ILL.....445 LaSalle Avenue
MILWAUKEE, WIS.....151 Reed Street
DETROIT, MICH.....27 Jefferson Ave., East
SUPERIOR, WIS.....1814 Fourth Street
OGDENSBURG, N. Y.....70 Isabella Street
BAY CITY, MICH.....108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.

HEADQUARTERS:
BUFFALO, N. Y., 55 Main St. Tel. Seneca 2295

BRANCHES:

CLEVELAND, O.....1401 W. Ninth Street
MILWAUKEE, WIS.....151 Reed Street
CHICAGO, ILL.....314 N. Clark Street
ASHTABULA, O.....74 Bridge Street
TOLEDO, O.....54 Main Street
DETROIT, MICH.....7 East Woodbridge Street
PORT HURON, MICH.....517 Water Street
CONNEAUT, O.....922 Day Street
OGDENSBURG, N. Y.....70 Isabella Street
NORTH TONAWANDA, N. Y.....152 Main Street
SUPERIOR, WIS.....1721 N. Third Street
BAY CITY, MICH.....108 Fifth Avenue
ERIE, PA.....107 E. Third Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue

UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS:

Ashland, Wis.
Ashtabula Harbor, O.
Buffalo, N. Y.
Duluth, Minn.
Escanaba, Mich.
Grand Haven, Mich.
Green Bay, Mich.
Houghton, Mich.
Ludington, Mich.
Manistee, Mich.
Erie, Pa.
Menominee, Mich.
Ogdensburg, N. Y.
Oswego, N. Y.
Port Huron, Mich.
Manitowoc, Wis.
Marquette, Mich.
Milwaukee, Wis.
Saginaw, Mich.
Sandusky, O.
Sault St. Marie, Mich.
Sheboygan, Wis.
Superior, Wis.
Toledo, O.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

schools were organized and supported by national and local co-operation.—By Hon. Franklin K. Lane, Secretary of the Interior.

Strikebreakers' Methods.

The Central Labor Union of Indianapolis, Ind., is issuing a pamphlet entitled, "What the Street Railway Company of Indianapolis Did to Break the Backbone of Organized Labor," in which is contained a statement taken from court records by David R. (Bat) Masterson, who was employed by the local street car company to prevent the organization of the union last year. The following is a portion of the sworn testimony, which will give an idea of the methods employed by strikebreakers:

"Several men who have what you call notches on their guns, that is they have shot people in gang fights. Of course, in all strikes, there are possibly five per cent. of the men hired who have never been on a strike before and who know very little about the dangers to be encountered, and who have, probably, heretofore had clean records, but anybody who has mixed up with strikebreakers knows that 90 per cent. of them are ordinary bums, men who wouldn't take a legitimate job, or in fact take anything except a job at strikebreaking, because it is such easy money. More men desire to break a street-car strike than any other kind of strike, because when they get on cars, they keep all the money they get. This is expected by the company because I have heard Mahoney (superintendent) say that if they go out again, we will have to bring in a lot of finks and we will lose a lot of money for a little while, as it is a common understanding that the finks have everything. I have worked on jobs myself where if a man turned in $1 a day, he would be kicked out of the place. They establish a kangaroo court and try all the fellows as they come in. A fellow comes in—'How much did you turn in?' They have a limit. In Boston, for instance, say they take in $78, and they let him turn in $5 out of that. Any man who turns in more than $5, they beat him up.

Q—"Now, did these men at the barn have criminal records?

A.—"They had police court and penitentiary records.

Q.—"Did they drink at the barns?

A.—"Yes. They had all kinds of whisky. Brought in by the men, not by the company."

Child Labor in the South.

"Using the lash of necessity to compel their labor to sign a vicious contract," was one of the terms used by A. F. of L. Organizer Miles who denounced, at a woman's suffrage meeting, in Atlanta, the owners of the Fulton Bag and Cotton Mills, whose workers are now on strike. The speaker declared that instead of there being merely eighty-five men on strike, as the mill owners recently claimed in their refusal to mediate the differences between themselves and the strikers, there are 650 people striking.

He declared that not only does the mill withhold a week's wages as liquidated damages when an employe quits without one week's notice, but that they notify his merchants, butchers and grocers, to impair his credit, and, if possible, instead of allowing the employe the thirty days' notice that renting agents allow clients, the mill forces the employe to vacate a mill-owned house upon three days' notice.

S. B. Marks, president of the Georgia Federation of Labor, made the first address, urging a general rallying of all friends of the child labor bill now pending in the General Assembly to fight for its passage. He deplored the fact that Georgia is the last of the original thirteen colonies to enact an adequate child labor law, but predicted the passage of an adequate measure at this session of the Legislature. He declared that mill owners are antagonistic to the bill, and urged the workers for the bill to be on the lookout for political tricks from them. He stated that he expected opposition to the measure in the Senate.

Mrs. E. B. Smith made a short talk urging a more determined fight for the passage of the child labor bill. She scored not only the cotton mills, but all corporations employing children for opposing the bill.

Ship Companies Exposed.

An extensive secret agency system to induce immigrants to take passage to America in defiance of the laws of their country is one of the interesting phases of a report covering practically every phase of the immigration problem which has just been submitted to the Federal Department of Labor by W. W. Husband, special representative.

The report condemns the illegal secret agency through which a rich harvest is reaped from immigrants.

The report states that while avoidance of military service, a desire for adventure, dissatisfaction with political and social conditions and alleged discrimination on account of race or religion are causes of some immigration from the sources named, all of these combined are of little importance compared with the simple economic inducement of higher wages and a steadier demand for labor in the United States. Encouraging letters from friends in America and evidences of prosperity displayed by returned immigrants, supplemented by the persuasive work of steamship ticket agents and brokers, are given as the chief causes.

Foreign steamship companies are not permitted to do an open emigration business in Russia, and their activities in other countries are greatly hampered by strict regulations. Moreover, emigration from all such countries is illegal unless consented to by the government, which consent is often withheld for military or other reasons. To overcome these conditions, the report states, there has been developed an extensive secret agency system, under which a large part of the immigration movement from eastern Europe is handled. Agencies of steamship lines or semi-independent concerns which cannot operate legally in countries where emigration originated are located at convenient points outside such countries, and these, through co-operation with the secret agency system, reap a rich harvest without assuming responsibility for the violation of law involved.

Practically all Eastern European immigrants know before leaving home that work will be available in the United States, says the report, and in many cases the assurance is so definite that they are technically contract laborers, and therefore liable to exclusion. Many of these, however, do not seem to realize the fact, for our contract labor law is not generally understood in Eastern Europe, possibly because it is the direct opposite of the policy of Canada and other countries which seek to promote migration by promising employment.

"The artificial promotion of immigration," says the report, "by agencies is contrary to the policy of practically all immigrant-furnishing countries, as well as to the policy of the United States. Such artificial promotion is thought to be detrimental to the economic welfare of the countries concerned, and it is also the general belief that the welfare of the immigrants, as a class, is more or less seriously affected.

"In view of this, the problem is clearly an international one, and, therefore should be subjected to international control so far as is feasible. This proposition was informally discussed with officials in charge of immigration matters in various countries, and in every instance it met with favor."

Pleads for Man Below.

We have spent too long figuring on whether the workingmen were overpaid, because they got drunk, or did not get drunk, on Saturday night. These economic questions are not determined as to whether or not this man or that man does or does not get drunk. They are determined by very large economic forces that regulate wages and the labor market, and which the individual man faces at his peril, and in a large proportion of instances, faces disastrously.

And we have spent too long a time in saying to the workingman, "My dear fellow, if you don't like the wages go to the top; there is plenty of room at the top; go up where you will get a superintendent's or a manager's salary, or become proprietor yourself."

The relation between the number of men at the top and the number of men down below in modern industry is absolutely fixed by industrial organization, by systems of industrial organizations and industrial management. We do not want men at the top. We do want men down below.

Figuring as typical, the distribution of occupations in the cotton industry, as reported by the United States, it is shown that there are 43 proprietors and firm members, 750 salaried officers, superintendents and managers, 979 clerks, and 108,814 wage-earners, which makes the proportion between proprietors and firm members and wage-earners 1 to 2,765. And therefore, these men going in and living and working under the wage scale face a situation where the chances are overwhelming — mathematically overwhelming—that they will never be anything else except wage earners. We have practically cut off a man's opportunity for rising. We have developed a system of mechanics where we have a machine to do the work and a man to watch the machine, and more and more we are bringing up people who watch the machines, and more and more we are getting out of the skilled craft trades.

Of course the employer says: "Well, those fellows are only worth $1.50 to watch machines." That may be, but they are rendering a social service. We are calling on a larger and larger number of people to do nothing but watch machines.—Dr. Scott Nearing, University of Pennsylvania.

Harnessed water power in the United States represents an annual saving of more than 33,000,000 tons of coal.

REGARDING "DEFENSE FUNDS."

J. J. Ettor, the egotistical little I. W. W. organizer, whose freedom was secured and probably his neck saved at Lawrence, Mass., because of the sacrifices made by thousands of workers, who have no use for his nasty tactics, has been busying himself down around the Ohio River trying to create diversion among the striking mine workers, thus playing into the hands of the operators. What Ettor needs most is a bath, and the union miners would be justified in leading him down to the river and seeing that he gets one.—Cleveland Citizen.

Every booster, propagandist and spouter for the I. W. W. who has got into trouble has been aided by organized labor. When these fanatics find themselves behind the walls of a jail, they immediately draft pathetic circulars portraying the outrages that have been committed against them, and language dripping with tears is used to open the purse of labor for a "defense fund." Their pitiful circular letters begging for financial assistance are sent into every organized labor body of the country, and in a majority of instances in the past, the labor body has responded to their appeals for aid.

These fanatics not only vilified and maligned the bona-fide labor movement before getting into jail, but just as soon as they are liberated through the aid rendered them by organized labor, they immediately open up their mud-batteries to belch their verbal slime upon the benefactors whose generosity made it possible for them to escape a sentence behind the walls of a prison.

How long is organized labor going to stand for the infamies and outrages perpetrated by a "slander syndicate"? How long is the labor movement going to contribute to an aggregation that is sparing no weapon to bring about dissension and disruption among the rank and file of organized labor?

The time is here when organized labor must lock its treasury against the professional wreckers who are unscrupulous in their dastardly work, and who, when treated with kindness reward generosity with ingratitude.

I. W. W.ism has no place in the labor movement of this country.

I. W. W.ism is not industrial unionism, and the record made by these fanatics and hypocrites at Spokane, San Diego, Lawrence, Paterson, Canton, Goldfield and Butte should convince the working class that the solidarity of labor will never come through the ravings of freaks or the howls of a mob.—The Miners' Magazine.

There is exceptional briskness in shipping at Newcastle, Australia. The increases in foreign trade during the first quarter of 1914 over the corresponding period of last year were: 79 vessels inward of 195,180 tonnage and 72 vessels outward of 185,080 tonnage. Customs revenue collected totaled $375,116, which was an increase of $82,034. The value of oversea imports was $1,803,410, an increase over the first quarter in 1913 of $515,526. Exports of coal during the first three months of 1914 totaled 1,364,729 tons, an increase of 317,807 tons, the value being $3,462,340, an increase of $898,005. The United States took 76,812 tons, against 21,428 tons in the first quarter last year. Exports other than coal totaled $706,210, against $302,725 in the first three months of 1913. Frozen-meat exports reached 4,176,258 pounds.

THE "EMPRESS" VERDICT.

(Continued from Page 7.)

in a moment overwhelmed with a sense of utter futility, hearts so confidently buoyed by hope, in a moment shocked and crushed in despair, the ship herself, the symbol and masterpiece of human achievement, in a moment broken and utterly helpless in the clutches of fate.

As we contemplate the waters where but an hour ago rode the great ship in all her pomp and pride, we can see that the fate of her victims lies not so much to the account of over-confidence in the ship herself, as to that of underestimating the dangers that are external and ever-present to the best built and best managed ship.

We reckon with the great liner and her ability to withstand the natural or conceivable dangers in her path. At the same time we ignore the fact that great passenger ships and humble colliers traverse the same waters. We ignore the fact that the mightiest ship afloat is at the mercy, more or less, of the humblest object that crosses her path, be it collier, iceberg, derelict, or log-raft.

The very simplicity of the cause of collision between the "Empress" and "Storstad" is not only appalling but highly suggestive.

Why did the officer in charge of the "Storstad" make the mistake of assuming that the signals of the "Empress" came from his port side, when in reality they came from his starboard side? Why did he make the still greater mistake of changing his course in a fog, thus violating one of the principal "rules of the road"?

These questions will probably never be answered. God only knows the answer. We can only refer to that mental process described as "temporary aberration."

We fancy someone may say, "Nonsense, 'congenital stupidity' would be nearer the truth." Well, so be it.

The fact, however, remains that the wisest men do stupid things at times. The suggestion, therefore, is that in the scheme of things maritime it is not sufficient that precaution should stop at the natural dangers of navigation. Precaution should meet the unnatural dangers, dangers arising from aberration, stupidity, or other element of the so-called personal equation.

In a word, everything possible should be done to insure that in event all else fails and the "unsinkable" ships should actually sink, means will be at hand to minimize the loss of life.

Lifeboats and other lifesaving apparatus are a vital necessity in such circumstances. But a still greater necessity consists in a crew of seamen equal in numbers and experience to the urgent duty devolving upon them.

This is precisely where all present plans and precautions fail. And this is precisely the point upon which public opinion should be concentrated.

The demand of the hour is not for more "unsinkable" ships, but for more and better crews to man them and to lend a helping hand to women and children in the hour when all the theories and practices of science and art become but as the "stuff that dreams are made of."—The Star.

Italians are experimenting with the production of cotton on the oases of Tripoli with much success.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to bodv or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

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Federated Seamen's Union of Australasia

29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

The Government Printing Office at Washington is now 100 per cent. union.

Seventy-five per cent. of all miners in the United States work under union conditions.

Engineers and firemen employed in Oregon State institutions come under the Eight-Hour law.

Chicago has 398,000 wage earners who are paid an average daily wage of $1.61, according to figures published by the Industrial Department of the Chicago Association of Commerce.

The 1915 convention committee of the San Francisco Labor Council has organized and will begin a systematic campaign to secure the 1915 convention of the American Federation of Labor and other international union conventions for San Francisco.

Before the Federal Commission on Industrial Relations, George W. Yost, of Clarksburg, W. Va., president of the Glass and Bottle Manufacturers' National Association, agreed with the views of trade unionists that collective bargaining brought about peace between employer and employe and that agreements entered into are not violated.

Judge Shute of Globe, Arizona, has held that the woman's eight-hour law in that State is unconstitutional on the ground that it does not apply to railroad restaurants. A hotelkeeper was charged with working one of his female employes thirteen hours. The law provides that the eight-hour service shall be completed in twelve hours.

The unorganized workers on New York City's elevated railroads are compelled to work unreasonable hours. The State Factory Investigation Commission was told that on the night shift twelve hours is the rule and the pay is from 12 to 17½ cents an hour. Ninety-five per cent. of the agents are women, who work twelve consecutive hours in the summer season, and average seven days a week. One worker wrote the Commission: "The company has what they call a 'relief association,' which I call plain extortion. They deduct from the salary of each man in this association from 75 cents to $1.50 each month, and all we know about this is what we read in a fake bulletin that the company publishes each month booming themselves. Then they tell us that everything is for the benefit of their employes."

The International Paper Company has signed a union shop agreement with the various international unions, whose members are employed by this concern. The unions involved are the paper makers, pulp, sulphite and paper mill workers, stationary firemen, electrical workers, steam engineers, plumbers and steam fitters, carpenters, machinists, and the American Federation of Labor, representing all unions not represented through affiliation with an international union. The agreement provides that "it is mutually agreed and understood that the policy and practice of trade union employment will be carried out, which means that employes who enter or remain in the services and fail or neglect to affiliate themselves with the trade unions will be considered as unsatisfactory to the parties of this agreement."

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Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Albers, Geo.	Lunder, B.
Allen, John	Lutten, T.
Anderson, A. -1388	Luwold, Nils
Anderson, Gust W.	Monson, Sven
Anderson, J. -320	Mattson, Rudolf
Anderson, Julius	Martinsen, Ragvald
Barker, Thos.	Maher, Wm.
Backman, A. A.	Mcdougall, W.
Bekker, Geo.	Merkle, G.
Bodsten, S.	Nielsen, Alfons
Brennan, P.	Mikkelsen, K. -1620
Braun, G. W.	Naro, H.
Buckland, Wm.	Nase, A. Knudsen
Christensen, Peder	Nickerson, A. D.
Cortz, C.	Nielsen, H. J.
Danielsen, J. M.	Nissen, Louis
Ellberg, Konrad	Nordlof, Sigurd
Eriksen, John	Norris, Ed.
Eriksen, Egill	Olsen, Martin
Evanger, Nils	Olsen, Oscar
Fenes, Ingvard	Olsen, O. P. -1141
Giortz, P. V.	Olsen, Jorgen
Gueno, P.	Paaso, A.
Gumas, G.	Pederson, Hans
Gundersen, Lauritz	Peitzon, Jacob
Gustafson, Emil	Petersen, J.
Hager, P. B.	Peterson, O. -710
Hansen, Ragnvald	Petterson, Carl
Holm, Fred	Petterson, Harry
Holm, Hans P.	Plant, B.
Hopke, P.	Putta, V.
Howard, J.	Rasmussen, Arthur
Hubner, Herman	Riech, F.
Hansen, H. O.	Riech, J.
Hansen, Olaf	Rose, W. H.
Hegger, F. W.	Saar, I. A.
Jacobsen, Torgils	Samsing, Karl
Jacobsen, Oscar	Saunders, R.
Jensen, Chr. P.	Scheel, Paul
Jensen, Hans	Schmit, John
Jacobson, A.	Sellars, W.
Jegstrup, H.	Shoele, A.
Johansen, Emil	Sheppard, Stewart
Johansen, Geo. W.	Simming, John G.
Johansen, Ole	Skubber, H.
Johannesen, Ludvik	Stegerne, T.
Johnson, Hilmer	Stolsvik, John
Jorgensen, Fred	Stone, C. L.
Kallas, M.	Stover, Harry
Kovell, John	Stow, W. T.
Karlson, Victor	Stuhr, H.
Kelly, James	Sundberg, K. K.
King, Frederick	Sund, K. A.
Klasik, Johan	Svensen, Ted
Knutsen, Knut	Sverd, Carl
Kuebecher, O.	Tahlmen, M.
Kielikoff, I. W.	Thomsen, Alf.
Kristiansen, Nils	Thornsen, Einar
Kristiansen, Peder	Thorsen, Knut
Kruger, J.	Tahti, Hialmar
Larsen, A. -135	Tomis, Frank
Lilliland, G.	Toosen, Theo
Lindstrom, C.	Ullman, John
Larsen, E. B.	Wold, Statius
Lind, Hialmar	Woods, Patrick
Ludwigsen, Arne	Wettland, Johan
Lubes, W.	

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Tacoma Letter List.

Andersen, Anders	Kesber, Karl
Anderson, John	Linea, W.
Almkvist, Emil	Line, Wiktor
Berglind, Ed.	Loren, A. L.
Bjorklund, Eric S.	Murphy, Daniel
Carson, James	Nielsen, Niels -751
Corty, Caser	Nilsson, Teodor
Doering, E. W.	Nisse, Clemens
Englund, Gust. E.	Ogilvie, Wm. A.
Hansen, Johannes	Olsen, Martin E.
Isaksson, Karl	Paterson, John
Iversen, Iver	Swansson, August
Johansson, Charles	Wilbrandt, Harry
Johansen, Christian	Wene, K. J.
Karthauser, Otto	

INFORMATION WANTED.

David Johnson, first mate, left the steamer "Tallac," July, 1914, at Vancouver, B. C. Any one knowing his present whereabouts please notify A. A. Ross, 658 Eighth St., San Pedro, Cal.—8-5-14.

Any one knowing the whereabouts of Wilhelm Brannemann, born at Dockenhuden, Germany, in 1882, please communicate with Hans Martens, No. 1892, Sailors' Union of the Pacific, San Francisco.

Jacob Rokus is inquired for by his brother, Henry John Rokus, and would like to communicate with him. The last I heard from him was in 1903 at New Orleans on British steamer "Michigan," where he was shipmate. He is 32 years old and was born near Rotterdam, Holland. Any information of his whereabouts will be very thankfully received by me at 55 Main street, Buffalo, N. Y.

Carl Julius Carlson, born in Sweden in 1877, is inquired for by his mother. There is about $2000 due him from his father's estate. Last heard of in September, 1902, on the Atlantic Coast. Previously sailed on the Clifford between St. Johns and New York. Address Fru Sophia Carlson, Klubbegard, Hallands Lan, Heberg, Sweden.

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Eureka, Cal., Letter List.

Eriksen, Anton	Hansen, Karsten
Hansen, Harald	Haldorsen, Adolf
Hansen, Harry	Lomas, Richard
-1827 (photo)	Thorssen, Fredrik N.

INFORMATION WANTED.

Andre Wilue, a seaman, born at Dundee, Scotland, age 34, about 5 feet 8 inches tall, supposed to be sailing on the Pacific Coast, is inquired for by his father. Anybody knowing his whereabout, kindly notify A. S. Wilue, Monifieth, Vancouver, B. C.—6-24-14.

The members of the crew of the barkentine "Mary Winkelman" who made the voyage in her to Mollendo, Peru, and arrived at San Francisco on her return trip on April 5, 1914, are wanted by the Charles Nelson & Co. at San Francisco, Cal.—6-24-14.

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Portland, Or., Letter List.

Anderson, A. -1645	Karlson, August
Anderson, Gust. -1808	Kluge, Frank
	Kelly, Patric
Andresen, Anton -1635	Laine, Frank
	Larsen, John
Andersen, Mike	Lewik, Karl
Bergman, Karl W.	Lutzen, Wald.
Berglund, Ed.	Mathson, Nils
Bjorkman, Chas.	Mathiassen, Sigurd
Brun, Mathias	Maass, R.
Bults, Ernest	Meckerman, Ernest
Bakkersen, Peter J.	Marx, Thorwald
Carlsen, J.	Mikalsen, Andreas
Christensen, H. P.	Moberg, Karl
Carlson, C. Erland	Nelssen, C. J.
Campbell, Frank	Nilsson, Axel
Dahl, Henry	Nielsen, Kristian
Deswert, William	Narberg, John
Day, Aca	Olsen, Arthur
Danielsen, Nils J.	Olsen, Ansgar
Edstrom, John	Olson, J. W.
Erman, A.	Olsen, John Andreas
Ekham, Frans	Phillip, Max
England, E.	Petterson, Einar
Freitag, Franz	Peterson, Hans
Fristrom, S.	Petersson, M.
Geiger, Josef	Pettersson, W. H.
Gordia, Piet	Pelz, Gottfried
Gynther, John	Pohland, Max
Gravier, Eugene	Petersen, John
Greil, Ben	Rautio, Jacob
Hansen, Max O.	Reincke, Herman
Henriksson, William	Rhodes, F.
Hellman, Albin	Schmidt, Hans
Henricks, Woldemar	Swanson, Carl O.
Hedlund, Albert	Simens, O. L.
Holm, Aage	Scott, James
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Hansen, H. F. C. C.	Wieprecht, Ernest
Johansen, Chris	Weisen, J.
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Jacobson, A.	

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Graf, Otto	Sundberg, John
Heinig, Johann	Schacht, Hein.
Hansen, Ove Max	Sormato, Matti
Hansen, C. F.	Schlachti, Alf.
Junge, Heinrich	Toves, H. C.
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Kinnunen, A.	Packages.
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Loining, Hermand	Hansen, John
Lengtssen, Gottfried	MacGuire, O. F.
Laine, Herman	Solberg, Peter
Lorsin, G. L.	Stanners, W. S.
Larsen, Lars	

INFORMATION WANTED.

Alfred Petersen, a native of Bergen, Norway, age about 44, is enquired for by his brother, Randolf Petersen. Any one knowing his whereabouts please notify Sam Anderson, address 100 Steuart St., San Francisco, Cal. 7-22-14

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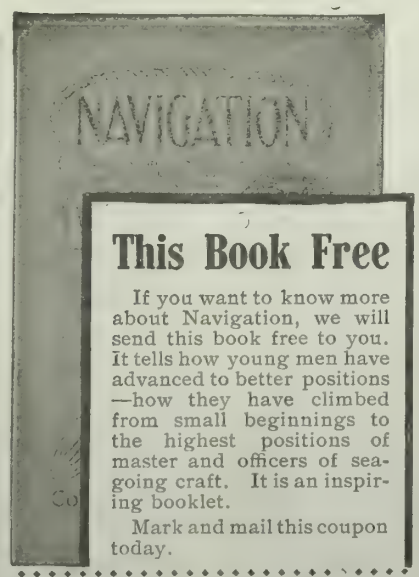
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Home News.

Upton Sinclair, whose conviction for disorderdly conduct, in conducting a "free silence" demonstration, was upheld by the New York Court of General Sessions, filed notice of appeal to the Appellate Division of the Supreme Court on July 17.

Without ceremony and with no more formality than the signing of a receipt by Captain Tsikalas, who will command the ship, the battleship "Mississippi," now the "Kilkis," has been turned over to the Greek Government at Newport News (Va.). She was recently purchased by Greece with her sister ship, the "Idaho." The flag of Greece was run up in the place of the Stars and Stripes. She is scheduled to sail for Piraeus, Greece, about August 1.

As a counter move against the silent picketing of his restaurants by striking waitresses, George Knab of Chicago placed some of his girl employes in front of his establishments, alongside of the pickets, carrying cards on which were printed statements of his side of the controversy. Silent picketing has been upheld by the courts, but trouble resulting from thus establishing rival pickets has caused a number of arrests to be made, the greater number of which are of union pickets.

Secretary of the Navy Daniels is said to have a new plan for Navy yard management, which contemplates the separation of the civilian and naval elements in yards, and the experiment of placing as commandants in five different yards a naval constructor, a line officer, a civil engineer and a line officer, who was formerly of the engineering corps, in order to judge the efficiency of the officers from the different corps as commandants. Part of the plan is to provide more permanence in the appointments, and avoid the constant shifting of heads, as is the present policy in order to give alternate shore and sea duty.

By resigning from the House of Representatives, James T. McDermott of the Fourth Illinois district on July 21 brought to an end the agitation in the House that followed the publication and investigation of the lobby charges made by M. M. Mulhall, a former agent of the National Association of Manufacturers. With resolutions pending proposing punishment ranging from a reprimand to expulsion for his conduct as disclosed in the inquiry, Representative McDermott announced his resignation and asserted he would seek re-election "appealing his case from the Judiciary Committee of the House to the people of his district."

It is said that President Wilson has a plan in mind for bringing much of the shipping of the world under the American flag during European troubles by having Congress pass a law admitting to American registration the vessels of other nations. He summoned Senator Kern and Representative Underwood, the majority leaders of the Senate and House, to the White House recently to discuss the advisability of introducing such bills in Congress. The President believes that the merchant ships of European nations would be glad to register under the American flag at this time in order to prevent being pressed into service or being captured as prizes.

Domestic and Naval.

A passenger and freight service between New York and San Francisco through the Panama Canal will be established early in 1915 by the International Mercantile Marine Company. The steamships "Finland" and "Kroonland," 22,000 tons each, American built and flying the American flag, now of the Red Star line, will be put on the new Panama-Pacific line.

A kerosene engine is to be installed in the new lightship "No. 98," and it developed that a German firm, Bolinders & Co. was the lowest bidder—$6000. The next lowest bidder was an American firm, the Blanchard Machine Company, of Cambridge, Mass., whose bid was $6250. A protest against the acceptance of the German bid has been lodged at the Treasury Department by Congressman Roberts, of Massachusetts. It is claimed that the new tariff permits foreign manufacturers to compete most effectively against American firms.

The Putiloff Works in St. Petersburg, which only recently opened their large shipbuilding yard, now find themselves compelled to go in for important extensions. The shipbuilding yard has orders to the value of over $65,000,000. In addition to extending the present shipbuilding works, it is proposed to build a completely new yard for the construction of commercial vessels up to 10,000 tons. The extensions will cost $5,850,000, and the new yard $7,500,000. The company will increase its present capital of $13,500,000 to $21,600,000, while debentures will be increased to $7,500,000.

"Brazil," the first entirely Norwegian-built motor vessel, was launched June 18 by the Aker Shipbuilding Company, Christiania. Her dimensions are: Length 323 feet, breadth 48 feet, molded depth 20 feet, and she is built with shelter deck. The "Brazil" has two motors, each of 750 horsepower, and electricity is used for steering arrangements. Her loading capacity is 4500 tons, and she has been built for the firm of Lorentzen & Lie, Christiania. She is intended for the Norway, Pernambuco, Rio, and Santos trade; first trip in August. She has a speed of about 11 knots. Another motor vessel for the same firm, the "Penedo," 1000 tons larger than the "Brazil," will at once be taken in hand. She will be 350 feet long, 48 feet broad, and 23 feet in depth.

Two steamers, two large schooners and a barkentine were wrecked on the Nova Scotia coast in a violent storm which began on July 19; rain, fog, thunder and lightning accompanying the gale. There was no loss of life, but it is unlikely any of the wrecked vessels will be saved. The Cuban steamer "Cienfuegos," from Gulf ports with a cargo of hard pine for Sorel and Montreal, struck on Scatterie Island on the Cape Breton coast. The steamer "Ragna" of Norwegian registry, was wrecked at Balene, near Louisburg, C. B. She was bound from Chester, Pa., for St. Anns, C. B., and is supposed to have missed her bearings. The four-masted schooner "Clarence H. Venner," hailing from Dennis, Mass., went on the rocks near Cape Sable and the American schooner "Harold C. Beecher," from New York for Sydney, C. B., struck on the rocks of Scatterie.

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Ahbors, Arne
Ahl, Einar Theo.
Ahlstrom, Harry
Alderman, Ernest
Albertson, Chris
Andersen, A.
Andersen, Alex. B.
Andersen, Andrew
Baars, Hans
Bang, Maurice
Baror, Severin S.
Bauer, Andrew
Baumly, Jos.
Beausang, Eugene
Behrens, Herman
Behr, H.
Benfeld, Charly
Berg, John
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Danielsen, Johan
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Christensen, Alfred
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Plant, Billie
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Preusse, Fred
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Puze, A.
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Wallgren, I. M.
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Vicreck, August F.
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Zunk, Bruno

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Bleasing, William
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Hansen, Marius
Haugen, Lars
Hendriksen, Hagbart
Huebner, Carl
Johansen, Axel
Johanson, J. -2021
Jorgensen, Jorgen
Jorgensen, Olav
Johnson, Emile
Johnson, M.
Klette, E. F.
Laas, J.
Lala, August
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Markley, Paul
McLaughlin, M.
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Olsen, -1244
Olsen, Carl -1101
Petersen, Olav
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Rarly, Frans.
Rasmussen, Emil
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INFORMATION WANTED.

Heinrich Schel, born in Zingst, near Barth, Germany, is requested to communicate with Mr. A. Praast, 93 Diepe Straat, Antwerp, Belgium.

William Fayette White, whose mother died recently, is inquired for by his brother. Anyone knowing his whereabouts please address S. A. White, 106 W. Salem Ave., Roanoke, Va.

George Albert Vaughan, age 47, of Handsworth, Birmingham, England. Was in New York City in 1902; worked as steward on New York and South American boats. Important. Address, Rev. R. C. Cookson, 96 Monroe street, Brooklyn, N. Y.

Karl or Charley Emil Olsen, a native of Christiansand, S. Norway, about 26 years old, light complected and stout built, last heard from nearly two years ago when in Sydney, N. S. W., is inquired for by his anxious mother, Enke Karen Olsen, Markens gd. 26 Christiansand, S. Norway.—8-7-1914.

Alex McDonald, formerly of Dundee, Scotland, who has not been heard of for 22 years, but is thought to be sailing on the Pacific Coast, is inquired for by Jas. Perry, 30 Bridge End, Buckpool, Buckie, Eng. —5-13-14.

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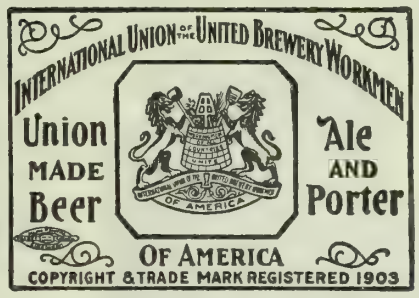
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Andrew Wilne, native of Dundee, Scotland; about 28 years of age, dark complexion, last heard of about nine years ago, sailing as steward, also as fireman, is inquired for by his relatives. Address A. S. Milne, 1122 Rose street, Grandview, Vancouver, B. C.

Henry Smallwood, a native of New York, is inquired for by his mother. Anyone knowing his present whereabouts please notify the following address: Mary Smallwood, Academy of the Holy Name, 200 Fair Oaks ave., Pasadena, Cal. 7-29-14

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Samuel Dickson, a seaman, aged about 40 years, son of Moffett Dickson, deceased, of Belfast, Ireland, or any person knowing his whereabouts, is requested to communicate at once with the undersigned in connection with a legacy. A. R. Smith, U. S. Shipping Commissioner, Philadelphia, Pa.

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News from Abroad.

Cholera is said to be prevalent in Podolia, a government of Southwestern Russia. Thirty cases of the disease have been reported, with fourteen deaths.

An interesting risk has been placed at Lloyd's with reference to the approaching race for the "America" Cup. It appears that a policy has been issued to pay a total loss if "Shamrock IV" carries the cup away to England. For this risk the premium paid was 36¾ per cent.

The drowning of more than 3000 persons and property losses of $4,000,000, resulting from great floods sweeping through twenty-nine districts in the province of Kwang-Tung, China, were reported in consular advices to the State Department from Canton. Eight million persons are in want, the report added. Crops have been destroyed and the country is still under water.

The dropping of the "s" before the names of ships listed by Lloyds, to indicate steamers, marks the change that has taken place in water transportaton. Twenty-five years ago sailing vessels numbered 22,402, with a tonnage of 9,496,603; while there were 10,260 steamers, with a tonnage of 7,414,954. Now the sailing vessels number 6,694, and register 3,890,836 tons; while the steamers number 23,897, and register 26,517,029 tons.

Three men and one woman are dead and more than sixty persons are in the hospital wounded as a result of a battalion of the King's Own Scottish Borderers firing into a mob in the streets of Dublin on July 26. Seven of the wounded are expected to die. Among them are three women and a boy of 10. The affray was the result of a gun running exploit of the Nationalist volunteers, who were being aided by a mob composed largely of women and youths.

The strike in St. Petersburg which was called as a protest against the drastic measures of the authorities at Baku and elsewhere against strikers is rapidly spreading all over Russia, and 160,000 men are now out. The streets are swarming with police, gendarmes and Cossacks, and special precautions were taken to guard the French President, Raymond Poincare, who was in the city. Attacks were made on the street-cars and the disorders became so serious that the Cossacks fired, wounding several persons.

Jean Leon Jaures, the noted Socialist leader, was assassinated in Paris on July 31. The assassin was arrested, but refused to disclose his identity. Later he was identified as Raoul Villain, 29 years old, and said to be the son of a clerk of the Civil Court at Rheims. Jaures was one of the most prominent Socialists in Europe, as well as one of the strongest personalities in the French political life of his day. He was a member of the Chamber of Deputies and his speeches were always of a fiery character. During an interval of four years in his parliamentary career he wrote a history of the French Revolution that is said by some authorities to be based on a more careful study of original documents than any other history of the period. But it is as a political leader and orator that he is best known and most successful.

With the Wits.

"What's the matter with your wife?"

"She has fretted herself into a sick headache over her paper for the Don't Worry club."

Reggy—I thought you'd forgiven what I said and promised to forget it?

Peggy—But I didn't promise to let you forget I'd forgiven it.

"Have you any employe who doesn't talk baseball, horse racing and prize fighting all the time, to the exclusion of business?"

"Yes."

"Where did you get him?"

"It isn't a him, it's a her."

Two "good fellows" were ambling home at an early hour in the morning after a festive evening.

"Doesn't your wife miss you on these occasions?" asked one.

"Not often," replied the other; "she throws pretty straight."

"I pride myself on my sunny disposition."

"You do, eh?"

"Yes."

"Well, don't flatter yourself that every girl you beam upon gets a coat of tan."

Doctor—What? Troubled with sleeplessness? Eat something before going to bed.

Patient—Why, doctor, you once told me never to eat anything before going to bed.

Doctor (with dignity) — Pooh, pooh! That was last January. Science has made enormous strides since then.

The amateur gardener saw an ad in a farm paper. The ad read as follows:

"How to remove weeds without labor. Ten minutes does the trick. Send $2 for recipe."

The amateur gardener sent the $2. Two days later he received the recipe. It read as follows:

"Marry a widow."

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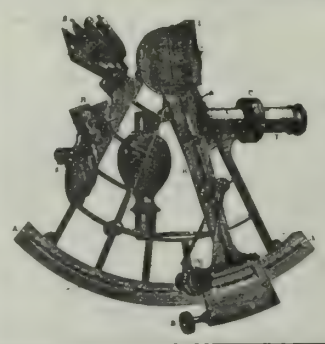
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VOL. XXVII, No. 48. SAN FRANCISCO, WEDNESDAY, AUGUST 12, 1914. Whole No. 2290.

THE LABOR WAR AT STOCKTON.

Pauline Jacobson Tears Mask from "Open-Shop" Hypocrites.

The war at Stockton between the M. M. and E. (Merchants', Manufacturers' and Employers' Association) for the "Open Shop" and the labor unions for the "Closed Shop" is rapidly approaching a crisis.

No longer is the battle, as it was at the end of June, gloved and silent. No longer is labor on the defensive. Labor is prepared to meet aggression with aggression, reinforced by nineteen international organizers as generals, picked for their experience, and who have already marshaled their forces under a military plan and discipline. No longer does the M. M. and E. mask their real intentions for union extermination behind "Industrial Equilibrium" and distorted phraseology of the Declaration of Independence. The recent amendment to its original war plank reads nearer to the heart of their true motives:

"We understand the Open Shop to consist of the elimination of the union label, the union stamp and union display cards, by ourselves or by our employes and the elimination of the signing or making of agreements by and between our members and labor organizations."

The union label, stamp and cards are the union's weapons of defense. Their repudiation means their disarmament. Exclusion of agreements means the dispersement of the union forces. And the banks, solid with the M. and M., have threatened to foreclose all mortgages on the homes of union men who withdraw their savings without showing cause. The purchasing power of the unions is the weapon of their secondary boycott.

Stockton a Preliminary Battleground.

The M. M. and E. of Stockton is a detachment of the State Federation of M. and M. amalgamated into one solid army for the purpose of warring on the "Closed Shop" with a view to its extinction. With Stockton in the strategic position, the M. and M.'s hope to advance upon the bay cities in order to make them "Open Shop" by January 1, 1915, in time for the Panama-Pacific Exposition. On that date all contracts between employers and unions expire, as does also the contract between the exposition and the unions.

In case the "Open Shop" forces in Stockton are successful, war in San Francisco is inevitable. On July 9 all the States west of the Mississippi, with representation from ten different States, flung their ultimatum to San Francisco, in a room on the seventh floor of the Merchants' Exchange Building. Either San Francisco must declare for the "Open Shop" or the Western States would boycott the port of San Francisco during the World's Fair. One hundred and seventy-seven thousand dollars was then and there subscribed in half an hour for the "Open Shop." Victory for the "Open Shop" throughout the Western States means the extermination of the Eastern unions. It is through the union strength of the West that the strength of the Eastern organizations in recent years has been maintained.

The labor unions of Stockton were making little demand other than the signing of new agreements as the old expired. This is as necessary to them in times of harmony as a standing army to a nation in times of peace. Without an agreement the organization falls of its own weight, and without an organization the men can no longer resist unjust demands, nor can they uphold what they have gained. Without the unions the tendency has invariably been a return to old standards in wage and hours.

In cases where demands had been made and the employers refused, the unions were only too eager for arbitration. Had those demands been unjust they would not have been eager. Before the formation of the M. and M. the employers always consented to arbitration. Now they refused even a four days' extension of time for the unions to bring the matter up before the Executive Council of the State Federation of Labor, which had previously arranged to meet at San Francisco on July 12. The men lived in all parts of the State and it was impossible to gather them together in less time. The M. M. and E. flung its ultimatum flatly, however, July 7. War had been declared.

The "Open Shop" is a misnomer. It was started ten years ago by a set of manufacturers to give an appearance of fair-play-to-unions while secretly plotting non-union standards. All shops are practically closed shops—the "Open Shop" being closed to union men; the "Closed Shop" being closed to non-union men. Neither can survive in a shop with the other. So in the last analysis the "Open Shop" means non-union shop and the "Closed Shop" union shop.

Which then embodies more of the principles of democracy, the non-union or the union shop? The advocates of the "Open Shop" are loud in their denunciation of the "Closed Shop" as outraging all the principles of the American Constitution. They are fond of backing up their position with quotations from Abraham Lincoln, "A nation cannot be half enslaved and half free," and high sounding bits from the Declaration of Independence as "inalienable right."

Two learned rabbis once lived in Jerusalem—Rabbi Hillel and Rabbi Shamai—each equally noted for his piety and learning. A heathen came one day to Rabbi Shamai and said:

"I will become a Jew if you can tell me how while I stand on one leg."

"That is impossible," replied Rabbi Shamai. "It will take years of study first, in the learning of the law and the prophets and the ritual."

The heathen crossed over to Rabbi Hillel.

"That is very easy," said Rabbi Hillel. "Love thy neighbor as thyself."

What Rabbi Hillel meant to convey was that if his religion had not brotherly love at its base it had nothing and all the law and ritual counted as only empty husks.

Aim of Democracy.

So, too, with democracy. It can be told while you stand on one leg. Its aim is the conservation of human values. If it has not that at its foundation America might just as well be called Russia. In the light of this simple definition the odds on the surface may seem in favor of the "Open Shop." But it is by results, how the principle of a thing works out, that we judge of the thing itself.

The "Open Shop" is strongest in the Eastern States, while the "Closed Shop" is strongest in the Western States. The Atlantic States, according to the United States Bureau of Statistics, employ the largest proportion of women compared with men, with an increase of twice as many women over men in the last few years. In the Southern States, where the "Open Shop" is strong, more children are employed as compared with both men and women, with an increase of six times the number of children employed as twenty years ago.

In this State, where the "Closed Shop" is strong, the employment of women and children is relatively small. Whatever legislation has been passed in this State regulating the employment of women and children has been done through the efforts of the labor unions. Through their efforts the child labor law makes it illegal for children to work at night; it has raised the age at which they may be legally employed; it has abolished employment of children in or near dangerous machinery; has prohibited the working of minors under eighteen years of age for more than nine hours, and has provided for a minimum education. The result has been, that with the year ending June 30, 1912, attendance in school has increased 20,417.

"Open Shop" Means Child Labor.

One million seven hundred and fifty thousand one hundred and seventy-eight children are employed in the United States, between the ages of ten and fifteen. Since the unions stand unalterably opposed to child labor of any description, we must logically place this human waste to the "Open Shop." Eighty thousand of these children, most of whom are little girls, are at present employed in the textile mills of this country. They turn out of bed often as early as 4:45 o'clock in the morning.

Eleven thousand girls under fifteen work in cigar and tobacco factories. Over 7,000 children are working in the laundries, some of which are in basements and nearly all of which are insanitary and badly ventilated. Nearly 2,000 children are working in the bakeries with men who eat, sleep and work in the place and many of whom are tubercular; 5,000 are working in the glass factories; 138,000 work as waiters and servants in hotels and restaurants, ten and eleven hours a day, seven days in the week; 20,000 are employed in stores from dawn to dusk; 10,000 work in sawmills and wood working industries; over 7,500 are employed in the iron and steel mills. Many work all night, as in the mines, glass works, furniture factories and silk mills. In the packing houses during the busy season the only limit is the physical endurance of the children, till many drop exhausted at their tasks.

These children do not play. They have no time. Often "they are too tired to eat and all they want to do is to turn their aching bones on to the miserable mattresses and sleep," to awake again at dawn to trudge once more to prison-like factories, "with great chimneys and

huge volumes of smoke blackening the sky, the walls trembling with ceaseless, regular throbs of great and intricate machines, the maze of shaftings, pulleys, cogs, the humid artificial air, the odor of oil and perspiration, while, with alert, strained looks on their young faces they rush from one machine to another, from lever to roll, back and forth, hour after hour, for ten and twelve hours, day after day, from year's end to year's end."

There is danger of deformity from over-development of one set of muscles. Many children must make two movements of the hand in every second, 23,760,000 mechanical movements each year. There is danger of disease. Working in the tobacco factories is most injurious. It predestines all children to nervous disorders. In the paper-box factories they are subject to poisoning from the handling of coloring matter; in the mines and mills and glass works to lung trouble and pernicious anaemia from the irritating dust and fine particles with which the air is always filled; in the foundries to lead poisoning. There is a constant danger of maiming and crippling in the working at dangerous machinery as in tin can factories, stamping and saw mills. The greatest evil is the deprivation of education.

Following a "Speeder."

The "Open Shop" stands for the "sweating" of men. Sweating is defined as a condition of labor in which a maximum amount of work in a given time is performed for a minimum wage. It is for this reason the "Open Shop" forces are so vociferous in their quotations from Abraham Lincoln and the Declaration of Independence, when they demand their "inalienable right" to the control of output.

As I showed in the former Stockton article, the control of output by the employer means the control of the wage and the task per day, and the institution of the piece and bonus system. One or two young men, in prime physical health and of unusual skill, are selected as speeders by giving them a bonus on work done over and above the rest. The standard of the entire shop is then set to the average task of the speeder. The increased task receives no increased pay, however. It remains the same, with the tendency, when unchecked by unions, to decrease gradually while the task gradually increases. In this manner men are sucked dry at thirty-five.

In many industries, as with printers under the piece system, the average age is thirty-two. It, moreover, makes for irregular employment and ensuing poverty and deprivation. In the garment industries the average wage is $17 to $18 per week, but, through irregular employment the average earnings often amount to only $5.00 to $5.50 per week.

The "Closed Shop" is opposed unalterably to sweating. It is for this reason they fight so ardently for the control of output by themselves. They stand for human hours of toil and living wage. Here are a few significant figures from the State labor report:

Bakeries, "Closed Shop," San Francisco and Oakland, nine hours, six days, $21 to $25; Los Angeles, "Open Shop," ten hours, seven days, $3.00.

Laundries, "Closed Shop," eight hours, average wage $9 and $12; "Open Shop," nine and ten hours, $6 and $9.

Electrical workers, "Closed Shop" $4.50 for eight hours and overtime. "Open Shop," $2.50 for ten hours and no enforcement of law for protection of linemen at work on high voltage wires. In one labor organization the charter has not been undraped in nine years. The custom is to drape the charter in black on the death of a member.

Painters, "Closed Shop," eight hours a day at $4.75, and lowering of death rate by demanded protection of twelve-inch plank instead of the four and five-inch of the "Open Shop" and by demand of braces and a back rail.

Waitresses, "Closed Shop," eight hours, six days, $9.00 to $12.00. "Open Shop" eleven hours, seven days, $6 to $9.

The "Open Shop" disregards the maiming and crippling of workers. In the United States a worker is injured every sixteen seconds; one is killed every fifteen minutes, day or night; 232 are killed or injured every hour, day or night; 25,000 to 50,000 are killed each year; 2,350 are serious or of a crippling nature. Yet, unless forced through labor unions or legislation enacted through labor union efforts, employers of the "Open Shop" have almost invariably resisted the installation of any safety appliance as "unwarranted luxury."

Property vs. Humanity.

Stockton stands for the conservation of property values as against the conservation of human values. But the flag of the M. and M. is not the Stars and Stripes. In the ballroom of the Stockton Hotel last April, amid rousing speeches by F. B. Nims of the Delta Canning Company, on "Courage"; Pliney E. Holt of the Holt Manufacturing Company, John H Britton of San Francisco, head of the Pacific Gas and Electric Company; Seneca C. Beach, secretary-treasurer of the San Francisco M. and M., they flew their colors to "manufactories" and the "Open Shop" and pledged allegiance to the law of the jungle, the survival of the fittest. "Lest they forget" drills by John P. Irish were inaugurated for every Friday night.

"The labor population," says Professor Adams of the University of Wisconsin, "in the last six centuries has risen from a condition of serfdom to a state of political freedom through the victories won by the wage earners themselves. When they forgot to demand full reward, they failed to receive full reward. In the main they fought their way against the opposition and not with the assistance of their employes. Trade-unions have upheld, not degraded women and children, nor standards of living. They have decreased death rate; decreased child labor; decreased exhausting hours of toil. They have increased clean living; promoted child education, securing a modest living with a sane, reasonable amount of agreeable work. While the wage system remains, their progress will be dependent upon collective bargaining."

Waste of Manhood.

Robert Hunter, in his "Poverty" says: "This destruction of the little ones, now so unnecessary and so obvious, is a kind of cannibalism. We no longer eat each other, but there can be no question that some of us live, and even win our pleasures and luxuries by the ruin of others. Carlyle saw this half a century ago, when he said to the owners of the cotton mills, 'Deliver me these rickety, perishing souls of infants, and let your cotton trade take its chance.'"—Pauline Jacobson, in San Francisco Bulletin.

COMMENT ON SEAMEN'S BILL.

The "Massachusetts" Fire.

[From the Washington (D. C.) Times.]

The "Massachusetts" was on fire in New York harbor. If the fire had broken out a few hours later, with no fireboats in the vicinity, the 900 persons on board might have had only the choice of burning or drowning. As it was, it came very near being another "Slocum." In the opinion of those who gave the assistance, the vessel's crew could not have conquered the flames.

Upon whom would the responsibility, in such case, have rested?

Congress has absolute and exclusive jurisdiction, and Congress therefore cannot escape complete responsibility.

That vessels are under-equipped in actual life-saving appliances is no longer in dispute.

One question is, Shall this condition be permitted to continue?

The other is, To what extent shall boats be furnished?

Third, Shall the vessel be sufficiently manned to meet emergencies, and, if necessary, to lower the boats and get them away from the ship?

About 6000 persons have lost their lives in passenger vessels in the last half decade. More than two years have passed since the sinking of the "Titanic." Very few know how long it is since the burning of the "Slocum." The sinking of the "Empress of Ireland" was but the other day.

Congress has all the information. Investigation after investigation develops the same sordid facts; and in this case it is stated that the crew could not have conquered the flames.

In the meantime, the seamen's bill is slumbering on the calendar, after having been emasculated in the committee.

There is no telling how quickly we shall witness the horrors of another "Slocum," another "Titanic," or another "Empress." The people are beginning to understand, and will place the blame where it belongs. Members of Congress will have to account to their constituents and to the people as a whole until such means of safety as can be provided by law are commanded.

The Safety-at-Sea Bill.

[From the Washington (D. C.) Post.]

It is reported that the leaders of the House are endeavoring to get together and obtain the Senate's consent to a thirty-day recess; or, failing in that, to meet every fourth day to deal only with matters under the unanimous consent rule. The purpose is to give the members an opportunity to go home to the primaries.

On Saturday last the steamer "Massachusetts" was on fire in New York harbor. By almost a miracle another "Slocum" disaster was prevented. It is more than two years since the loss of the "Titanic"; nearly one year since the loss of the "Volturno." The "Empress of Ireland" was lost but the other day; and now Congress is discussing adjournment without passing legislation providing for safety at sea.

What answer will members give when heckled on this question by their constituents? Having the complete power, they must accept complete responsibility. Another "Titanic" or another "Slocum" disaster may occur any day. What answer will members give to the question: Why did you not enact proper legislation? They cannot answer that they did not know what legislation to enact. They cannot say that they did not have the necessary information upon which to base legislation. The cost of providing boats, davits, and trained men to handle the vessels and boats safely is not large. Those things that are most essential are the things easiest to do.

The people want this legislation enacted; they expect members of Congress to keep their platform promises.

Unskilled Seamen.

The slogan "Safety First" has been taken up by cities and countries all over the world. In our work, and in our periods of pastime its need is constantly before us, for accidents and emergencies occur at all times and all places. The last half decade has proven that an unsinkable ship, and the unwreckable train are yet the dreams of the inventor. The proper personal care and supervision is as necessary to-day as in the eighteenth century when the first steamer crossed the Atlantic.

Recent catastrophes have proven that safey at sea depends largely upon efficient and sufficient crews. The La Follette Seamen's bill (S. 136), which passed the Senate last October, provides for both. To-day, however, that bill has met a stone-wall of opposition. Shipowning interests have persistently opposed this bill and have succeeded in preventing action upon it in the House of Representatives, while nearly each day brings tidings of a collision or a steamship on the rocks or ashore. Why at such a time should any American be content with anything less than the most perfect provision for safety at sea that ingenuity has devised? Why should any vessel be allowed to clear from our ports whose standard falls below this? Why do countless Americans place their lives in the unskilled hands of a few seamen?. Would not common sense or the selfish love of self-preservation if not more altruistic motives prompt you to demand the passage of every safety-at-sea bill in Congress before you set sail?—Weekly Press Service, American Federation of Catholic Societies.

Much success has attended an English doctor's experiments in curing lead poisoning with an electrolytic bath.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Production vs. Men.

An "expert" employed by the Detroit Chamber of Commerce has been looking into the new Ford profit-sharing system, and press reports say the investigator's verdict is that "the plan has not brought an increase of output commensurate with the increase of wages."

It can hardly be expected that any other verdict would be acceptable to manufacturers who have made Detroit, as the "expert" says, "decidedly a city of unorganized labor," and whose workers, especially in the metal, cigar and car industries, labor under conditions that are a reproach.

These manufacturers are interested only in the output of production, and not of citizens. They still cling to the rapidly disappearing dictum that "business is business." They have failed to grasp the modern concept of service. The only manhood they favor is the kind that can produce dividends, direct and instanter.

The theory that workers have ideals is beyond them. Nor can they understand the mind that accepts this theory and aids in its development.

Any concessions granted employes are with the sole thought that greater production will result. Everything is compiled from the dollar standpoint—even their calculating charity is a sequence of a per cent. policy.

These "practical" men, with higher impulses chilled by their quest for gain, scoff at the development of men by maintaining such conditions employes may work out their own destiny.

This is a doctrine fraught with danger—to them. They are well aware that a short work day, good shop conditions, and wages that permit schooling of children, an attractive home and some of life's luxuries, create a mental attitude that quickly rejects the drudgery, the paternalism and the company-conducted institutions of grad-grind employers.

It is the modern story of Middle Age barons who resisted every attempt of their subjects to be free, save with the consent of those above: Advance movements of the "submerged tenth" must not endanger the theory that all blessings shall come through the grace of overlords and kings.

The opposition of industrial captains to trade unionism can be traced to this fact more than any other. Herein lies the reason why some employers will spend thousands of dollars to resist a union's demand that may total only a fraction of the money squandered for strike-breakers and private police.

United, working men have power to stand erect, to make demands. Organized in trade unions, the doctrine of ownership and mastery, hidden 'neath the cloak of a false freedom and debasing benevolence, is challenged and the industrial captain, aroused at the thought of losing his supremacy and control, disregards costs and results to maintain his point.

Colorado and northern Michigan are recent illustrations of how men will overthrow civil government, defy law and import private armies at an incalculable price to hold what they believe is a prize—the right to dominate over men, and rule their lives—the gilded bauble every oppressor has in mind when opposing those who would be free.

Insist on Real Publicity.

The Rucker bill, passed by the House of Representatives, and intended to provide for publicity of campaign contributions, is declared to be full of "jokers" by the National Popular Government League, whose secretary-treasurer, Judson King, of this city, in a letter analyzing the bill, and addressed to every Representative, exposes these four "jokers":

First—It requires publicity only from campaign committees operating in "two or more States." Hence, any trust or corrupting influence can spend money freely through State or local committees without publicity.

Second—Primary elections committees in States are exempt, although just as important, and in many States more important, than general elections.

Third—The amount a candidate may himself expend is limited, but not the amount which may be spent in his behalf. This means that the interests can back up their favorite to the limit in secret, but the people's candidate is out in the open.

Fourth—Only a "wilful" violation can be punished—which is a near impossibility to prove in court.

"If this," says the letter, "is honest, effective publicity, such as the people demand, then a wire sieve is a first-class milk pan."

The letter provoked a discussion in the House, and while some amendments were made to the committee's report the parliamentary situation was such that the bill as finally passed offers little encouragement to those who really favor the widest publicity of campaign contributions.

Mr. King has issued another letter, urging that all right-thinking citizens assist the National Popular Government League and the American Federation of Labor in their fight for the Owens Senate bill, to take the place of the Rucker bill.

In his letter, Mr. King shows that both the leading parties promised the people publicity in their 1912 platforms, and that there is little question that if a real publicity bill could be brought before the House at this session it would be passed.

The letter also says:

"There is a small labor group to-day in the House of Representatives which exercises an influence for good, all out of proportion to its numbers. This group should be increased. There are any number of men in the ranks of organized labor, and among the working classes, who, for general culture, brains and ability are the equals of any man on the floor of the House—to say nothing of their loyalty to the common good.

"But these men cannot afford to make a campaign. Ask them to do so and they will rightfully reply, 'What chance have I

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeland Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts Maritimes de France, 33 rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22. Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S, Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

The unemployed are said to be increasing in number in Melbourne and Adelaide.

Union efficiency can be strengthened by a judicious agitation for the sale of goods bearing a union brand.

The boys engaged in keeping clean the streets of Sydney (N. S. W.) struck recently as means of obtaining higher wages.

The coal miners of Wonthaggi, Victoria, are going to build a union hall in which to practice and preach the gospel of labor.

A movement is on foot to bring about an amalgamation of the building trades throughout Australia. Strength united is stronger.

The Bedstead Makers' Union of Melbourne has carried the following resolution: "That this union affirms the principle of election day being proclaimed a public holiday, and urges its members to take a holiday and work for the Labor party."

At practically every meeting of the Toronto central body the action of steamship companies in attempting to flood Canada with immigrants is a subject given much attention, because of the stories of hardships told unionists by foreign workers inveigled to this side. One delegate read clippings from English papers in which space was given a lecture delivered by one J. M. Slate, who is connected with one of the big steamship lines, and who claimed that workers were sorely needed in Canada, and made extravagant statements as to the high rate of wages prevailing in the Dominion. Millions of workers were required for the development of the country. The lecturer was supposed to be a resident of Toronto. Many delegates declared the government is apathetic in this matter and permits shipping agents to carry on their campaign of misrepresentation. It was finally agreed to communicate with Premier Borden and inform him of the efforts being made to entrap the unwary to come out to Canada, and asking that the government take energetic steps to cope with the evil.

The Industrial Arbitration Board of the Australian Commonwealth rejected the motion of the Bakers' Organization for the abolition of the night work as a result of the embittered opposition of the employers. The bakers in the great towns therefore decided at enthusiastic meetings to go out on strike. In New South Wales a state bakery was opened which employed its workers during the day only, and in spite of this sold the bread produced at 20 pfennigs as compared with 29 pfennigs in the private houses. The latter had to engage 50 new employes as a result of the movement. Melbourne was the only exception—here the bakers' assistants agreed to work from 1 o'clock midnight till 8:30 a. m. in the place of the abolition of night work. This shall include a meal pause of half an hour. Work before or after this time must be paid for with 33 1/3 per cent. extra. In addition to this an hour wage of 1/11 for foremen or journeymen bakers working alone, etc. In Sydney 800 bakers voted for the strike and 3 against. On the next day an understanding with the employers was brought about according to which the working time in future shall be from 12 o'clock midnight to 8 o'clock a. m.

SAN PEDRO, CAL.

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INFORMATION WANTED.

Alfred Kupfer, born February 9, 1890, at Coburg, Germany, is inquired for by the German Consulate, 201 Sansome street, San Francisco, Cal.

Johannes Puun, born in Oesel, Arensburg, Russia, supposed to be sailing on the Pacific coast, is asked for by his mother. Anyone knowing his whereabouts please notify A. Lepp, Sailors' Union, San Francisco.

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, 84 Embarcadero, San Francisco, Cal.

$10.00 reward will be paid by Johnson & Higgins, 244 California street, for information locating John Anderson and George T. Nelson, who were members of the crew of the steamship "Asuncion" in October, 1908.

Nils Johnson, who was wrecked in the American bark "Oasis," Sept. 2, 1887, is inquired for by W. F. Hohenschild, Berkeley, Cal.

Arthur Griffith, alias Simmons, a British subject age 28 years; 5 feet 6 inches in height, fair complexion, stout build, blue eyes, top false teeth, clean shaven, who is believed to sail on a coasting vessel between San Francisco and Portland, is inquired for by H. B. M. Consul-General. Anyone knowing his whereabouts please notify the British Consulate-General, San Francisco.

Fred Riley, a colored seaman, last heard from at Genoa, Italy, and at other times from ports in Australia and at Liverpool, England, is sole heir to his mother's estate. Anyone knowing his whereabouts kindly notify Mr. John E. Selkirk, Attorney-at-Law, 100 Erie Co. Bank Bldg., Buffalo, N. Y.—6-24-14.

Norman Hadley, a seaman, supposed to be sailing on the Pacific Coast, is inquired for by J. B. McCurdy & Co., attorneys, relative to an inheritance. Anybody knowing his whereabouts, please notify Chief of Police, San Francisco.

John Rebbetad, who was in the steamer A. F. Lucas in November, 1911, is inquired for by his brother. Address, Coast Seamen's Journal.

Carl Janson, age 36, born in Wastervik, Sweden; last heard of in Seattle six years ago. Anyone knowing his address please communicate with Erika Askenberg, 2280 86th street, Cleveland, Ohio.

INFORMATION WANTED.

Frederick Wood, a seaman, sailing on the Pacific Coast, is inquired for by his sister, Miss Lucy Wood, 108 Broughan street, Darlinghurst, Sydney, N. S. W., Australia. He is described to be tall, with dark curly hair and carries a scar on the nose. Anyone knowing his whereabouts kindly notify the office of Chief of Police, San Francisco, Cal.—6-24-14.

Anybody knowing the whereabouts of Arne Johnsen please notify O. M. Johnsen, Mosby, Christiand S., Norway.

Richard Ryan, who left the British steamship "Candida" at San Francisco in July last, is inquired for by the British Consul-General.

Fritjof Ellingsen, age 32, a native of Drammen, Norway, he was short, heavy set, dark hair, parted in the center, and good looking. Anybody knowing his whereabouts please notify Ed Knach, 171 Clipper street, city.

John Dickson, who left Greenock, Scotland, about 10 years ago, his last address was Melrose House, Lower Boxhill, Brooklyn, New Zealand, is inquired for by his mother. Anybody knowing if he is alive or dead please notify the Secretary of the National Sailors' and Firemen's Union, Greenock, Scotland.

William Walker, a native of Islandmagee, Antrim Co., Ireland, is inquired for by his nephew. Anyone knowing his whereabouts kindly communicate with John Walker, Geddis, 7 Willowbank St., Brooklands, Winnipeg, Manitoba, Canada.

W. Kahlberg, No. 688, and C. Monsen, No. 1964, are inquired for at the Standard Oil Company's office, at San Francisco.

Anyone knowing the whereabouts of John Burke No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

Johannes Larsen, age 22, born in Fitje, Norway, is inquired for by his brother, Ingolf Vestrick. Anybody knowing his whereabouts please notify his brother at 9 Mission street, San Francisco.

W. A. Goodrich, who left the British ship "Puritan" at San Francisco February 6, 1911, is inquired for by the British Consul-General at San Francisco.

William McGrail, of Baltimore, Md., who sailed on the Atlantic and Gulf Coasts as cook for a number of years, is inquired for by his brother, George McGrail, 603 Decatur street, New Orleans, La.

San Pedro Letter List.

Andersen, George	Lane, Gus
Andersen, K. P. -1717	Lindberg, Wm.
Andersen, Rasmus	Lindner, J. -1750
Andersen, Martin	Lundberg, T.
Anderson, Axel	Lyngard, Jorgen
Anderson, Gust. -810	Monterra, J.
Andersson, E. -1762	Mardisan, Andrew
Alexandersen, P.	Mesak, E.
Andersen, A. -1645	Madsen, Charlie
Bensen, Severin	Mikalsen, Andreas
Berndt, Hugo	Machada, Enrique
Bringsrud, Harald	Martinelli, Watler
Brien, Hans	Mennicke, Fritz
Berg, S.	Murray, Robert
Cirul, M.	Miller, Wm.
Christensen, A. -1095	Mayers, P. M.
Cotter, J.	Michaelsen, A. -1105
Christensen, H. -1336	Morris, M. H.
Centisan, Chas.	Nielsen, Edward
Carlson, Kalle	Nielsen, Chr.
Ceelan, John	Nikander, Dan
Clausen, J.	Nurhanen, E.
Dunn, Wm.	Neergard, A. -1165
Dreger, Jack	Olsen, A. O. -759
Evertsen, Olaf	Olsen, Jacob
Essen, Carl	Olsen, Harald
Ellingson, Ivar	Olsen, Ludvig
Enstrom, Carl M.	Olsen, Nick
Eklund, Sven	Olsen, Hans
Eastholz, Dan	Olsen, Ole Wilhelm
Folvik, Lewis	Osterberg, S. H. -1284
Felsch, Harry	Paader, Hugo
Ferem, William	Paul, Peter G.
Genesen, Charlie	Petersen, Aage
Grigoleit, E.	Paulson, Gustaf
Gunther, Dick	Pearson, Ed
Gustafson, Alf	Rytko, Otto
Hansen, Sigvorth	Ridnell, J. H.
Holmborg, Frank	Rantman, R.
Hansen, Thomas	Rutel, Ernest
Hansen, Marius	Shager, Ernest
Hingren, Hj	Schmidt, Louis
Holm, Arthur	Skaaner, Jack
Holmstrom, Fritz	Sandstrom, Ivar
Hansen, Hans -2219	Seversen, Chas.
Hansen, H. T. -1446	Stromsberg, Ivar
Hansen, Johannes	Stenroos, William
Hakonsen, P. O.	Svensen, Nick
Haro, Aarp	Swanson, E.
Harrold, Henry	Stolt, Axel
Ivarsen, Ivar	Steen, Ed
Johansen, Ed. -2240	Svendsen, S. -1717
Johnsson, Chas. A.	Schlachte, Alfred
Johansen, Emil	Steen, J. C.
Johannsen, Charlie	Sievers, G. P.
Johansson, N. A. -280	Simpson, L. C.
Johansson, Algot	Sandy, Oskar
Jensen, Oscar M.	Samuelsen, Victor
Karlson, Richard	Tell, Olaf
Kristiansen, N. -1093	Thompson, B. -282
Kremer, Sigurd	Tvedt, Olai
Kalnamm, Andvey	Waddington, W. H.
Leideker, E.	Zimmer, Walter
Lang, Chas.	Zunderer, Theodor
	Packages.
	Johansen, Nils A.

Honolulu, H. T.

Anderson, Edw. -1734	Ivars, Carl
Abrahamsen, A.	Irvine, Robert
Austin, Frank	Jorgensen, C. M.
Andersen, Anton	Kayser, Charles
Andersen, O.	Koskinen, Sulho R.
Clarson, A.	Lentinon, E.
Clancy, James	Lundberg, T.
Hansen, Jos. G.	Nordling, C.
Hansen, Max	Paty, George
Hansen, Christ	Slattery, Wm.
	Silver, E.

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INFORMATION WANTED.

Peter Bellenot, who last sailed on the S. S. "Mariposa" out of Seattle, Wash., about November, 1912, is inquired for by his mother, Mrs. Bellenot, 1406 Second street, West Berkeley, Cal. Anyone knowing of him kindly write at the above address.—6-24-14.

Pacific Coast Marine.

The radio station at Mare Island Navy Yard has received notice that all Canadian radio stations had been closed on account of the war.

The local manager of the Canadian Pacific Company has been advised that the "Empress of Asia," 16,000 tons, one of the company's Pacific liners, has been impressed into war service by the British Government in the Orient.

Pacific Coast shipbuilding concerns will be asked to submit tenders on all Government contracts for the construction of Alaska fishery vessels and craft to be built for Coast and Geodetic Survey service on the Pacific, according to a dispatch from Washington.

It is expected to start forthwith at Papeete the erection of a wireless station powerful enough to communicate with Noumea in New Caledonia and perhaps even with the United States. A similar high-power station will be erected at Noumea, each station to cost about $200,000.

While entering the harbor of Honolulu from Kahului on August 2 the Matson steamer "Lurline" struck a reef, but was floated without damage. The passengers were taken off by a tug as soon as the vessel grounded. Later when the steamer was gotten into deep water it was ascertained she had escaped injury.

In a consular report that the firm of A. Galluser & Co., of Tientsin, China, intends to make regular sailings between that port and San Francisco by its steamer "Guthrie" of about 6,000 tons burden, should trade justify it. It is probable that Vladivostok will be included in the itinerary of this steamer, partly to bring Siberian butter.

The little steamer "Onward Ho" has arrived at the plant of the British Columbia Packers' Association at Stevenson, B. C., after a lengthy trip from Hull, England. The "Onward Ho" sailed from Hull on May 2 and called at St. Vincent, Montevideo and Coronel for coal. At Montevideo she went ashore, but did not sustain much damage. The vessel is of 130 tons register and 143 feet long.

With the actual beginning of hostilities between the powers, foreign shipping in San Francisco will probably be bottled up for an indefinite period. While the agents for British and French vessels have no definite orders as to the movement of craft flying their flags, German Consul von Schack was ordered to detain all German ships and to request the officers who hold commissions in the German naval reserve to report home as soon as possible.

The United States Government is searching the coasts for vessels that would be available in oversea foreign transportation while craft of the nations involved in war are practically tied up in the seaports of the world. Acting under instructions from the Acting Secretary of Commerce, the San Francisco customs department has made a canvass of the steamship concerns to ascertain what vessels of their fleets they might be willing to dispatch in oversea commerce.

The power codfishing schooner "Golden State," Captain Wallstedt, arrived at San Francisco on August 4 thirteen days from Northwest harbor, bringing 200,000 codfish, twenty-five barrels of codfish, 130 barrels of herring and seventy-two barrels of salmon. Captain Wallstedt reported that the scooner "Vega" was at Northwest Harbor on July 5th with 140,000 codfish. The skipper also said that while the catch at the Bristol Bay cannery of the Pacific American Canning Company had been good, the run was scarce at the Chignik and Karluk stations.

Officials of the Pacific Coast Steamship Company are considering an extension of their Alaska service to Prince William Sound, and possibly Cook Inlet. The Pacific Coast Steamship Company at present has service only to southeastern Alaska ports, Skagway being the northern terminus of the route, and Nome and St. Michael during the summer months. Roger D. Pinneo, assistant general freight agent of the Pacific Coast Steamship Company is now on a tour of inspection in Alaska and the nature of his report to the higher officials of the company will determine what action is to be taken in regard to the new service.

With all lights extinguished except the red and green side lights, the British cruiser "Rainbow," arrived in San Francisco harbor on August 7 and steamed stealthily out through the Golden Gate again at 1:45 the following morning. It had been the belief that the war ship would put off sailing until 9 o'clock, August 8, and her departure was as much a surprise as her arrival. Her destination is unknown, but it is generally believed that she is going to join the British war sloops "Shearwater" and "Algerine" off the Lower California coast. Because of the fact that this is a neutral port, the "Rainbow" could not remain more than twenty-four hours.

Five hundred licensed masters, mates, chief engineers and assistant engineers are available in San Francisco for service on ocean steamers, according to a canvass made by Collector of the Port Davis, under instructions from Acting Secretary of Commerce E. F. Sweet. It is reported the men are wanted as officers for vessels to come under the American flag in the event of legislation by Congress providing for foreign vessels purchased by citizens of the United States to go into American registry immediately. There are 250 masters and mates willing to take jobs. Below decks the available men are as follows: One hundred and twenty-five chief engineers, 100 first assistant engineers, 20 second assistant engineers and 20 third assistant engineers.

The Secretary of the Navy will shortly approve the plans for the completion of the Pearl Harbor drydock. The last appropriation bill carried $1,500,000 as an increase on the limit of cost of the dock, bringing the total up to $4,986,500. It is proposed to construct the dock on entirely new plans which it is thought will overcome the local conditions. It will be built of cement in sections of between 60 and 70 feet. After the sections are molded they will be sunk and joined together under the water. This style of cement work has been used in the construction of walls, but never in building drydocks. It is estimated that it will require two years to complete the dock. The power plant has been completed and the work of construction of the coaling plant and the fuel oil depot is in progress.

The United States revenue cutter "Unalga," Captain H. G. Hamlet, which sailed from San Francisco on April 23 for Unalaska direct, has returned to Puget Sound after completing a cruise of approximately 8500 miles, during which she visited Attu, the westernmost of the Aleutian chain of islands. The cutters "Tahoma," "Manning" and "McCulloch" are still in the far North acting as Uncle Sam's policemen in Bering Sea waters. The "McCulloch," which is the court ship this year, is visiting the remote cannery ports with the court officials aboard. Captain Hamlet and the officers of the "Unalga" made an investigation of the conditions of the Aleutian and Pribylov Island natives and will submit an exhaustive report to the Government. They found large numbers of the Aleuts at Attu Island dying of disease and ventured the opinion that it would be only a few years before the island is depopulated. The Aleuts are afflicted with nearly every disease known to human beings and during the winter and spring die in large numbers.

A plea for an American merchant marine, and for national legislation which will make this possible, is contained in a report sent out recently by the Foreign Trades Department of the Chamber of Commerce. In the report is a graphic portrayal of just what the warring powers of Europe are going to need from the United States in the way of food and other supplies. At present, the report says, there are in the world something over 23,897 merchant steamships, of which the countries now at war—Great Britain, Austria-Hungary, France, Germany, Russia and Belgium—own 14,314, or 66 per cent. To show how great a trade is being paralyzed by the present imbroglio, quotations are given from the records of import of foodstuffs for 1911 by the countries involved in the conflict. The six powers imported in 1911 foodstuffs valued at $2,898,891,000. In 1912 Great Britain, Germany, France, Belgium, Austria-Hungary, Russia and Servia imported to the value of $10,061,570,000, and exported to the value of $7,920,673,000 in miscellaneous supplies.

During the past year whaling was started on the Pacific side of Lower California by a Norwegian company, and a whaling station was established at Magdalena Bay. The fleet consists of three steam whalers 100 feet long, 20 feet breadth of beam, and 12 feet draft, each equipped with engines of 500 horsepower. In addition there is a factory ship, being a vessel of 7,200 tons register used at present for trying out the blubber, but the construction of a factory building at Bleeker Point is contemplated. At the northern end of Magdalena Bay wells are being dug to furnish a supply of 60 tons of water a day for steaming purposes. The concession was granted for a period of ten years, dating from November 1, 1913. A concession has been asked for by another Norwegian company which expects to bring five whaling vessels from Norway to the west coast in October of the present year. Four species of whales are found in the waters off the west coast of Mexico, viz., hump-backs, sulphur-bottoms, straightbacks, and California grays. They inhabit the vicinity of Magdalena Bay during four or five months of the year.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

International Seamen's Union of America.

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.

THOS. A. HANSON, Secretary.
570 West Lake St., Chicago, Ill.
AFFILIATED UNIONS.

ATLANTIC DISTRICT.

EASTERN AND GULF SAILORS' ASSOCIATION.

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NEW YORK CITY, 51 South St.
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NORFOLK, Va., 41 Loyalls Lane.
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MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC COAST.

Headquarters:
NEW YORK CITY, 12 South St. Telephone 2107 Broad. Night Call 2108 Spring.
New York Branch, 400 West St. Telephone 5153 Chelsea.

Branches:
BOSTON, Mass., 258 Commercial St.
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Branches:
PHILADELPHIA, Pa., 129 Walnut St.
NEW YORK, 51 South St. and 280 West St.
BALTIMORE, Md., 802-804 S. Broadway.
NORFOLK, Va., 41 Loyalls Lane.
NEW ORLEANS, La., 206 Julia St.
MOBILE, Ala., 104 S. Commerce St.

HARBOR BOATMEN'S UNION.

Headquarters:
NEW YORK CITY, 214 West St.

LAKES DISTRICT.

LAKE SEAMEN'S UNION.

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N. TONAWANDA, N. Y., 152 Main St.
CONNEAUT HARBOR, O., 992 Day St.
ERIE, Pa., 107 E. Third St.
DETROIT, Mich., 7 Woodbridge St., East.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
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SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.
PORT HURON, Mich., 517 Water St.

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Headquarters:
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Branches:
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MILWAUKEE, Wis., 151 Reed St.
SUPERIOR, Wis., 1814 Fourth St.
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BAY CITY, Mich., 108 Fifth Ave.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

Headquarters:
BUFFALO, N. Y., 55 Main St., Tel. Seneca 2295.

Branches:
CLEVELAND, O., 1401 West Ninth St.
MILWAUKEE, Wis., 151 Reed St.
CHICAGO, Ill., 406 N. Clark St.
ASHTABULA, O., 74 Bridge St.
TOLEDO, O., 54 Main St.
DETROIT, Mich., 7 East Woodbridge St.
PT. HURON, Mich., 517 Water St.
CONNEAUT, O., 922 Day St.
OGDENSBURG, N. Y., 70 Isabella St.
N. TONAWANDA, N. Y., 152 Main St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
ERIE, Pa., 107 E. Third St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.

PACIFIC DISTRICT.

SAILORS' UNION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 59 Clay St.

Branches:
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PORTLAND, Ore., 101 N. Front St.
SAN PEDRO, Cal., 123 Fifth St., P. O. Box 574.

(Continued on Page 11.)

Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO

BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

PAUL SCHARRENBERG.....Editor
I. M. HOLT.....Manager

TERMS IN ADVANCE.

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Advertising Rates on Application.

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To insure a prompt reply, correspondents should address all communications of a business nature to the Business Manager.

Entered at the San Francisco Postoffice as second-class matter.

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

UNION PRINTING TRADES UNION LABEL COUNCIL SAN FRANCISCO

WEDNESDAY, AUGUST 12, 1914.

REMOVAL NOTICE.

Please note new addresses:

Sailors' Union of the Pacific, 59 Clay street.
Alaska Fishermen's Union, 49 Clay street.
Marine Firemen, Oilers and Watertenders' Union of the Pacific, 58 Commercial street.
Coast Seamen's Journal, 59 Clay street.

All of the above named are now housed in the Maritime Building, facing on Clay and Commercial streets, with four separate entrances, as indicated by street numbers.

The Marine Cooks and Stewards' Association of the Pacific Coast is the only component part of the International Seamen's Union of America at San Francisco which retains its old address—at 42 Market street.

HEARST CONVERTED AGAIN.

With the usual amount of journalistic mud slinging and suggestive innuendo, our old friend Willie Hearst has again launched forth upon the long-suffering readers one of his characteristic "Merchant Marine" editorials. And it should be said at the outset that, regarded in the light of reactionaries or enemies of the present Administration, in their efforts to discredit President Wilson, the editorial is a masterpiece.

Under the caption, "A Genuine and Not a Spurious American Merchant Marine An Immediate National Need," the modest proprietor of the "Longest leased wire in the world" claims the distinction of being the one and only exponent of the effort to rebuild our decadent American merchant marine. The opening sentences of this excellent piece of editorial wisdom are typical of the Hearst publications, reading as follows:

> For two decades the Hearst newspapers have carried on a ceaseless earnest plea for the restoration of an American merchant marine. It has been a lonesome battle and has had scant sympathy in Congress or out of it. . . . The whole country, now in an emergency, rises to demand the merchant marine which has been halted and hindered by timid doctrinaire newspapers, pork barrel statesmen and incompetent or Anglo-prejudiced executives.

Then, after advancing a number of supposed original ideas and propositions, which in reality are case hardened from constant use and repetition, an authority is quoted to certify to a well-known fact:

> No less an authority than Admiral Dewey declares that there are thousands of well trained and vigorous Americans who could man those vessels. These have not heretofore had sufficient inducements to join the merchant marine. . . . Whenever the American Congress resolutely makes up its mind to grapple the great emergency with vigor and patriotism of American citizens, we shall have a merchant marine that will be an AMERICAN merchant marine and will come to stay.

What causes this stealing of our thunder at the eleventh hour, when it is practically too late and the ocean-carrying trade is locked up by the gigantic struggle of the great European nations?

For twenty-seven years the American seamen through their organization and the COAST SEAMEN'S JOURNAL have been pleading with all political parties for legislation that would foster and build an American merchant marine. Prayers and memorials to the same effect have been presented times without number. But all the petitions and all the appeals have not brought an amelioration from the degrading conditions which compel American boys to shun the sea.

Although the Seamen have only asked for the same freedom that is guaranteed to the rest of American citizens by the Thirteenth Amendment, they have been scorned to the extent of mockery, and they are becoming tired of begging and pleading for human rights. The Seamen have declared for the greater efficiency of officers and crews and for laws to guarantee greater safety of life at sea to the traveling public. But in all our efforts they have been confronted with the bitterest opposition of shipowners, both American and foreign. Vast sums of money have been expended by Chambers of Commerce and Merchants' Associations to influence public opinion—through the press and otherwise—against our contentions.

The last crowning effort to block for all time any attempt to build an American merchant marine was the action taken by the recent London convention for Safety of Life at Sea, and if it were not for the fact that Andrew Furuseth, a practical seaman, had been appointed by President Wilson as one of the United States representatives at that Conference, the final destruction of the American merchant marine would have been an accomplished fact. The foresight of those who should have been most alive to American interests was blinded by their desire to serve the interests of those mercenary shipowners who put their personal profits before patriotism. Andrew Furuseth not only had the instinctive foresight to anticipate the dangers of the proposed treaty, but had the courage to protest against the outrage, even to the extent of perhaps violating the proprieties governing his mission, by resigning and returning to the United States and immediately sounding the warning amongst those who have at heart the interests of the people.

It is now suggested that the twenty-seven years of effort upon the part of the organized seamen of America, Judge James G. Maguire, the late Stephen M. White, Senator La Follette and several patriotic, unselfish friends of seamen and American commerce in the past and present, are as nothing compared with the effulgent eleventh-hour scream of W. R. Hearst.

Oh! Consistency thou art a jewel. The time was not far back when, after the passage of the La Follette bill (S. 136) in the Senate and while the batteries of the reactionaries were thundering forth their howls of dismay and opposition to the measure, that the tricky Willie Hearst was heading the procession of the anvil chorus. His advisers and supporters were the foreign shipowners—self-styled Americans—of the Robert Dollar type and railway mercenaries of the Schwerin caliber, who saw in the upbuilding of an American merchant marine a lessening of profits from the ownership of vessels flying foreign flags and the carrying of Mongolian crews.

We agree with Mr. Hearst that "Whenever the American Congress resolutely makes up its mind to grapple this great emergency with vigor and patriotism we shall have a merchant marine that will be American," and if he has (again) thoroughly and earnestly reformed, we (again) welcome him upon the band wagon for the upbuilding of an American merchant marine which will be the envy of the world powers.

Start in right, Mr. Hearst; lend your support to the La Follette Seamen's bill (S. 136). This measure hits at the root of the evil—it will, among other things, make the seamen free men and thereby cause the American boy to again seek the sea for a livelihood. Thus, and thus only, will it be possible to create that very much desired naval reserve!

THE CURSE OF WAR.

With practically all of Europe plunged into horrible, bloody war by the autocrats—who claim to rule by divine right—we may well contemplate and ask ourselves the leading question of the day: Is this the result of modern civilization?

For generations the governing classes of Europe have been creating the military Frankenstein. The finest products of mine and the shop went into his construction. The inventive genius of the race was exhausted to perfect his form. Every resource of society was taxed to the breaking point to build the grotesque monster to an inconceivable height. Into his iron veins was poured the high tide of life of the young men of the nations. And when the monster was completed he turned upon his creators.

The mad competition in the building of armies and navies had finally reached a point where every nation was being conquered, enslaved and plundered by its own creature. Germany was compelled to seize upon the actual capital of its industries to make its last supreme effort. France responded by robbing her factories and workshops, her schools and her homes of another year's life of her young men.

Militarism had reached the breaking point. Unless it was checked it would devour its creators. But it could not be checked. The military caste had seized upon government and industry. It had made of war the largest of industries, and of politics and government but an instrument to the building up of its profits.

So, while it has been known for a generation that both France and Germany were steadily preparing for eventualities, and while those countries have been regarded as bitter hereditary enemies, still the suddenness with which the world catastrophe broke upon us, and the bitterness with which it was begun, have caused wonder as to the immediate causes.

A glance at the situation would seem to indicate that the Kaiser's move was ill-advised. He now has Russia, Belgium, England, France and Japan against him, and is

in a state of war with all these countries except Japan, which country will probably follow against him soon. To the observer from this side of the water it would seem that Germany has but a slim chance of beating all these nations in a simultaneous war, yet apparently that is what the Kaiser intends to try to do.

There is no way of telling, of course, what angles may arise in the war, and the German war lord from his past record would seem to be too shrewd a ruler to engage in the war with the promptness with which he has moved unless he saw a fair chance for victory. It is difficult to tell from across the sea what the real European situation is, but the visible indications are that the monarchs who have plunged their subjects into this bloody conflict must be actuated by powerful motives.

An analysis of the situation reveals a probable cause for the war.

For several years the Socialists, backed up by the masses, have been causing serious concern in Germany. The Socialist party, powerful in the Reichstag, has caused the Kaiser no end of worry.

In France, of course, the people rule, although during a recent railroad strike it was made quite clear that the soldiers will be used against the workers—even in a republic.

In Russia the masses have been exhibiting unrest; strikes and labor troubles have become more and more frequent, and the power of the Czar has been steadily weakening.

In England the big strikes of recent years, the troubles in Ireland, the activities of the Labor party and the crusade of the militant suffragettes seem to indicate that all is not quite as harmonious as King George would desire.

In Servia and Austria uprisings against the ruling families have been seriously threatened for many years, culminating finally in the heinous murders of a few weeks ago.

Everywhere in the war zone the masses have been exhibiting signs of awakening, the waking of the slumbering giant, as it were, for the past two or three years. More and more have the humble subjects of monarchs demanded to be heard in the government. More and more have the peasants and serfs shown the result of reading and study, a tendency to throw off the yoke of kings and potentates and govern themselves.

The ruling families of Europe are all related and intermarried, so that the rulers of the Old World represent about the same sort of a holding corporation as the now notorious system of interlocking directorates of railroads and banks in the United States. It would seem, therefore, that when these interlocking rulers go to war with each other, some powerful cause must have actuated them. And it is no secret that there are thinkers and students of history who perceive dark and sinister motives behind the wars now in progress.

Without substantial evidence it would seem a terrible thing indeed to hint, that the rulers have deliberately plunged their subjects into the bloodiest war of all history, the most gigantic struggle since God made the earth, merely to revive the patriotism of their subjects and increase the tenacity of their hold upon the masses; yet the assertion of men who have studied European politics, and have perceived this reason behind the war, would seem to have some logical basis. In fact it is even asserted that within five years, if the present war had not been engaged in, the subjects of at least two different monarchies would have revolted and demanded a republican form of government.

On the other hand, again, after all these years of study, of education, of enlightenment, of peace movements, of the inculcation of the altruistic principles, it seems strange, to say the least, that the most bitter and bloody war of all creation could originate from such trifling cause. War is reversion to the animal state of life. It is very reverse of all that is refining, of all education, of all teaching of the higher civilization, of everything that is human and divine; and such a reversion to the lower state of mental and physical existence would seem an unaccountable thing at this time unless there is some powerful motive behind it all.

Of course, there is always a very great deal of public hysteria which passes for patriotism when a war is declared. That, however, is but the same excitement which attends the baseball game, the bull fight, or the prize fight; anything that has an element of danger and uncertainty which attracts for the moment. The war mobs of London, Berlin, Paris, Vienna or St. Petersburg do not give voice to the people's will. It were as well to appeal to the verdict of a lunatic asylum and proclaim it the voice of the people, as to find a nation's sober and deliberate purpose in the clamor of the crowds that surge through the streets of its capital; for underneath the surface, deep down, no one can defend this terrible conflict. It affects the whole civilized world—not only commercially and financially, but because in every country the nations at war have friends and former subjects.

Whether the war was designed and brought on by the ruling families or not, the effect of it will be to silence for a time the demands of the masses, to still for a time the activities of those who would lead the toilers of the cities and the tillers of the soil to independence and to their own. But just as surely as the sun rises and sets, after this bloody war is over, its echo will be an irresistible demand by the workers of the world that they have a greater voice in their government, and that they will never again be plunged into such conflicts with their brothers solely to appease the desire of rulers.

Surely, this war ought to be the beginning of the end for those who claim to rule "by the grace of God." Let us hope that it is, for there is no other redeeming feature about the whole sickening affair.

The management of the San Francisco Bulletin has inaugurated a policy of giving publicity to different economic and political points of view. For thirteen Saturdays the paper will be edited by thirteen different men, each editing one issue and presenting his case in his own way without any advice, restrictions or suggestions from the "regular" editor. Last Saturday's issue was a "union-shop" edition, devoted to the cause of labor—particularly to the point of view of organized labor. A future issue will espouse the so-called "open-shop" or non-union shop, another issue will present the Syndicalist's point of view, and so on until all have had their say. The Bulletin's liberal policy is to be commended. Labor, at any rate, gladly welcomes every opportunity to secure publicity. Labor's cause is just!

Compulsory arbitration is compulsory servitude.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Aug. 10, 1914.
Regular weekly meeting came to order at 7 p. m., E. A. Erickson presiding, Secretary reported shipping slack, with quite a few members ashore.
JOHN H. TENNISON, Secretary pro tem.
Maritime Building, 59 Clay St. Phone Kearny 2228.

Victoria, B. C., Aug. 3, 1914.
No meeting. Shipping dull; prospects uncertain.
R. TOWNSEND, Agent.
518 Yates St.

Vancouver, B. C., Aug. 3, 1914.
No meeting. Shipping dull; prospects uncertain.
W. S. BURNS, Agent.
231 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Aug. 3, 1914.
No meeting. Shipping dull; prospects uncertain.
H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, Aug. 3, 1914.
Shipping and prospects poor.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Aug. 3, 1914.
Shipping fair; prospects uncertain.
J. PEARSON, Agent.
P. O. Box 6. Tel. Main 557.

Portland Agency, Aug. 3, 1914.
Shipping and prospects poor.
G. A. SVENSON, Agent.
P. O. Box 2100. 44 Union Ave. North. Tel. East 4912.

Eureka Agency, Aug. 3, 1914.
No meeting. Shipping dull; prospects uncertain.
JOHN ANDERSON, Agent.
227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, Aug. 3, 1914.
Shipping slack; prospects uncertain.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, July 27, 1914.
No meeting; no quorum. Shipping and prospects poor.
JACK EDWARDSON, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Aug. 6, 1914.
Regular weekly meeting was called to order at 7 p. m., Ed. Andersen in the chair. Secretary reported shipping fair. An amendment to the Constitution relating to the recall of officers was voted upon. It was decided to elect the delegate to the State Federation of Labor convention in the regular meetings held at San Francisco and San Pedro on August 20.
EUGENE STEIDLE, Secretary.
42 Market St. Phone Kearny 5955.

Seattle Agency, July 30, 1914.
No meeting. Shipping slow. Owing to the fire which destroyed the old office, temporary quarters have been established in the Fishermen's office, at 84 Seneca street.
LEONARD NORKGAUER, Agent.
84 Seneca St. P. O. Box 214.

Portland Agency, Aug. 2, 1914.
No meeting. Shipping slow; not many members ashore.
THOMAS BAKER, Agent.
27½ Second St., Bickle Bldg., Room 10. Phone Main 9731.

San Pedro Agency, July 29, 1914.
No meeting. Shipping slow.
HARRY POTHOFF, Agent.
P. O. Box 54.

DIED.

James Garrity, No. 649, a native of New York, age 40, died at Marysville, Cal., August 11, 1914.
Carl Carson, No. 1522, a native of Finland, age 28, died at San Francisco, Cal., August 4, 1914.

CHURCHMEN AGAINST STRIKERS.

Colorado mine operators have pulled another stunt, this time using prominent churchmen and educators as the pawns in their game of bluff. A letter which sounds like the wail of defeated capitalists has been sent to Secretary of Labor Wilson appealing for aid in winding up the strike. The letter is signed by H. Martyn Hart, dean of St. John's Cathedral; H. A. Howe, dean of the College of Liberal Arts, University of Denver; Charles Sanford Olmsted, bishop of Colorado; William F. Slocum, president of Colorado College; Charles G. Williams, pastor Capital Heights Presbyterian church; Robert M. Donaldson, acting president, Westminster College; Harry Carson Biddle, attorney-at-law, Denver.

The letter pleads for law and order thusly: "By virtue of your present office, charged with the interests of the laboring man, and further by reason of the responsible position that you so long held in the service of organized labor, you are the man that above all others ought to be appealed to in the present condition of affairs in Colorado.

"As citizens of that State, voicing, we believe, the sentiment of a large majority of our fellow citizens, we appeal to you to put forth all of the great influence that is centered in you, to cause the strike in the Colorado coal fields to be called off.

"In making a request that affects so many men, reasons should be presented. We submit in the first place that the success of the strike was very doubtful from the beginning.

"Less than one-quarter of the miners belonged to the union.

"Those who did not were so far contented with conditions that they could not be expected to join in the strike; at least, the result proves that to be the case.

"In reality there was no general strike, because many men, in the neighborhood of 10,000, have been regularly employed all through the times of disturbance, and the State has been continuously supplied with near its normal quantity of coal.

"It should be called off because of the many acts of violence that have accompanied it.

"You yourself have doubtless observed that nothing more quickly dissipates the sympathy of the public than unprovoked violence.

"An imperfect account shows about 76 violent deaths, most of them unprovoked murders, in connection with this strike.

"To these are to be added countless cases of assault and wanton destruction of property. In other strikes, the leaders have been able, more or less successfully, to disclaim the responsibility of themselves and of the union for the case of violence.

"Here there appears to be no thought that such deeds are even matters for apology.

"Such an attitude reflects upon the union, and any true friend of the workingman should deplore violence as standing in the way of an honorable settlement.

"A third reason why the strike should be called off is the bad faith of those in charge of it.

"When it became necessary to call out the troops it was demanded that both strikers and mine guards should be disarmed. The guards did so in good faith and practically all of them left the country.

"A like good faith does not appear to have been shown by the strikers. They gave up a comparatively few worthless arms, but hid the good ones.

"Then when almost all of the State troops had been withdrawn, they brought their rifles out of the hiding places. And on more than one occasion they showed their utter want of ordinary morality by displaying a white flag and then attacking the men who recognized and trusted this world-wide symbol of armistice.

"Men who act in bad faith not only fail as individuals to hold the confidence of their fellow citizens, but they destroy respect for the organization with which they are connected, and in whose name they are acting. This is the case with the noncombating population of Colorado, who are now bitterly opposed to these methods.

"A further reason why the strike should be called off is the attitude its leaders have assumed toward the State.

"Those who openly call men to arms against the State are clearly liable to the penalties of treason.

"What they did yesterday in Colorado, they are ready to do against Illinois tomorrow, and against the United States the day after.

"As a public officer, you can in no way better serve your country, the administration of which you are a part, and the organization with which for so many years you were identified, than by using your great influence for the calling off of this strike.

"Besides all these cogent reasons, Mr. Secretary, it ought to be called off because it is lost.

"It is not fair to the union men who are working, to keep them supporting the strikers, when there is not a ghost of a chance for success.

"The men in the Boulder county field have been on strike for four years, and have cost the union treasury $2,000,000, and there is not the slightest prospect of a settlement.

"The mines are running and are sending out full product, while little camps of union men sit in ridiculous idleness.

"Let the agitators, brought from other States, be withdrawn, as the mine guards have been sent away, and let the miners be allowed to resume work, and much greater credit will be done the union than is possible by continued agitation."

The settlement and development of the West does not appear to have greatly reduced the number of animals which prey upon domestic live stock, and the loss from that source alone runs into the millions of dollars each year. Within the forests, however, the number of domestic animals killed has been appreciably reduced by the campaign against wild animals waged by the officers of the forest service. During the past eight years forest officers have killed over thirty-five thousand predatory animals, consisting of coyotes, wolves, bear, mountain lion, wildcats, and lynx, to say nothing of many other beasts.

Sandpapering of small articles can be done with a disk talking machine by fastening the paper to the felt, starting the motor and holding the articles against it.

JEAN JAURES.

Jean Jaures has given his life in the noblest cause for which man ever bled. He has gone down fighting for humanity.

When all of the tributes have been paid, when the comrades and fellow workers of the world have spoken from the depths of their hearts, when the last tributes have been paid, nothing beyond that can be said.

Jean Jaures lived for peace, for the liberty of labor, for the emancipation of the working class. He battled in the greatest cause the world has known.

At the hour at which this is written but little is known of the attack on the life of this great fighter. That he has been struck down is known. Nothing more. That the assassin picked Jean Jaures as his victim because Jaures stood out so mightily in the fight against the great international conflict at arms now impending seems undoubted.

Here was a man above most men. He was a genius. A massive, solidly-built man; his physical being was topped by a ponderous head. As an orator he was known the world over. As a historian he was recognized by all scholars. As the editor of the great French paper, Humanite, his voice was carried to all parts of the world.

If an assassin's hand has stricken this great Socialist in death, then Jaures, in his death, will have surpassed Jaures in life. That he will not have died in vain cannot fail to become evident as the days pass.

Hoping against hope that Jaures lives to struggle with his French comrades for peace, the American Socialist movement knows well that even in death his power for the liberation of labor will not be lost.

The passionate oratory of this master of eloquence may be lost, the hand that wrote so stirringly and so brilliantly may be stilled forever, the brilliant personality may be beyond recall, the life and virility and inspiration of the great comrade may be a thing of yesterday—but the influence of Jean Jaures will go marching on in the great International Socialist movement to which he gave his life. Jaures fought in a movement that absorbs the best in all who are a part of it. He fought in a movement that loses nothing that is ever given to it.

And as the International Socialist movement fights on for humanity, the spirit of Jean Jaures will be fighting with it. His power is treasured within it, and his inspiring mentality is there preserved to aid the cause of mankind until the final liberation shall be gained.—New York Call.

No more novel method of gold "mining" has ever come to light than at a deserted mining camp near Wickes, Montana. To be exact, it is the remains of what was once a thriving village at the Gregory mine. It has developed that the sand used in plastering the houses came from tailings ponds rich in gold. Now that the camp is falling to decay, the old cottages are being torn down and the plaster carefully saved and shipped to the East Helena smelter.

The discovery in an Austrian cemetery of glass mirrors dating from the second or third century upset the theory that the ancients depended upon polished metal to see themselves.

THE SPREAD OF TRACHOMA.

During the past few years reports regarding trachoma among the reservation Indians and the mountain population of Kentucky and other States have stimulated interest in this disease. Investigation has shown that it affects many communities, to a greater or less extent, existing in a number of instances among school children. Attention has been directed to the great industrial establishments where large numbers of foreign laborers are employed. In each instance, when a focus of the disease has been found, its origin has been carefully investigated so that preventive measures might be instituted. J. W. Schereschewsky of the Public Health Service has examined 5962 employes of the Youngstown (Ohio) Sheet & Tube Company with reference to the prevalence of trachoma. He found among them seventy-six cases, a rate of prevalence of 1.3 per cent. Nineteen cases of suspicious conjunctivitis were also observed. Of the employes 28.5 per cent. were Americans. Among the 1700 Americans the rate of prevalence was 0.23 per cent., and among the seven foreign nations represented the rate ranged from 0.9 to 3.0. After careful inquiry as to the time these men had been in the United States, Schereschewsky expresses the opinion that with but few exceptions the disease was contracted subsequent to landing in this country, and in the great majority of instances while the men were employed in East Youngstown. It was not thought that the disease had been spread to any great extent by conditions in the mills. Close physical contact and the use of the common towel and hand basin are known to be favorable to the spread of trachoma, but these conditions do not prevail in the works of the company. Most of the foreigners do not wash in the mills, and those Americans of the skilled labor class who do, have their own buckets or vessels and towels. One possible source of infection in the mills is the habit of the workmen of removing from each other's eyes foreign bodies that may lodge therein, although they are instructed to apply to the medical service for relief. Attention was directed to the living conditions of the workers, and here Schereschewsky discovered the chief source of infection. Many of the lodging-houses of the workers were much overcrowded. Thus, in one instance twenty-three lodgers were found in a four-room house, as many as ten or twelve in one room. Insanitary conditions prevailed in East Youngstown as well as in the immediate surroundings of the men. The presence of recent cases showed that the disease was gradually spreading from foci of chronic cases in a state of acute exacerbation, some of which Schereschewsky observed. In most instances, perhaps, as at East Youngstown, the cases are among laborers from foreign countries who have been in the United States a comparatively short time. The inspection at the ports of entry serves to detect practically all cases that have reached a stage at which diagnosis is possible; an immigrant when he lands may have the infection in such an undeveloped state that it cannot be detected and he may then in a short time become a focus for the spread of the disease. The employers of labor in the great industrial establishments should be warned of the seriousness of trachoma, and especially of its liability to spread. The health authorities of the cities and towns where these establishments are located, says The Journal of the American Medical Association, should realize their responsibility in this matter. Bad housing, overcrowding and lax personal and community hygiene will contribute to the spread of this highly infectious and disabling but wholly preventable disease.

FEMALE DIVERS.

The women shell-fish divers of Toba, Japan, perform the work that men elsewhere feel called upon to do. In fact travelers claim that the women of Toba do nearly all the manual labor, the men being shiftless. Of the shell-fishers in particular writes W. D. Cameron in The Far East: "Our sampan pushed off and was headed for a small island in the bay off which was a boat, containing in addition to the boatman two women. They were dressed in a costume representing an upper and a lower garment, and as we approached they jumped into the sea and swam towards us. I may mention the afternoon was bitterly cold, with a raw north wind blowing, necessitating our party turning up heavy overcoat collars and drawing up rugs. After a few preliminary strokes the two women turned turtle, as it were, and disappeared beneath the surface of the water. It being clear, we could see them swimming down into the depths until they completely disappeared, the water at that spot being at least twenty-five feet deep. They stayed down for a period covering anything from one and a half to three and a half minutes, reappearing bearing in their hands live shell-fish, seaweed, etc., taken from the bottom. This spoil they dropped into our boat, resting a few moments by hanging on to its side, repeating the performance again and again. The most impressive and I may almost say awe-inspiring feature of the whole performance was the remarkable sounds those women gave vent to while preparing to go under. The noises were like nothing more than moans starting at first softly and gradually increasing both in volume and scale until they reached a stage resembling the cries of a soul in torment. Between these sounds were emitted shrill whistles, all this extraordinary performance being apparently a preparation of the respiratory organs for the long spell under water. After repeating the dives the women were picked up by their boat and rowed to the neighboring island, where presently we saw the smoke of a large fire, from which no doubt the 'mermaids' obtained a considerable degree of comfort after their prolonged immersion in the icy water."

Flumes of the V-type are extensively used in California, transporting annually about 110,000,000 feet of lumber from the mountains to the valley. Some of those in the Southern Sierras are sixty miles in length. Such flumes are said to cost between $4000 and $5000 per mile.

Honing on clean aluminum after whetting on a stone will give a knife a razor edge if done carefully.

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships. Fraternally yours,

LAKE SEAMEN'S UNION,
V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION

570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y.....55 Main Street
Telephone Seneca 936 R.
CLEVELAND, O.....1401 W. Ninth Street
Telephone Bell Main 1842.
MILWAUKEE, WIS.....133 Clinton Street
Telephone South 240.
ASHTABULA, O.....21 High Street
Telephone 552.
NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.
DETROIT, MICH.....7 Woodbridge Street, East
Telephone 3724.
SUPERIOR, WIS.....1721 N. Third Street
Telephone, New, Broad 385.
BAY CITY, MICH.....108 Fifth Avenue
OGDENSBURG, N. Y.....70 Isabella Street
CONNEAUT, O.....922 Day Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue
PORT HURON, MICH.....517 Water Street
ERIE, PA.....107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

HEADQUARTERS:

71 Main Street, Buffalo, N. Y.

Telephone Seneca 48.

BRANCHES:

CLEVELAND, O.....1185 W. Eleventh Street
CHICAGO, ILL.....445 LaSalle Avenue
MILWAUKEE, WIS.....151 Reed Street
DETROIT, MICH.....27 Jefferson Ave., East
SUPERIOR, WIS.....1814 Fourth Street
OGDENSBURG, N. Y.....70 Isabella Street
BAY CITY, MICH.....108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.

HEADQUARTERS:

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CLEVELAND, O.....1401 W. Ninth Street
MILWAUKEE, WIS.....151 Reed Street
CHICAGO, ILL.....314 N. Clark Street
ASHTABULA, O.....74 Bridge Street
TOLEDO, O.....54 Main street
DETROIT, MICH.....7 East Woodbridge Street
PORT HURON, MICH.....517 Water Street
CONNEAUT, O.....922 Day Street
OGDENSBURG, N. Y.....70 Isabella Street
NORTH TONAWANDA, N. Y.....152 Main Street
SUPERIOR, WIS.....1721 N. Third Street
BAY CITY, MICH.....108 Fifth Avenue
ERIE, PA.....107 E. Third Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue

UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS:

Ashland, Wis.
Ashtabula Harbor, O.
Buffalo, N. Y.
Duluth, Minn.
Escanaba, Mich.
Grand Haven, Mich.
Green Bay, Mich.
Houghton, Mich.
Ludington, Mich.
Manistee, Mich.
Erie, Pa.
Menominee, Mich.
Ogdensburg, N. Y.
Oswego, N. Y.
Port Huron, Mich.
Manitowoc, Wis.
Marquette, Mich.
Milwaukee, Wis.
Saginaw, Mich.
Sandusky, O.
Sault Ste. Marie, Mich.
Sheboygan, Wis.
Superior, Wis.
Toledo, O.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

got against Congressman Standpat? Somebody put up $75,000 to elect him last trip. I can't go against a game like that. What's the use?'

"Money controls elections with rare exceptions, and the special interests spend millions to elect their men. The corruption and fraud from this cause has shocked the nation. Hence, the demand for full publicity upon the sources of campaign contributions and what they are expended for."

The House bill is now before the Senate, and efforts will be made to have it replaced by the Senate Owens bill, which provides for the publicity demanded by the people and promised by the two major parties in their last national platforms.

Elements that Retard Solidarity.

Three enemies the labor organization has within its own ranks—ignorance, malice, and indifference for reasons of laziness, egotism or pride. The latter enemy is the worst of all.

Ignorance keeps a large number of workers away from the labor organizations. They are the victims of a social order of things which does not sufficiently arouse their mental gifts, and which intentionally misleads them. The barriers thus erected could not even be overcome by the modern labor movement. Here we have the element which unconsciously injures the labor organization. That element may be pitied, but at the same time it must be enlightened and educated.

The second group—that of the malicious and ill-intentioned—is composed of conscious opponents of the organized workers, of lickspittles and denunciating, strike-breaking servants of capitalism, who, at the expense of their fellow-workers, seek to gain personal advantages for themselves. To a certain extent they are also victims of existing conditions of a wrong education, which permitted their bad disposition to develop and made them the tool of their low instincts. They force the weak character, the demoralized being, to injure the interests of his class, just to satisfy his own selfishness, his own egotism. These elements are being dragged more and more into the mire. To protect themselves against these elements is the natural right, yea, the duty of all workingmen who are fully awake as to their responsibility as champions of culture and civilization.

Both groups, those of the ignorant and of the malicious, would be much less dangerous to the modern labor movement; they would be a less effective obstacle in the path of progress if there did not exist another, a third group of unorganized workers, who have remained outside of the labor movement on account of their indifference for reasons of laziness, egotism or foolish pride. If this group did not exist, the strike-breaking "heroes" would not play such an important part. The existence of the latter group has made out of the two other groups an important, if not a decisive, factor.

The members of the last-named group of the enemies of the labor organizations are not prompted in their actions by ignorance; the reasons which prevail with them are of a personal egotistical nature. One is afraid to incur the dislike of the boss, or he fears trouble in his family; the other hates to spend a few cents for dues, and the third one deems it below his dignity to join the organization of his trade. He imagines that he is such a splendid fellow that he is well able to paddle his own canoe. As long as you talk with these people about the prevailing miserable economic conditions, they agree with you. They admit that the workers are being suppressed and that there exists a great injustice in this world. But the very moment one tells them that it is only the compact and thorough organization of labor which will tend to eliminate this injustice, they disagree, and, amid all kinds of excuses, they decline to join any organization.

One of the most common excuses resorted to by those fellows who are too busy to think and to help in the struggle for better conditions is that everything is good and well and that they would not mind being in the organization and taking an active part, but as things are at the present time, this would be useless, as long as the others will not organize themselves. The others—why, they stand for everything. One would work cheaper than the other. That is the talk of these "smarties." If to these objections the reply is made that no matter what conditions might be, a beginning must be made, and that through slow but effective agitations something can be accomplished in clearing the minds of the workers and in revolutionizing their ideas, then the reply is given that he has to think over the matter first, and that he will see what he can do. And usually nothing is heard of the fellow any more.

Those who attempt to avoid their duty toward the organization in this matter are not the worst yet. You can at least speak to them. Time may bring him around, and he might become interested in his own condition and in the condition of his class, and some day he might pull himself together and join the organization of his trade.

But there are others where it is very difficult to convince them and win them over to our cause. They consider themselves as the smartest of all the smarties. "I do not need the union. Self do, self have. Everybody must know how to take care of himself." These are the rotten excuses these fellows resort to. These loud mouthed heroes imagine they have something in common with that well known fighter for freedom and liberty, William Tell, who once said: "The strongest is most powerful alone!" Their excuses are in most cases only a cover for egotism and cowardice. They have well grasped the objects and the purposes of the organization, but they think that without them things run just as smoothly, and that by remaining outside of the organization they can save the dues which the others have to pay, and they still can enjoy the fruits and the benefits of the efforts of those who are fighting for better conditions through and in their organization. Or they fear that the boss might hear of it if they dared to organize, and maybe not like it. Therefore, it is better for those fellows to stay unorganized. But while they do not want to be considered as cowards or weaklings, they brag about their imaginary heroism as individuals.

Others again state in the most easy-going and simple manner that they can save the money which they would have to spend as members of an organization, and they give you the "convincing figures" as to how much they will be able to save in one, ten, or perhaps a hundred years.

Others again contend—and they claim that it is their most deep-rooted conviction—that the organization is not revolutionary enough for them. They think that they have got the real dope. The world moves entirely too slow for them. Through figures or difficult agitation for the organization nothing can be accomplished. "For it and at it!" ought to be the battle-cry of the workers. They maintain that it is foolish and cowardly to refrain from ordering a strike, or to first weigh every possibility of winning or losing a battle where the workers are not completely organized. If they had their way they would not hesitate and march toward the desired goal. Then capitalism would be crushed and the workers would be victorious. That's the way to do things, in their minds. But the present-day tactics of the labor organizations are totally wrong, and they have a sleepy effect upon the workers, and through them nothing has been accomplished. That's the way these fellows talk while sitting idly by with folded hands.

Taken as a whole, they are all alike. They suffer from a deficiency in solidarity; and behind all their talk nothing but pure and simple egotism is hidden. And they are equally guilty or a great crime against the welfare of humanity in its entirety. Labor would have already accomplished many things, it would have succeeded in many of its demands if the indifferent workers had belonged to the organization, which would have given them and their organization more strength and more respect. And the outcome of many a movement would have been more favorable to the workers, if the smarties and big-mouths had not weakened the labor organizations by remaining away from them. To their account is largely to be credited the arrogance and insolence on the part of the employers. To sum up: Whatever is injurious to the labor movement is caused principally by the indifferent workers, and it matters not what causes their indifference—be it laziness, egotism or foolish pride. They are the worst enemies of our movement, its most serious obstacles, that prevent a more speedy progress of the workers. They are greater enemies of the labor movement than the ignorant and the morally degraded workers.—The Leather Workers' Journal.

In the Cape Verde Islands the Portuguese Government is yearly adding to its large plantations of purgueria (the purging nut or jatropha curcas), which have become an important source of revenue. In fact these islands furnish the world's chief supply of purgueira seeds, the annual exports of which from Cape Verde reach about $100,000 in value. Curcas oil is obtained from the seeds by hot pressing, is classed as a semi-drying oil, and is used medicinally as a purgative.

The race is not always to the swift—of tongue.

SUMMARY OF WAR NEWS.

It is now war to the knife, and that between at least half a dozen European nations, while as many more are making every preparation against being forced to join in the encounter.

Germany and Great Britain declared war against each other on August 4, the result in England's case being preceded by an ultimatum in regard to German occupation of Luxemburg.

Some dissensions arose in the British Cabinet, but they were expected since both John Burns and Lord Morley were well known as opponents of any war which they think can possibly be averted. As against their defection there are the promises of support by the Unionist and Irish leaders.

A practical ultimatum to Germany on the subject of Belgian neutrality was sent by England and when the time for a reply expired orders for the mobilization of the British forces were issued and in the course of a few minutes Parliament voted an appropriation of $525,000,000.

To the strategic significance of this vote Germany replies with bills for the appropriation of $1,250,000,000.

Japan has gone on record to the effect that if the war extends to the Far East and England is involved in it, she may find it necessary to participate in fulfillment of the Anglo-Japanese alliance.

On August 5 President Wilson formally offered the services of the United States Government to the warring nations of Europe should they desire now or at any future time in the conflict to discuss terms of peace. He tendered what is technically phrased as "good offices," which, if accepted in principle, would be followed by a conference of representatives of the powers of Europe, in which the United States would play the role of mediator.

Reviewing the situation to date, the following appear to be the outstanding facts: After two weeks of fighting, Austria has not succeeded in carrying the war any distance into Servian territory. Whichever side may have won or lost the various battles, each of these has been fought very close to the border line. The same holds true to a certain extent in the conflicts between France and Germany and Germany and Russia. In each case the border has been crossed by both sets of forces, but, though big victories have been claimed, the tide of battles has not swept far across the frontiers.

Belgrade is said to have fallen, but, although a capital city, its fate is not of great significance in the case of a people such as the Servians, much better suited to field work than the defense of towns.

At sea the great navies have not yet met, and so far the losses and gains are too trifling for any indication as to what will happen when the floating batteries come in massed contact.

Foremost of all events has been the attack on and resistance of Liege in Belgium. Germany reports that the town has been occupied; and the first official news from Berlin gives another side to the pictures painted in Paris, Brussels and London. But, striking a balance between the contradictory accounts, it still appears that Germany has lost heavily by her attempt to get at France through Belgium.

THE FUEL OIL SITUATION.

Two-thirds of the world's petroleum supply comes from the United States, about 7 per cent. of the remaining third from Tampico, whose production in 1911 was about 14 million barrels. As fuel oil is now a vital essential in naval progress and as Great Britain receives the bulk of its supply from Mexico, the Tampico fields are internationally important.

In generating power oil is sprayed in a mist through burners in the furnace doors. It evaporates about 50 per cent. more steam than the same weight of coal. Owing to this weight-saving, a warship can steam a half further or at greater speed and has the additional advantages of absence of smoke, ease in firing, reduced boiler space and fewer firemen. These and other military advantages make oil virtually necessary for naval strength. Our recent vessels are all oil burners; other nations are adopting this policy as quickly as they can provide adequate oil supply. It is this supply and its cost that trouble them. The United States and Russia are self-contained as to oil, but no other power is. The oils of our Eastern coast are too valuable for fuel. Using Texas prices for oil ($0.331 per gallon) and Norfolk prices for coal ($2.96 per ton), steaming with oil costs considerably more than twice as much as with coal. On the Pacific coast, coal is high and oil low, and these conditions are reversed. The United States is supreme in its abundant oil for naval strength; to other powers the expenditures for this fuel will be staggering.

The Navy is using 30,000,000 gallons of oil this year. When the fleet consists—as it soon will—of 21 oil-burning battleships and 84 destroyers, the amount will increase to 125,000,000 gallons, costing at present prices $6,000,000 annually. Since prices will rise, provision must be made to meet future needs economically. Through its guardianship of Indian lands in Oklahoma the Government has a restricted control of oil regions there. In California, 106 square miles of oil lands have been set aside for naval use by Government reservation, but, owing to prior location, the patents to much of this area are now in litigation.

An abundant oil supply is important for other than national reasons. Some of the mammoth locomotives now used exhaust a coal-shoveling fireman before his run of 130 miles ends; the weight of coal-burning trains in mountain divisions is, therefore, limited by the fireman's endurance. In 1911 nearly 28 million barrels were burned in locomotives. Further, Diesel engines burn a great variety of oils in their cylinders, thus, like the automobile, dispensing with steam boilers. These engines are developing to large sizes. The German navy is attempting one of 12,000 horsepower; our Government is building two of 2500 horsepower each for a fuel ship.

With a production in 1913 exceeding for the first time in its history a total of 70,000,000 tons, West Virginia became firmly established as the second in rank among the coal-producing States.

The largest car ferry to ply on salt water in the world is nearing completion at Philadelphia and soon after the end of the year will begin service between Key West and Havana.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters:
SAN FRANCISCO, Cal., 42 Market St.
Branches:
SEATTLE, Wash., Rooms 203-205, Grand Trunk Dock, P. O. Box 1335.
PORTLAND, Ore., New Grand Central Hotel, Room 110, Third and Flanders Sts.
SAN PEDRO, Cal., P. O. Box 54.

UNITED FISHERMEN OF THE PACIFIC.

Headquarters:
ASTORIA, Ore., P. O. Box 138.
Branches:
LA CONNER FISHERMEN'S UNION.
LA CONNER, Wash.
GRAYS HARBOR FISHERMEN'S UNION.
ABERDEEN, Wash., P. O. Box 34.
DUWAMISH FISHERMEN'S UNION.
GEORGETOWN, Wash.
SKAGIT RIVER FISHERMEN'S UNION.
FIR, Wash., P. O. Box 6.
COQUILLE RIVER FISHERMEN'S UNION.
PROSPER, Ore.
ALASKA FISHERMEN'S UNION (Local No. 2), KETCHIKAN.
LORING, Alaska.
ALASKA FISHERMEN'S UNION (Local No. 3).
PETERSBURG, Alaska.

ALASKA FISHERMEN'S UNION.

Headquarters:
SAN FRANCISCO, Cal., 59 Clay St.
Agencies:
SEATTLE, Wash., 84 Seneca St., P. O. Box 42.
ASTORIA, Ore., P. O. Box 138.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia

29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

There are over 10,000 boot and shoe workers in New York City.

Toronto, Canada, union bricklayers have a membership of over 1,600.

Managers of the ninety-eight Western railroads threatened with a strike of 55,000 engine men and firemen have accepted arbitration of the wage dispute with their enginemen and firemen.

Fruit growers and large agriculturists in California are registering strong protest against the proposed universal eight-hour law to be voted on at the coming November convention. These interests are sure a shorter work day will paralyze their industries and are thoroughly alarmed over the future of white laborers, who are told that the law will result in the employment of Japanese, Chinese, and Hindoos.

The State of New York passed a bill which comes into operation on August 1st for the fighting of unemployment. According thereunto a central labor exchange with branches in the great towns shall be established; this bureau to have the control of the private bureaus as well. The bureau shall further investigate the causes of the unemployment, and try to remove the same, besides publishing a monthly bulletin concerning the work as well as the state of the labor market.

Interesting facts concerning the working hours of the industrial employes in the United States were revealed through the last census: 523,652 workers were employed forty-eight hours per week; 481,157 between forty-eight and fifty-four hours per week; 1,014,438 fifty-four hours; 1,999,307 between fifty-four and sixty; 2,016,280 sixty hours; 344,011 between sixty and seventy-two; 116,083 seventy-two and 114,118 over seventy-two hours. Total 6,-615,046 workers. These figures are naturally absolutely unreliable for purposes of comparison since they comprise only the half of those employed in industry.

The local union of timber workers at Everett, Wash., reports that their employers will not be a party to the much-heralded reduction of wages announced by Washington shingle weaving operators. Reports from around the State show that scarcely any shingle plants have attempted a wage cut, despite press reports that over a hundred manufacturers have agreed on such a program. The employers have claimed that Canadian production has captured their markets. The unionists answer that the abolition of day work and the installation of the piece system has resulted in a lower quality of shingles, a theory which some employers are now accepting.

That proper safeguards to machinery ought to be provided by employers, and that employes in all factories should avail themselves of these protectors, is the teaching of a new safety bulletin issued by the Minnesota department of labor and industries, entitled "Fourteen Accidents That Should Not Have Occurred." The bulletin gives the details of accidents to workmen in Minnesota investigated by the department, in all of which the cause was either failure on the part of the employer to provide hoods, safety collars, or guards, or negligence on the part of foremen or the workmen in not seeing that these things were adjusted.

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Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Alfredsen, Andrew	Naro, H.
Albers, Geo.	Nase, A. Knudsen
Anderson, Gust W.	Nielsen, H. J.
Anderson, Julius L.	Nordlof, Sigurd
Backman, A. A.	Norris, Ed.
Bodsten, S.	Ole, Johan
Christensen, Peder	Olsen, Martin
Cortz, C.	Olsen, O. P. -1141
Campbell, Frank D. M.	Olsen, Jorgen
Danielsen, J. M.	Paaso, A.
Eriksen, John	Peitzon, Jacob
Eriksen, Egill	Petersen, J.
Evanger, Nils	Peterson, O. -710
Eriksen, E.	Petterson, Carl
Giortz, P. V.	Petterson, Harry
Gueno, P.	Plant, B.
Gundersen, Lauritz	Putta, V.
Garvey, Lawrence	Rosen, E. H.
Graae, P. C.	Rasmussen, Arthur
Grahn, John	Riech, F.
Gustavson, Taivo	Riech, J.
Hager, P. B.	Rose, W. H.
Hopke, P.	Scarlett, J.
Hansen, H. O. -315	Schankat, Hans
Hansen, Olaf	Schmideberg, R.
Hagger, F. W.	Simminghjem, G.
Iversen, Ole	Skodsmoe, A.
Jakobsen, Thom	Saar, I. A.
Jensen, Chr. P.	Samsing, Karl
Jacobson, A.	Saunders, R.
Johnsen, Emil	Sellars, W.
Johansen, Geo. W.	Sheppard, Stewart
Johannesen, Ludvik	Skubber, H.
Johnson, Hilmer	Stone, C. L.
Kristiansen, K. F.	Stover, Harry
Kenny, James	Stuhr, H.
Kjorsvik, Johan	Sundberg, K. K.
Knutsen, Knut	Sund, K. A.
Kohlmeisher, O.	Svensen, Ted
Kristiansen, Nils	Sverd, Carl
Kristiansen, Peder	Totz, R.
Kruger, J.	Tahlinen, M.
Lundberg, Thorsten	Thomsen, Alf.
Lilliland, G.	Thorsen, Knut
Larsen, E. B.	Tahti, Hjalmar
Lind, Hjalmar	Tomis, Frank
Lutten, T.	Toosen, Theo
Luwold, Nils	Ullman, John
McDonald, Wn.	Voldby, P.
Manson, Sven	Wenikke, A.
Mattson, Rudolf	Wimmer, G.
Merkle, G.	Wold, Statius
Mikkelsen, K. -1620	Wettland, Johan

INFORMATION WANTED.

Carl Kristianson, who shipped on the bark "Nuana" in September, 1912, from Honolulu to San Pedro, was on the bark "Allen" and schooner "Kepeat" previously. Anybody knowing his whereabouts please notify his mother, Mrs. Anna Kristianson, Majornas, Route 6, M. 27, Littra B. Nystrama St., Goteborg, Sweden.—5-13-14.

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Tacoma Letter List.

Andersen, Anders	Kesber, Karl
Anderson, John	Linea, W.
Almkvist, Emil	Line, Wiktor
Berglind, Ed.	Loren, A. L.
Bjorklund, Eric S.	Murphy, Daniel
Carson, James	Nielsen, Niels -751
Corty, Caser	Nilsson, Teodor
Doering, E. W.	Nisse, Clemens
Englund, Gust. E.	Ogilvie, Wm. A.
Hansen, Johannes	Olsen, Martin E.
Isaksson, Karl	Paterson, John
Iversen, Iver	Swansson, August
Johansson, Charles	Wilbrandt, Harry
Johansen, Christian	Wene, K. J.
Karthauser, Otto	

INFORMATION WANTED.

David Johnson, first mate, left the steamer "Tallac," July, 1914, at Vancouver, B. C. Anyone knowing his present whereabouts please notify A. A. Ross, 658 Eighth street, San Pedro, Cal.—8-5-14.

Anyone knowing the whereabouts of Wilhelm Brannemann, born at Dockenhuden, Germany, in 1882, please communicate with Hans Martens, No. 1892, Sailors' Union of the Pacific, San Francisco.

Jacob Rokus is inquired for by his brother, Henry John Rokus, and would like to communicate with him. The last I heard from him was in 1903 at New Orleans on British steamer "Michigan," where he was shipmate. He is 32 years old and was born near Rotterdam, Holland. Any information of his whereabouts will be very thankfully received by me at 55 Main street, Buffalo, N. Y.

Carl Julius Carlson, born in Sweden in 1877, is inquired for by his mother. There is about $2000 due him from his father's estate. Last heard of in September, 1902, on the Atlantic Coast. Previously sailed on the "Clifford" between St Johns and New York. Address Fru Sophia Carlson, Klubbegard, Hallands Lan, Heberg, Sweden.

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Eureka, Cal., Letter List

Eriksen, Anton	Hansen, Karsten
Hansen, Harald	Haldorsen, Adolf
Hansen, Harry -1827 (photo)	Lomas, Richard
	Thorssen, Fredrik N.

INFORMATION WANTED.

Andre Wilue, a seaman, born at Dundee, Scotland, age 34, about 5 feet 8 inches tall, supposed to be sailing on the Pacific Coast, is inquired for by his father. Anybody knowing his whereabouts, kindly notify A. S. Wilue, Monifieth, Vancouver, B. C.—6-24-14.

The members of the crew of the barkentine "Mary Winkelman" who made the voyage in her to Mollendo, Peru, and arrived at San Francisco on her return trip on April 5, 1914, are wanted by the Charles Nelson & Co. at San Francisco, Cal.—6-24-14.

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Portland, Or., Letter List.

Anderson, A. -1645	Karlson, August
Anderson, Gust. -1808	Kluge, Frank
	Kelly, Patric
Andresen, Anton -1635	Laine, Frank
	Larsen, John
Andersen, Mike	Lewik, Karl
Bergman, Karl W.	Lutzen, Wald.
Berglund, Ed.	Mathson, Nils
Bjorkman, Chas.	Mathiassen, Sigurd
Brun, Mathias	Maass, R.
Bults, Ernest	Meckerman, Ernest
Bakkersen, Peter J.	Marx, Thorwald
Carlsen, J.	Mikalsen, Andreas
Christensen, H. P.	Moberg, Karl
Carlson, C. Erland	Nelssen, C. J.
Campbell, Frank	Nilsson, Axel
Dahl, Henry	Nielsen, Kristian
Deswert, William	Narberg, John
Day, Aca	Olsen, Arthur
Danielsen, Nils J.	Olsen, Ansgar
Edstrom, John	Olson, J. W.
Erman, A.	Olsen, John Andreas
Ekham, Frans	Phillip, Max
England, E.	Petterson, Einar
Freitag, Franz	Peterson, Hans
Fristrom, S.	Petersson, M.
Geiger, Josef	Pettersson, W. H.
Gordia, Piet	Pelz, Gottfried
Gynther, John	Pohland, Max
Gravier, Eugene	Petersen, John
Greil, Ben	Rautio, Jacob
Hansen, Max O.	Reincke, Herman
Henriksson, William	Rhodes, F.
Hellman, Albin	Schmidt, Hans
Henricks, Woldemar	Swanson, Carl O.
Hedlund, Albert	Simens, O. L.
Holm, Aage	Scott, James
Huneig, Hans	Schulz, Alfred
Hansen, H. F. C. C.	Wieprecht, Ernest
Johansen, Chris	Welsen, J.
Jansson, L. -2166	Walter, John
Johansson, Arvo	Woldhouse, John
Jacobson, A.	

Aberdeen, Wash., Letter List.

Andersen, -1118	McLean, H.
Arnell, John	Martin, James
Andersen, F. C.	Mackenzie, Hector
Andersson, Geo.	G.
Behn, Alfred	Malm, Gus
Bowen, J. J.	Nordgren, Chas.
Burkland, John	Oksanen, Juko
Breien, Hans	Olsen, Oswald, -1059
Butler, J. E.	Peterson, Axel
Christensen, Albert	Pettersen, Karl
Christensen, F. R.	Petersen, J.
Christensen, Hans P.	Pettersen, Olaf
	Peter, V.
Christiansen, -1093	Peterson, Nels
Ernandes, Frisco	Rundblad, Oscar
Eriksson, -333	Sim, Gunder
Elenius, Axel	Schmidt, Heinrich
Evanger, Nils	Simensen, Isak
Fuller, J. H.	Sorensen, -1607
Forde, S. C.	Scheftner, Bernhard
Graf, Otto	Sundberg, John
Heinig, Johann	Schacht, Hein.
Hansen, Ove Max	Sormato, Matti
Hansen, C. F.	Schlachtl, Alf.
Junge, Heinrich	Toves, H. C.
Jacobson, Arthur	Thorne, John
Johansen, Hans	Udby, Harold
Knudsen, R. E.	Walder, Olsen N.
Kinnunen, A.	Packages.
Kyrkslatt, L.	Glazer, Y.
Kristiansen, Nils	Gorgensen, Olaf
Loining, Hermand	Hansen, John
Lengtssen, Gottfried	MacGuire, O. F.
Laine, Herman	Solberg, Peter
Lorsin, G. L.	Stanners, W. S.
Larsen, Lars	

INFORMATION WANTED.

Alfred Petersen, a native of Bergen, Norway, age about 44, is enquired for by his brother, Randolf Petersen. Any one knowing his whereabouts please notify Sam Anderson, address 100 Steuart St., San Francisco, Cal. 7-22-14

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INFORMATION WANTED.

Frank Melson, who went as fireman on the S. S. "Maye" from Philadelphia to New Orleans, in May, 1913, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. G. W. Paruin, 4309 Westminster avenue, W. Philadelphia, Pa.

Charles Harold Allen, who has served as an apprentice in a British ship, age about 21 years, medium height, brown hair, last heard of in San Francisco November 9, 1911, is anxiously inquired for by his father. Please notify British Consul-General at San Francisco.

George Alfred Hall, last heard of on the Sch. "Sehome" in June, 1913, will please communiacte with his brother, Walter Hall. Address 790 18th street, Oakland, Cal.

Nils Edmund Johansen, a native of Tansberg, Norway, aged about 50, last heard of at Melbourne, Australia, is inquired for by his brother. Address, Martin Johansen, 839 Centennial avenue, Alameda, Cal.

Home News.

Mrs. Woodrow Wilson, wife of the President, died at Washington, D. C., on August 6.

Fred D. Warren, for fourteen years editor of the Appeal to Reason, the foremost weekly Socialist paper of the country, has resigned because of ill health.

Members of the Federal Commission on Industrial Relations have started a six weeks' swing through the West to investigate labor conditions. The first hearing was held in Lead, S. D., beginning on August 3, where mining conditions in the Black Hills were under investigation. Hearings later will be held in Edgemont, S. D.; Butte, Mont.; Seattle, Portland, San Francisco, Los Angeles and Denver, in the order named.

The world's record raisin shipment, sixty carloads, comprising one train of 1250 tons net weght, valued at a sum approximated at $150,000, left Fresno on August 1. Placards on the train call attention to the fact that the shipment totals 3,000,000 packages of the fruit. Most of this fruit is seeded and is the residue of the 1913 crop, recently sold when the association made the announcement of the fall prices that would rule.

Harry Elionsky of New London swam through Hell Gate, New York, on July 26, with his hands and feet firmly shackled. Not satisfied with that feat, Elionsky then went down to the battery and started out for Fort Dodsworth with Teddy Anderson, 200 pounds, strapped on his back. It is ten miles to Fort Wadsworth from the battery. Elionsky swam the entire distance with his 200-pound load in two hours and five minutes.

United States inspectors have refused to permit a cargo of corn brought from Argentina by the British steamer "Asuncion de Larrinaga" to be sold as food. The inspectors say that the corn was shipped green and that chemical action has caused it to become unfit for food. The grain was landed under bond while the inspectors made an investigation. This is said to be the first instance in which United States inspectors have ruled adversely on Argentine corn.

If Congress agrees to recommendations of Secretary Daniels, Mare Island Navy Yard will be augmented so that it can build the largest battleships. Daniels recently told Representative Curry at a conference that he would recommend in the next naval bill a sufficient appropriation for the yard, so that in the future it will be equipped to bid on any naval work, no matter how large. If this is done, Mare Island will have a chance to bid on one of the two battleships that will be authorized by the next Congress.

Confronted with the problem of disposing of the country's enormous grain and cotton crops, the administration has made plans for a conference in Washington of representatives of the leading shipping interests and foreign exchange bankers. The bankers have been asked to come to Washington to formulate plans for a resumption of the international exchange market and restore the use of international bills of exchange. The shipping men will be asked to move American grain and cotton to the European markets which have taken them so liberally heretofore.

Domestic and Naval.

An 11,250-ton cargo and passenger steamer, built at Flensburg for the North German Lloyd, was launched June 30, and named the "Dessau." Length 490 feet, breadth 59.2 feet, depth, 31.2½ feet.

The United States torpedoboat destroyer "O'Brien," was launched at Philadelphia July 20. The "O'Brien" is 315 feet in length and 30 feet 6 inches beam, with 1,090 tons displacement. She is equipped with twin screws driven by turbine engines designed for 29 knots' speed.

The replica of Columbus's flagship, the "Santa Maria," is on her way from Chicago to San Francisco via the Lakes, the St. Lawrence and the Panama Canal. She arrived at Montreal July 24 to remain on exhibition for eight days. The ship is going to the world's fair and is attracting considerable attention.

The French tank sailing vessel "Jules Henry," belonging to Messrs. Vimont & Company, of Marseilles, has been transformed at Rotterdam into a motor cargoboat, being provided with a pair of six-cylinder Diesel motors of 500 horsepower working two screws, which will give a speed of ten knots.

Thirty-one barges belonging to the Baton Rouge Coal & Towing Company, loaded with coal, sank at the company's wharf, near Lobdell, La., recently. Each barge contained 1000 tons of coal, making a total of 31,000 tons which was lost. The loss, including the value of the barges, is said to be approximately $150,000. No lives were reported lost.

The Stockholm Chamber of Commerce is supporting the request of the new Sweden-America line for a State loan of 3,000,000 kronen and a subvention of 1,500,000 kronen for a period of five years, on condition that the company is able to show a fully paid capital of 10,000,000 kronen. This, up to the present, in spite of very strong efforts, it has not been able to obtain.

The Canadian government is erecting a new wireless station at Cape Race which will practically double the present radius of the station and make Cape Race the first point of land communication for all vessels sailing from or to North Atlantic ports. The new equipment will have a radius of at least five hundred miles instead of the present distance of three hundred miles. Even with the comparative limited radius of the present station news of almost all the Atlantic wrecks are now picked up by the Government operators at Cape Race.

From the returns compiled by Lloyd's Register of Shipping it appears that, excluding warships, there were 477 vessels of 1,722,124 tons gross under construction in the United Kingdom at the close of the quarter ended June 30, 1914. The tonnage now under construction in the United Kingdom is about 169,000 tons less than that which was in hand at the end of last quarter, and over 281,000 tons less than that building in June, 1913. The tonnage building abroad, viz: 1,440,766 tons, is within 12,000 tons of the highest ever recorded (March, 1914), and added to the amount under construction in the United Kingdom shows a grand total for the world of 3,162,890 tons; these figures are nearly 284,000 tons below the world's record reached in June, 1913.

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San Francisco Letter List.

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Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Abolin, Chris.
Ahlstrom, Harry
Aderman, Ernest
Albertson, Chris
Andersen, A.
Andersen, Alex. B.
Andersen, Andrew
Andersen, Arnfeldt
Anderson, Edvard
Andresen, Marius
Baars, Hans
Bauer, Andrew
Baumly, Jos.
Beausang, Eugene
Behrens, Herman
Behr, H.
Bendegard, Frank
Benfeld, Charly
Berg, John
Berghalm, Edward
Bertelsen, B. J.
Bjarnson, Conrad
Bjerk, Gustaf -2007
Bjorseth, Knut
Callon, Josh.
Campbell, Geo.
Carlsen, M.
Carlson, C. Erland
Carlson, John
Carlsson, G. E. -1071
Carry, Peter A.
Dahlin, O. W.
Dalen, Wm. K.
Dallman, H.
Danielsen, Johan
Daubbs, Paul
Davis, Frank A.
Davis, Gala
De Bare, Henri
De Ross, Jack
Eaton, William H.
Eckart, T. G.
Eliassen, Sigurd
Ellsworth, James
Elone, Emanual
Engel, M.
Eriksen, Edvard -770
Fabrouski, Theodore
Fagerti, Otto
Filler, Edward
Finck, John
Finn, Chas.
Fisher, William
Fischer, W.
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INFORMATION WANTED.

Karl or Charley Emil Olsen, a native of Christiansand, S. Norway, about 26 years old, light complected and stout built, last heard from nearly two years ago when in Sydney, N. S. W., is inquired for by his anxious mother, Enke Karen Olsen, Markens gd. 26 Christiansand, S. Norway.—8-7-1914.

William Fayette White, whose mother died recently, in inquired for by his brother. Anyone knowing his whereabouts please address S. A. White, 106 W. Salem Ave., Roanoke, Va.

George Albert Vaughan, age 47, of Handsworth, Birmingham, England. Was in New York City in 1902; worked as steward on New York and South American boats. Important. Address, Rev. R. C. Cookson, 96 Monroe street, Brooklyn, N. Y.

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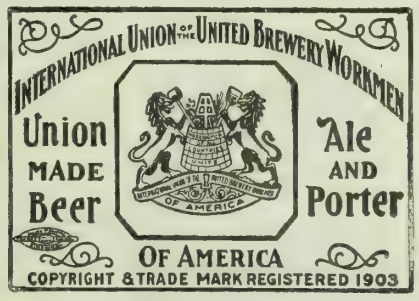
INFORMATION WANTED.

Andrew Wilne, native of Dundee, Scotland; about 28 years of age, dark complexion, last heard of about nine years ago, sailing as steward, also as fireman, is inquired for by his relatives. Address A. S. Milne, 1122 Rose street, Grandview, Vancouver, B. C.

Henry Smallwood, a native of New York, is inquired for by his mother. Anyone knowing his present whereabouts please notify the following address: Mary Smallwood, Academy of the Holy Name, 200 Fair Oaks ave., Pasadena, Cal. 7-29-14

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INFORMATION WANTED.

Samuel Dickson, a seaman, aged about 40 years, son of Moffett Dickson, deceased, of Belfast, Ireland, or any person knowing his whereabouts, is requested to communicate at once with the undersigned in connection with a legacy. A. R. Smith, U. S. Shipping Commissioner, Philadelphia, Pa.

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News from Abroad.

The proposal to introduce the American skyscraper in Berlin, by erecting a ten-story building, has been refused by the government on the ground that such buildings would seriously impair the light and air of other buildings, and would be beyond the reach of firemen, who are prepared to go no higher than five stories.

When the new dry dock at the Albert Dock Extension, to be opened in about two years' time, has been completed the Port of London Authority will have six graving docks, of lengths varying from 501 ft. to 846 ft. These are in addition to the numerous privately-owned dry docks in the port. Last year the shipping entering their dry docks totaled upward of 2,500,000 tons.

An international woman suffrage exhibit to be kept together permanently and sent from one exposition to another was resolved upon by the officers of the International Woman Suffrage Alliance in session at London, July 11. The exhibit, which will go to the Panama Exposition, will have as a nucleus copies of 83 woman suffrage journals gathered from all parts of the world.

The capture of German merchant craft continues at a rate gratifying to Englishmen, who predict that the war will speedily result in driving German commerce off the sea. Since the outbreak of the war quite a number of German merchant ships which were lying in English harbors when war was declared have been seized. According to an English authority on international law, such vessels can be retained only while the war lasts. When peace is signed they must be returned to their owners.

The Mexican policy of the Washington administration, unofficially outlined, embraces a recognition of the Constitutionalist government as soon as set up in Mexico City; assistance in raising funds; insistance that the new government create a commission to arbitrate all foreign claims; requirement that the new government protect foreign life and property; refusal on the part of the United States to recognize the validity of the concessions granted by the Huerta government; waiving of claims of indemnity for cost of army and naval operations by United States; withdrawal from Vera Cruz when the permanency of the new government is established; and restoraton to the agents of the new government of the customs house at Vera Cruz.

The French Federation of Trade-Unions has issued an appeal to all affiliated organizations to call special meetings for the purpose of deciding what steps shall be taken in regard to the question of reduction of the working time and the free Saturday afternoons, the repeal of the three years' military service act and a general pardon for the so-called political and trade-union offenses; the decision to be conveyed to the national centre within fourteen days. The answers shall form the first great manifestation which shall be conveyed through a special number of the union's paper. This shall be followed by a general campaign and further manifestations of all descriptions which shall reach their climax on the first of May next.

With the Wits.

"Did you follow the thread of her discourse?"

"No; I soon saw that she just wanted to string me."

Willie—Paw, where are all the talking machines made?

Paw—They are not made, my son. They are born.

Maw—You go to bed, Willie.

Edith—I'm very fond of Jack, but papa will never hear of my marrying him.

Ethel—No, dear, he never will. Jack has proposed to me.

"Is that Ella's husband?"

"Yes."

"He must be easily suited."

"Easily suited! Say, that fellow would take a round trip in a street-car just for the ride!"

Representative Henry, apropos of the latest international marriage, said philosophically the other day:

"In the dictionary, under the word 'heiress,' I'd suggest a new definition, namely, 'Heiress—A restorer of ruined castles'."

A notable housekeeper of the last generation, before the days of screens, had just announced that she never had any flies.

"But Aunt Augusta," faltered the timid visitor, "it seems to me that I saw a few in the dining-room."

"Oh, those," replied her aunt, with a majestic wave of the hand, "were the neighbors' flies. They come in occasionally. But, as I was saying, we never have any of our own."

A man fearfully addicted to stuttering stepped up to the ticket window at a railroad station and asked what it would cost him to go to New York by freight.

"By freight?" exclaimed the astonished ticket agent. "What in thunder do you want to go by freight for?"

"Be-c-cause," stammered the man, "I c-c-c-ain't exp-p-press myself very w-well, c-can I?"

Joint Accounts

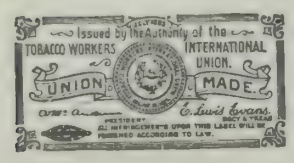
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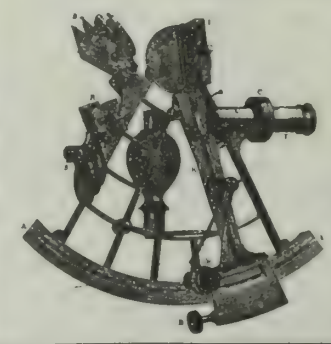
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COAST SEAMEN'S JOURNAL

FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XXVII, No. 49. SAN FRANCISCO, WEDNESDAY, AUGUST 19, 1914. Whole No. 2291.

INVESTIGATING INDUSTRIAL RELATIONS.

Federal Commission Conducts Inquiries in Pacific Coast Cities.

Pacific Coast cities are having a visit this month from the United States Commission on Industrial Relations. The commission will spend at least two weeks in San Francisco holding public hearings, and as a result even the best informed citizens will have a greater knowledge of local industrial conditions than ever before.

Employers, trade-unionists and others will be subpoenaed to appear before the commission and tell of the relations that exist here between employer and employe. Union methods and the effects of unionism will be fully inquired into, as will those of organizations of employers and the policies and views of employers.

For several reasons the commission's hearings in San Francisco will be the most important of the Western trip on which it is now engaged. For one thing, the principle of collective bargaining between employer and employe has been applied here to a greater extent than in any other Western city. San Francisco is recognized by the commission as the coast metropolis, and more time has been assigned to this city than to any other on the Western itinerary.

One of the most interesting subjects for the hearings here will be the problem of seasonal and migratory labor on the great ranches and fruit farms and in the construction and lumber camps. What the State has done and plans to do will be told to the commission, as well as what other agencies propose as remedies for the evils of seasonal and irregular labor.

The commission was appointed by President Wilson a year ago last June under an act of Congress directing a three-years' inquiry into the "underlying causes of dissatisfaction in the industrial situation." Its members receive no salaries. The chairman is Frank P. Walsh of Kansas City, an attorney who became nationally known in 1912 when he managed the social service department of the Wilson campaign. Other members are Prof. John R. Commons of the University of Wisconsin, Mrs. J. Borden Harriman of New York City, James O'Connell, second vice-president of the American Federation of Labor and head of the metal trades department; John B. Lennon, treasurer of the American Federation of Labor; Austin B. Garretson, president of the Order of Railway Conductors; Frederic A. Delano of Chicago, president of the Monon Railroad and formerly general manager of the Burlington road; S. Thurston Ballard of Louisville, a flour manufacturer, and Colonel Weinstock of Sacramento, Cal.

No Mediating Power.

The commission has no powers as a board of mediation or conciliation. It is charged with reporting its findings and recommendations to Congress by August, 1915. The purpose of the public hearings now being held is largely to get into touch with the men all over the country who have had most experience in dealing with industrial relations and to get the benefit of their experience and the conclusions they have drawn from that experience.

When the commission gets through with its work it probably will have several definite proposals for Congress and, in addition, will have some frank things to say as a result of its inquiry. From the first its determination has been to embody the results of its work in definite proposals and in a trenchant summing up of its conclusions, avoiding long and tedious reports.

Whatever intensive investigations are being made by the commission are in the hands of Charles McCarthy, of the University of Wisconsin, and a staff of experts working under him. Field headquarters have been established in Chicago.

Discussing the commission's purpose, Chairman Frank P. Walsh recently said:

"If this commission can set up a guide-post or two on the road to industrial democracy and peace, it hopes the nation will not be slow in following the trail. The country's conscience was never more alert, never more ready to take any step, provided there is assurance that it is in the direction of the goal.

Need Labor Understanding.

"One thing the commission hopes to emphasize: The importance of a better public understanding of what our industrial unrest means. It believes that if every employer could get labor's point of view, and vice versa, the so-called constructive remedies would take care of themselves. The facts are pretty well known. This commission will make very few intense investigations. What we need now is an interpretation of the facts, an understanding by the public of what they mean. We know all about twelve-hour shifts and low wages for women and the use of violence by unions and employers. But back of these acts and these conditions lie mental attitudes, and it is these attitudes that must be changed.

"The commission would rather make progress toward a readjustment of mental attitudes, toward a common understanding of the industrial problems by all concerned, than to procure the enactment of legislation, much as legislation may help.

"The chairman of this commission has no desire to conceal his own belief that labor's groping, through its demand for the right to bargain collectively, toward more freedom and more life, is one of the inevitable processes of democratization that cannot be permanently checked. He believes further that much of labor's bitterness is a reaction from the instinctive resistance and resentment of the surprised employer against this irresistible process. The circle enclosing those of this earth's inhabitants who enjoy the best things of life has been widening all through the centuries, and our industrial unrest to-day means that another great multitude of men and women are clamoring for places inside that circle.

Labor and the Employer.

"One of the ideas that the commission must attack most vigorously is the notion that an employer is only an employer and that organized labor is just a powerful, fighting organization. Organized labor consists of several millions of men, women and children—interesting, hopeful, appealing human beings, banded together in an attempt to improve their lot. And an employer is not just a pursuer of profits. He also is a human being. If the directors of a large corporation that was fighting the union during a strike could visit the assembly halls of the union and see there the families gathered together, could witness the sacrifices and heroisms and the fellowship, they would cease being directors and become just men, and they would understand the strike as never before. No employer, challenging with all his resources the right of a union to exist, could talk so coolly of fundamental principles if only he had visited the strikers' colonies, not as a corporation director, not as an employer, not as a representative of capital, but as a human being, reacting to the hopes and aspirations and sorrows of other human beings. He would understand then that fine-spun principles have nothing to do with it, that it is a struggle for more freedom, for better lives on the part, not of the mine workers, not of 'organized labor,' but of men and women and children.

"It will be a pity if our wage earners take it for granted that certain recent utterances regarding the recognition of the union are representative of the average employer's attitude. It has been gratifying and inspiring for this commission to hear very large employers testify to the moral, economic and social uplifting of men and women and children under union influence. The commission hopes to have the testimony of a very large number of employers from coast to coast, and to prove to labor and to employers that being an employer does not prevent a man from understanding labor, nor does it require him to live up to the role that has been set for him by a lazy, false classification of men into employers and employes.

Prejudice of Class.

"We hear a great deal of complaint against unionists for fomenting class prejudice, and a lot of this criticism is justified. But this should be said: Employers, business men, professional men, have a solidarity, a class consciousness and a class prejudice, that is just as real and often just as fatal to a spirit of fellowship as any engendered by the unionists or even by their more radical brethren. It is probably a survival from the days when caste was recognized by law. In some instances it is a new snobbishness, come upon us as a reaction against the leveling process that denies social distinction to a certain type of individual who craves social distinction. Men often deny it, sincerely enough. They often are unconscious that it exists. But the man in overalls feels it very keenly. He particularly resents it when it creeps (through the human agency) into our institutions—when he sees it in the attitude of the courts, or the militia, or the newspapers, during labor disputes. And his own prejudices rise to meet it.

"Just by going to our great industrial centers from coast to coast, and by calling before it men of labor and men of capital, and inviting the public, the commission hopes to accomplish something of the humanizing process that has taken place on the commission itself. Later, we shall try to tell the truth as we see it. And, of course, if we are assured that the State or Federal government can help by creating new agencies or making new rules or modifying old ones, we shall not hesitate to urge such action."

WORLD'S COMMERCE CARRIERS.

The world's carrying power now includes approximately 31,000 vessels with an aggregate capacity of 47 million gross tons, and has nearly doubled in capacity during the last twenty years. In number, however, this commerce fleet has decreased slightly, thus showing a tendency toward larger carrying units. These figures are based upon the tonnage of all vessels of over 100 tons engaged in trade, whether domestic or foreign, on ocean, river and lake.

This country ranks second in number and tonnage of vessels engaged in commerce, but this is due to the vast number engaged in lake and ocean coastwise trade, since the number of American vessels engaged in foreign trade, according to reports received by the Bureau of Foreign and Domestic Commerce, Department of Commerce, is less than that of Great Britain, Germany, France, Italy or Norway. According to a recent statement of Lloyd's, out of an aggregate tonnage of 47 million gross tons in 1913-1914, 40 per cent. were credited to Great Britain, 11 per cent. to the United States, 11 per cent. to Germany, about 5 per cent. each to Norway and France, 3 per cent. each to Holland, Italy and Japan, and from 2¾ to 1¾ per cent. to Russia, Sweden, Austria-Hungary, Denmark and Spain.

The carrying trade of the United States shows a marked growth in coastwise and lake traffic and a striking decline on the ocean. While the gross tonnage of American vessels engaged in lake and coastwise trade was increasing from 3,657,304 tons in 1883 to 9,798,561 tons in 1913, that of our vessels in the foreign trade was decreasing, from 1,302,095 tons to 1,027,776 tons, an increase in one case of 168 per cent. and a decrease in the other of 21 per cent. during a thirty-year period in which the value of our foreign trade rose from 1½ billion to 4¼ billion dollars.

The volume of the over-sea commerce served by the world's merchant marine cannot be definitely stated. It is known, however, that a considerable portion of the 40 billion dollars' worth of merchandise imported and exported annually by the various nations is carried by vessel. The United Kingdom, being an island community, necessarily imports and exports all its merchandise by vessel. The United States sends about four-fifths of its exports to South America and over-sea countries. Brazil sends 95 per cent. of her exports to extra-South American communities. Nearly half the goods shipped from countries in Asia is destined for extra-Asiatic communities, and practically all of Africa's trade staples find markets outside the Dark Continent. While trade between the European nations is considerable, those countries ship a large part of their surplus products to other parts of the world.

Recent consular advices indicate that many of the leading nations are enlarging their shipping facilities for trade through the Panama Canal, for it is expected that the markets of western South America, Australasia, and eastern Asia will be stimulated by the opening of the canal. The countries fronting on the Pacific have an aggregate import trade of over two billion dollars, and it is believed that the share of the United States in that trade will be advantageously affected through shortening of distances and improvements in transport facilities. Of that trade we now supply about 13 per cent., a much smaller proportion than appears in our trade with nearer and better served communities from the standpoint of steamship lines.

OCCUPATIONS IN CALIFORNIA.

According to the report just issued by Director William J. Harris, of the Bureau of the Census, Department of Commerce, there were 1,107,668 persons 10 years of age and over in California in 1910 engaged in gainful occupations. The gainful workers thus formed 46.6 per cent. of the total population of the State (2,377,549) and 55.2 per cent. of the population 10 years of age and over (2,007,698). In 1900 the 644,267 gainful workers of the State formed 43.4 per cent. of the total population and 52.7 per cent. of the population 10 years of age and over.

The male gainful workers in 1910 numbered 932,752, or 82.1 per cent. of all males 10 years of age and over, as compared with 556,345, or 80.9 per cent., in 1900. The female gainful workers in 1910 numbered 174,916, or 20.1 per cent. of all females 10 years of age and over, as compared with 87,922, or 16.5 per cent., in 1900.

Distribution of Workers.

The 1,107,668 gainful workers in 1910 were distributed among the main branches of occupation as follows: Agriculture, forestry, and animal husbandry, 225,071, or 20.3 per cent.; extraction of minerals, 31,298, or 2.8 per cent.; manufacturing and mechanical industries, 293,576, or 26.5 per cent.; transportation, 104,293, or 9.4 per cent.; trade, 151,598, or 13.7 per cent.; public service, 24,476, or 2.2 per cent.; professional service, 69,453, or 6.3 per cent.; domestic and personal service, 140,152, or 12.7 per cent.; and clerical occupations, 67,751, or 6.1 per cent.

Sex of Workers.

Of the gainful workers in 1910, 932,752, or 84.2 per cent., were males and 174,916, or 15.8 per cent., females. In agriculture, forestry, and animal husbandry, the males numbered 217,748, or 96.7 per cent., and the females 7323, or 3.3 per cent. Practically all—31,254, or 99.9 per cent.—of the persons engaged in the extraction of minerals were males. In manufacturing and mechanical industries 263,480, or 89.7 per cent., of the workers were males and 30,096, or 10.3 per cent., females. Males constituted 95.9 per cent. of the 104,293 persons engaged in transportation, 88.2 per cent. of the 151,598 persons engaged in trade, and 97.7 per cent. of the 24,476 persons engaged in public service. In professional service 41,138, or 59.2 per cent., of the workers were males and 28,315, or 40.8 per cent., females, a large proportion of the females being school teachers. In domestic and personal service 78,062, or 55.7 per cent., of the workers were males and 62,090, or 44.3 per cent., females. Of the persons pursuing clerical occupations, 43,432, or 64.1 per cent., were males and 24,319, or 35.9 per cent., females.

Color or Race of Workers.

Of the 932,752 gainfully occupied males in 1910, 369,249 were native whites of native parentage, 199,016 native whites of foreign or mixed parentage, 287,019 foreign-born whites, 8747 negroes, and 68,721 other colored. The proportion which the gainfully occupied males formed of all the males 10 years of age and over in each principal class of the population was: For native whites of native parentage, 77.3 per cent.; for native whites of foreign or mixed parentage, 78.2 per cent.; for foreign-born whites, 89.9 per cent.; and for negroes, 88.6 per cent.

Of the 174,916 gainfully occupied females in 1910, 76,414 were native whites of native parentage, 55,056 native whites of foreign or mixed parentage, 36,041 foreign-born whites, 3803 negroes, and 3602 other colored. The proportion which the gainfully occupied females formed of all the females 10 years of age and over in each principal class of the population was: For native whites of native parentage, 18.4 per cent.; for native whites of foreign or mixed parentage, 22.2 per cent.; for foreign-born whites, 19.4 per cent., and for negroes, 43.1 per cent.

Age of Workers.

The gainfully occupied males in 1910 were distributed according to age periods as follows: 10 to 13 years, 1646; 14 to 15 years, 6943; 16 to 20 years, 78,930; 21 to 44 years, and age unknown, 581,667; and 45 years and over, 263,566. The proportion which the gainfully occupied males formed of all males in each age period was: For those 10 to 13 years of age, 2.4 per cent.; for those 14 to 15 years of age, 19 per cent.; for those 16 to 20 years of age, 72.4 per cent.; for those 21 to 44 years of age, 96.6 per cent.—that is, all but 3 men in every 100 had gainful occupations; and for those 45 years of age and over, 82.8 per cent.

The gainfully occupied females in 1910 were distributed according to age periods, as follows: 10 to 13 years, 291; 14 to 15 years, 2371; 16 to 20 years, 30,245; 21 to 44 years, and age unknown, 108,851; and 45 years and over, 33,158. The proportion which the gainfully occupied females formed of all females in each age period was: For those 10 to 13 years of age, 0.4 per cent.; for those 14 to 15 years of age, 6.6 per cent.; for those 16 to 20 years of age, 31.2 per cent.; for those 21 to 44 years of age, 24.7 per cent.; and for those 45 years of age and over, 14.4 per cent.

Number of Children at Work.

In California in 1910 there were 8589 males and 2662 females 10 to 15 years of age engaged in gainful occupations; or, stated otherwise, 8.1 per cent. of the males, and 2.6 per cent. of the females 10 to 15 years of age were gainful workers. In 1900 there were 7187 males and 2132 females 10 to 15 years of age engaged in gainful occupations, which was 9.4 per cent. of all males and 2.8 per cent. of all females 10 to 15 years of age.

With an instrument of his invention a Chicago man can measure one-five-millionth of an inch, one-fiftieth of the distance revealed by a theoretically perfect microscope.

Auxiliary steering gear for automobiles, operated by the feet, has been invented.

Demand the union label upon all purchases!

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Let There Be No Murky Zone.

Trade unionists and sympathizers should insist that there be no uncertainty or double construction in the labor sections of the Clayton anti-trust bill, when finally approved by the Senate.

The United States Supreme Court has turned back the tide of "class legislation" protests, raised against this bill, by a unanimous decision in the State of Missouri-International Harvester Company case. With one sweep the court silences the well-known cry of Big Business, which now knows that a legislature may pass an anti-trust law and not include organizations of workers.

With their favorite weapon flung from their grasp, Special Privilege has been forced to abandon this feature of its campaign. Even newspapers, heretofore vigilant and alert to "the danger of class legislation," no longer fume and fret.

The United States Supreme Court has paved the way for labor's freedom in this epoch-making decision which has forced our opponents to adopt stealthy methods in denying justice to the workers.

Trade-unionists should take advantage of this decision, and insist, with increasing vigor, that their respective Senators vote for the Clayton bill as approved by the House, which not only guarantees the freedom of labor and farmers' organizations from the anti-trust law, but also prevents abuses of the writ of injunction and provides jury trials for alleged charges of indirect contempt.

When this legislation is finally adopted there must be no murky zone between human rights and property rights. The line must be clear-cut and distinct. There is no middle course in the battle for freedom and in the effort of man to live his own life.

Liberty is a thing of fact, not a matter of terms or empty phrases. If men are ruled by judge-made edict, or their organizations exist by court sufferance, can they be said to be free? Can workers live the lives of normal men, struggling upward for higher and better things, while the dead hand of court-made law and injunction rule denies them rights accorded others?

Is the worker's liberty absolute and complete, a subject for judge decision, when "business," "dollars" and "trade" are involved?

The workers can change their standing before the legislative and judicial bar by creating public opinion, through resolutions, letters and mass meetings. Various States are already indorsing the position of trade unionists on this question. The recently adopted anti-injunction law of Massachusetts declares:

"In construing this act, the right to enter into the relation of employer and employe, to change that relation, and to assume and create a new relation for employer and employe, and to perform and carry on business in such relation with any person in any place, or to do work and labor as an employe, shall be held and construed to be a personal and not a property right."

Mr. Justice Burch, of the Kansas Supreme Court (Caspar vs. Lewin, 82 Kan., 604), made this declaration:

"Steam and electricity have revolutionized manufacturing industries so marvelously that no vestige of former conditions remains. But while the factory workers' environment has completely changed, the common-law rights and remedies have remained unchanged. It has been well understood for a long time that there is no juristic or economic excuse for this state of affairs."

Let workers take advantage of the new social sentiment and demand that the Senate pass, at this session of Congress, the House labor sections of the Clayton bill.

Insist to your United States Senators that there be no murky zone in this bill.

Do not postpone action. Obey your impulse to-day.

Worker Urges Sea Safety.

Representative Buchanan, member of the House Labor group, and ex-president of the International Association of Bridge and Structural Iron Workers, took occasion to deliver a vigorous plea for safety at sea and protection to sailors while the House was considering a bill "to provide for the admission of foreign-built ships to American registry for the foreign trade."

The trade unionist's effort was an intelligent defense of the workers' cause, and was an able presentation of the seamen's bill. He said, in part:

"Mr. Speaker, further reserving the right to object, I want to say that, in my judgment, a bill protecting the liberties and the life of the working people on the vessels at sea and also protecting the life of the public is an emergency. No doubt we shall pass this measure that will give the shipowners of the world an opportunity to collect a war rate, and still they want to employ cheap foreign officers and have other privileges that they have had in the past. One of the reasons why they have not been floating under the American flag is that they want to employ those foreign employes for the purpose of operating their ships cheaply. We have neglected to equalize that by not passing the seamen's bill, which should have been passed about one year ago, and still we talk about there being an emergency when other things come up for the profit of the financial pirates of the country that want to take advantage of a very bad condition; and now it is said that the protection of the life and liberty of the working people of the country and the life of the public is not an emergency. Such an argument does not appeal to me by any means, and I want to say that unless there is some understanding that we are going to have an opportunity to pass the seamen's bill in some shape that will give the proper protection to the life and liberty of the seamen and the traveling public, in my judgment, this measure ought to be defeated until such time as gentlemen are ready to consider such a measure to protect the working people of the country and the traveling public, unless it is only

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeland Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts Maritimes de France, 33 rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22. Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S, Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

Summons were recently served by the Arbitration Court on 178 members of the Ironworkers' Union for refusing to work at the blast furnaces at Lithgow (N. S. W.).

The industrial and political wings of the Labor party in Tasmania have decided to amalgamate for the purpose of fighting in the forthcoming Federal elections campaign.

The Miners' Federation in Scotland has called a conference to consider the inauguration of a four days' working week in order to bring about an equitable distribution of work.

Nine wheelers employed at the Hetton Colliery (N. S. W.) were recently charged before the Newcastle Industrial Court with having gone on strike. All pleaded guilty, and each was fined half a guinea.

The Canadian Minister of Labor declared to a deputation of trade-unionists that the establishing of a State labor exchange was contemplated after the English system, and doing away with the private bureau as soon as possible.

Laborers in the locomotive shops of the Canadian Pacific Railroad, London, Ont., have had their wages reduced. The organized workers are showing their shopmates that the company overlooked those who were members of trade-unions.

When the time comes that union members fully realize that shorter hours of labor tend contsantly toward higher wages and better social and economic conditions, then a new era for the uplift of the masses will be ushered in, based upon a larger measure of social justice to the wealth producers.

The health department of Toronto has reported the existence of unsanitary sweatshops in that city and has ordered a number of them to be closed up. In many of the shops where clothing is made up, some of them are mere hovels, overcrowded and very insanitary, the families practically living and existing in the work rooms. The department has already closed a number of such places. Other cases will be brought into court and their proprietors fined. The Industrial Banner points to this as proof that agitation counts, and says the anti-sweat shop campaign carried on by the Journeymen Tailors' Union is bringing results.

A municipal census of the unemployed was taken during March in Budapest, Hungary, with the assistance of the trade-unions. The number of unemployed for Budapest and the immediate vicinity was found to be 27,188 or 2.3 per cent. of the total inhabitants. Of this number 5253 fell to the metal industry, 15,040 to the building trades, 2608 to the wood industry and 2341 to the clothing industry. The number unemployed for less than a week was 1466, up to two weeks 834, fifteen to thirty days 1997, one to three months 5606, three to six months 8626, six to twelve months 4872, up to one and one-half years 1500 and over one and one-half years 1200. Thus 25 per cent of the unemployed were over half a year without work. Three thousand two hundred and seventy-six persons received municipal support, whilst 3098 were supported by the trade-unions. One thousand six hundred and eighty-nine received poor relief; 9796 of the unemployed were organized.

SAN PEDRO, CAL.

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INFORMATION WANTED.

Alfred Kupfer, born February 9, 1890, at Coburg, Germany, is inquired for by the German Consulate, 201 Sansome street, San Francisco, Cal.

Johannes Puun, born in Oesel, Arensburg, Russia, supposed to be sailing on the Pacific coast, is asked for by his mother. Anyone knowing his whereabouts please notify A. Lepp, Sailors' Union, San Francisco.

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, 84 Embarcadero, San Francisco, Cal.

$10.00 reward will be paid by Johnson & Higgins, 244 California street, for information locating John Anderson and George T. Nelson, who were members of the crew of the steamship "Asuncion" in October, 1908.

Nils Johnson, who was wrecked in the American bark "Oasis," Sept. 2, 1887, is inquired for by W. F. Hohenschild, Berkeley, Cal.

Arthur Griffith, alias Simmons, a British subject age 28 years; 5 feet 6 inches in height, fair complexion, stout build, blue eyes, top false teeth, clean shaven, who is believed to sail on a coasting vessel between San Francisco and Portland, is inquired for by H. B. M. Consul-General. Anyone knowing his whereabouts please notify the British Consulate-General, San Francisco.

Fred Riley, a colored seaman, last heard from at Genoa, Italy, and at other times from ports in Australia and at Liverpool, England, is sole heir to his mother's estate. Anyone knowing his whereabouts kindly notify Mr. John E. Selkirk, Attorney-at-Law, 100 Erie Co. Bank Bldg., Buffalo, N. Y.—6-24-14.

Norman Hadley, a seaman, supposed to be sailing on the Pacific Coast, is inquired for by J. B. McCurdy & Co., attorneys, relative to an inheritance. Anybody knowing his whereabouts, please notify Chief of Police, San Francisco.

John Rebbetad, who was in the steamer A. F. Lucas in November, 1911, is inquired for by his brother. Address, Coast Seamen's Journal.

Carl Janson, age 36, born in Wastervik, Sweden; last heard of in Seattle six years ago. Anyone knowing his address please communicate with Erika Askenberg, 2280 86th street, Cleveland, Ohio.

INFORMATION WANTED.

Frederick Wood, a seaman, sailing on the Pacific Coast, is inquired for by his sister, Miss Lucy Wood, 108 Broughan street, Darlinghurst, Sydney, N. S. W., Australia. He is described to be tall, with dark curly hair and carries a scar on the nose. Anyone knowing his whereabouts kindly notify the office of Chief of Police, San Francisco, Cal.—6-24-14.

Anybody knowing the whereabouts of Arne Johnsen please notify O. M. Johnsen, Mosby, Christiand S., Norway.

Richard Ryan, who left the British steamship "Candida" at San Francisco in July last, is inquired for by the British Consul-General.

Fritjof Ellingsen, age 32, a native of Drammen, Norway, he was short, heavy set, dark hair, parted in the center, and good looking. Anybody knowing his whereabouts please notify Ed Knach, 171 Clipper street, city.

John Dickson, who left Greenock, Scotland, about 10 years ago, his last address was Melrose House, Lower Boxhill, Brooklyn, New Zealand, is inquired for by his mother. Anybody knowing if he is alive or dead please notify the Secretary of the National Sailors' and Firemen's Union, Greenock, Scotland.

William Walker, a native of Islandmagee, Antrim Co., Ireland, is inquired for by his nephew. Anyone knowing his whereabouts kindly communicate with John Walker, Geddis, 7 Willowbank St., Brooklands, Winnipeg, Manitoba, Canada.

W. Kahlberg, No. 688, and C. Monsen, No. 1964, are inquired for at the Standard Oil Company's office, at San Francisco.

Anyone knowing the whereabouts of John Burke No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

Johannes Larsen, age 22, born in Fitje, Norway, is inquired for by his brother, Ingolf Vestrick. Anybody knowing his whereabouts please notify his brother at 9 Mission street, San Francisco.

W. A. Goodrich, who left the British ship "Puritan" at San Francisco February 6, 1911, is inquired for by the British Consul-General at San Francisco.

William McGrail, of Baltimore, Md., who sailed on the Atlantic and Gulf Coasts as cook for a number of years, is inquired for by his brother, George McGrail, 603 Decatur street, New Orleans, La.

San Pedro Letter List.

Andersen, George	Lane, Gus
Andersen, K. P. -1717	Lindberg, Wm.
Andersen, Rasmus	Lindner, J. -1750
Andersen, Martin	Lundberg, T.
Anderson, Axel	Lyngard, Jorgen
Anderson, Gust. -810	Monterra, J.
Andersson, E. -1762	Mardisan, Andrew
Alexandersen, P.	Mesak, E.
Andersen, A. -1645	Madsen, Charlie
Bensen, Severin	Mikalsen, Andreas
Berndt, Hugo	Machada, Enrique
Bringsrud, Harald	Martinelli, Watler
Brien, Hans	Mennicke, Fritz
Berg, S.	Murray, Robert
Cirul, M.	Miller, Wm.
Christensen, A. -1095	Mayers, P. M.
Cotter, J.	Michaelsen, A. -1105
Christensen, H. -1336	Morris, M. H.
Centisan, Chas.	Nielsen, Edward
Carlson, Kalle	Nielsen, Chr.
Cedan, John	Nikander, Dan
Clausen, J.	Nurhanen, E.
Dunn, Wm.	Neergard, A. -1165
Dreger, Jack	Olsen, A. O. -759
Evertsen, Olaf	Olsen, Jacob
Essen, Carl	Olsen, Harald
Ellingson, Ivar	Olsen, Ludvig
Enstrom, Carl M.	Olsen, Nick
Eklund, Sven	Olsen, Hans
Fasholz, Dan	Olsen, Ole Wilhelm
Folvik, Lewis	Osterberg, S. H. -1284
Felsch, Harry	Paader, Hugo
Ferem, William	Paul, Peter G.
Genesen, Charlie	Petersen, Aage
Grigoleit, E.	Paulson, Gustaf
Gunther, Dick	Pearson, Ed
Gustafson, Alf	Rytko, Otto
Hansen, Sigvorth	Ridnell, J. H.
Holmborg, Frank	Rantman, R.
Hansen, Thomas	Rutel, Ernest
Hansen, Marius	Shager, Ernest
Hingren, Hj	Schmidt, Louis
Holm, Arthur	Skaaner, Jack
Holmstrom, Fritz	Sandstrom, Ivar
Hansen, Hans -2219	Seversen, Chas.
Hansen, H. T. -1446	Stromsberg, Ivar
Hansen, Johannes	Stenroos, William
Hakonsen, P. O.	Svensen, Nick
Haro, Aarp	Swanson, E.
Harrold, Henry	Stolt, Axel
Ivarsen, Ivar	Steen, Ed
Johansen, Ed. -2240	Svendsen, S. -1717
Johnsson, Chas. A.	Schlachte, Alfred
Johansen, Emil	Steen, J. C.
Johannsen, Charlie	Sievers, G. P.
Johansson, N. A. -280	Simpson, L. C.
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Karlson, Richard	Tell, Olaf
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	Packages.
	Johansen, Nils A.

Honolulu, H. T.

Anderson, Edw. -1734	Ivars, Carl
Abrahamsen, A.	Irvine, Robert
Austin, Frank	Jorgensen, C. M.
Andersen, Anton	Kayser, Charles
Andersen, O.	Koskinen, Sulho R.
Clarson, A.	Lentinon, E.
Clancy, James	Lundberg, T.
Hansen, Jos. G.	Nordling, C.
Hansen, Max	Paty, George
Hansen, Christ	Slattery, Wm.
	Silver, E.

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INFORMATION WANTED.

Peter Bellenot, who last sailed on the S. S. "Mariposa" out of Seattle, Wash., about November, 1912, is inquired for by his mother, Mrs. Bellenot, 1406 Second street, West Berkeley, Cal. Anyone knowing of him kindly write at the above address.—6-24-14.

Pacific Coast Marine.

Captain J. H. Rinder has purchased from the San Francisco & Portland Steamship Co., the steamer "Kansas City," built at Chester, Pa., in 1889. She has a net tonnage of 2,163.

Captain Edward Kelly, former master of the barque "Andrew Welch," which for years was employed in trade between this port and the Hawaiian Islands, has been promoted to the office of marine superintendent for the R. P. Rithet Shipping Co., with headquarters at Vancouver, B. C.

The San Francisco Board of State Harbor Commissioners at a meeting held on August 13 awarded a contract for the construction of ferry slips Nos. 6 and 7, and the foundation for the southerly extension of the Ferry Building to the San Francisco Bridge Company for $51,400, the lowest of five bids received.

The German cruiser "Leipsic" entered San Francisco harbor in the night of August 16-17. She left within twenty-four hours, after taking on a supply of coal. The Leipsic was the center of attraction when in port and the Alameda commuters welcomed the opportunity of seeing a foreign warship ready for action.

On a bid of $10,500, the Security Savings and Trust Co., of Portland, has purchased the steam-schooner "Rochelle," which was sold by the U. S. marshal at public auction. The "Rochelle" belonged to the Pacific Steamship Co., composed of Portland business men. She is of 503 tons net register, built at Bay City, Mich., in 1894.

Assistant Attorney-General Benjamin has advised Labor Commissioner Hoff, of Portland, that workers on a dredge are not entitled to the benefit of the ten-hour labor law. Benjamin held that a dredge is not a mill, a factory or a workshop, and therefore men employed on one do not come within the purview of the law limiting the hours of labor.

Chin Lee and Zing Cho, two Chinese sailors on the oil tank steamer "Wabasha," were suffocated to death in the hold of that vessel in San Francisco harbor on August 10, while attempting to fix a leak in one of the tanks. The men were discovered by several other sailors, who rushed them to the Harbor Hospital, but life was extinct by the time they arrived there.

The Canadian converted yacht "Acquillo," fitted with small guns, and the Canadian fisheries cruiser "Galano," are said to be doing patrol duty off Cape Flattery watching for German merchant vessels, according to reports brought by incoming steamers. The two vessels carefully investigate all incoming and outgoing craft to determine their nationality.

The disappointment of Mare Island over the refusal of Secretary Daniels to allow the yard to bid on the construction of the battleship "California" is keenly felt. To offset the failure to secure a chance at the battleship, a movement has been launched to secure two of the six authorized torpedo-boats for construction at this yard. The boats cost about $900,000 each, and could be built economically at Mare Island.

An indication that normal traffic will soon be resumed with Mexican ports is the fact that the Pacific Mail steamer "Newport," Captain G. G. Trask, which left San Francisco on August 12 for Balboa, will make a number of stops on the west coast of the southern republic. The "Newport" carried forty-five cabin and thirty steerage passengers, several of whom are booked for Mexican points. The steamer also took freight for various ports on the lower coast.

The British steamer "Persia," Captain John Hill, of the Pacific Mail fleet, arrived at San Francisco on August 10, after evading a prize-seeking German cruiser. She brought thirty-five cabin, nineteen second-class and 106 Asiatic steerage passengers from the various ports of call in China and Japan. With the exception of the four days before the liner reached the coast, when she was dodging her German enemies under doused lights, the voyage from Asia was uneventful.

An order issued by the Navy Department places the control of the personnel of all radio stations on the Pacific Coast in the hands of the commandant at Mare Island Navy Yard. The control of radio stations at Puget Sound Navy Yard, Tatoosh Island and at Goat Island is transferred to Mare Island, as well as the stations of the reserve fleet at Puget Sound and of all receiving ships. Lieutenant Riley F. McConnell, radio officer at Mare Island, will have charge of the work.

The experience of New Zealand butter and meat exporters to the Pacific Coast markets has not been at all happy. No doubt when the Panama Canal opens relations with New York eastern firms may be established, and possibly be of a happier and more satisfactory character on their side. But so far as the San Francisco market is concerned, New Zealand butter exporters are satisfied that there is yet much to be improved before trade can be regarded as on a satisfactory basis.

Taking chances of capture by German cruisers, the British tank-steamer "De Sabla" sailed from San Pedro on August 12 on the long voyage to Rio Janeiro via the Magellan Straits. The "De Sabla" took 6000 barrels of refined oil from the steamer "Oleum," which came from San Francisco, the balance of her cargo being crude. There is considerable mystery about her departure. At the office of the General Pipe Line Company no information was available, and at the office of the immigration inspectors no notice was given of her intended departure.

During the month of July, thirty-four vessels loaded at the mills in the lower Columbia district and their combined cargoes amounted to 22,895,000 feet of lumber. Of those vessels thirty-one, carrying 19,359,000 feet of lumber, went to domestic points, while three vessels having on board 3,536,000 feet of lumber are en route to foreign ports. During the same month, twenty-eight vessels loaded 28,793,204 feet of lumber at up-river mills, making a total of 51,658,204 feet of lumber that was shipped in cargoes from the Columbia River last month.

The forest of masts, spars and smokestacks now in the Alameda (Cal.) estuary may disintegrate shortly, as, ship by ship, the craft are towed out to sea to take the places of the paralyzed merchant marine of other nations. It is estimated that there are nearly a hundred vessels in the estuary. Many are sailing vessels belonging to the Alaska Packers' Association; others are good vessels berthed there to escape wharfage charges; still others are outworn and left to rot. Agents of various firms, however, are trying to secure charters, and it is thought that even some of the oldest vessels will be used before the war is over.

Because of war risks, rates on every commodity transported by steamers between Seattle and Europe have been advanced approximately 25 per cent. Representatives of the steamship lines operating between North Pacific points and Europe announced that, effective immediately, rates on canned salmon from Seattle to London and Liverpool would be advanced from 40s. 6d. to 50s.; lumber from 75s. to 100s.; whale oil from 40s. to 50s.; wheat and flour from 40s. to 50s. Similar advances were made in rates on other commodities. The Pacific Oriental Tariff Bureau, in which all lines operating between Seattle and the Orient are represented, is likewise considering a 25 per cent. increase in rates to the Far East.

Placing charcoal on the list of articles imported into the United States free of duty has made possible the importation of South China charcoal on the Pacific Coast. The amount of charcoal handled in South China cities, particularly Canton and some of the Pearl River delta points, is enormous, since it forms one of the chief fuels of the Chinese population. Until lately, however, there has been little of this large supply available for export, but new sources of supply are being developed and one Hongkong firm is in a position to supply something like 100 tons per month at the present time. The charcoal usually comes in two grades, the better grade a fine-grained coal of good quality. It is usually packed in mats of 1 picul (133 1-3 pounds) net. At present prices and freights this would mean about $70 gold per ton c. i. f. Pacific Coast port.

The facilities for discharging freight on the West Coast of South America are notoriously inadequate, and especially is this true of lumber. Practically all freight must be discharged into lighters. At Valparaiso the quantity that can be discharged continuously from any vessel is limited. The usual discharge at Valparaiso is 35,000 feet per day, while at Iquique it is double that amount. The principal reason for the slow discharge at Valparaiso is that the space allowed for the landing of lumber is so small that it soon becomes blocked, as it is generally impossible to secure sufficient cars to forward the lumber immediately to the interior, where most of it is consumed. It is estimated that under normal conditions it might be possible to discharge 100,000 feet of lumber for three or four days consecutively, but no more, and that in order to handle 1,000,000 feet of lumber, a vessel must remain there at least 15 or 20 days. As a usual thing a sailing vessel bringing 1,000,000 feet remains in Valparaiso six weeks. Conditions will be greatly improved on the completion of the Valparaiso port works, which should be finished in 1919.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

International Seamen's Union of America.

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INTERNATIONAL TRANSPORT WORKERS' FEDERATION.
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(Continued on Page 11.)

Coast Seamen's Journal

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BY THE
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Established in 1887

PAUL SCHARRENBERG.....Editor
I. M. HOLT.....Manager

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, AUGUST 19, 1914.

ASIA FOR ASIATICS.

Every American, but particularly every Californian, ought to be pleased that England's ally in the Orient has come out in the open and promulgated an Asiatic Monroe doctrine. If the Mikado really means what he says we wish him well. But the battlecry "Asia for the Asiatics" can bring no joy to the heart of the Kaiser's foes. In the end Japanese diplomacy will get them all. Yesterday it was Russia, today it is Germany, and to-morrow it will be some other power having "possessions" in the vicinity of the Jap's domain.

To the people of California, Oregon, Washington, and even British Columbia, it will be welcome news to learn that Japan wants to reserve Asia for Asiatics. Under the circumstances the cockiest of the cocky Japs can not possibly much longer object to exclusion laws which will effectually bar all Asiatics from America's shores.

By all means, let us encourage Japan in her new role as the champion of all Asia and all Asiatics. But let us be equally firm and insistent in disposing of the Japanese problem over here.

"Asia for the Asiatics" sounds good. But there is sweeter music in the sentence "America for Americans."

Surely, all Americans will unite upon that issue. It matters not whether they be of British, French, German, Russian or Austrian descent—whether in this war of nations their sympathies are with the Teutons, the Anglo-Saxons, the Gauls or the Slavs—all want America to remain a white man's country.

Another pro-Chinese decision has just been rendered by Federal Judge Dooling at San Francisco. In substance, Judge Dooling has ruled that minor sons of Chinese merchants, who enter the United States and afterward are compelled to go to work to earn their living, are not subject to deportation. This is contrary to the ruling of the United States immigration service, and will materially weaken the Chinese Exclusion Act.

SOLVING ONE PROBLEM.

For years there have been practically no improvements in the living and sleeping accommodations provided for crews on American ships. The Federal law upon that subject has remained unchanged since 1898 and wherever in certain isolated cases changes for the better have taken place they were made solely as a result of determined protest by seamen's organizations.

It is a pleasure therefore to be able to announce that in striking contrast with the Federal Government's inactivity the State of California has taken active steps to improve the housing and sanitary conditions for a class of workers who have heretofore received little consideration.

The JOURNAL is in receipt of a publication entitled "Advisory Pamphlet on Camp Sanitation and Housing," issued by the Commission of Immigration and Housing of California.

The pamphlet contains fifty-four pages of text, estimates, bills of materials, engineering drawings and photographs of good and bad camp structures. There is not an important problem of camp sanitation which is not analyzed and a solution given. The Commission reports that it has inspected this summer over 460 labor camps having accommodations for over 32,000 men and since this experience has shown that the California employer meets the campaigns for improvement at least half way, the efficient use of the new pamphlet is assured.

In the pamphlet the proper location of a labor camp is described and an efficient layout suggested. The model State Highway camp at Shingle Springs is shown by a topographical drawing.

Under "Water Supply," the principal causes of the frequent and dangerous pollution of camp water is shown by engineers' drawings.

Sleeping accommodations, next to camp toilets, have been the most costly of the careless features of camps and for that reason several pictures of well arranged and badly arranged tents are given. But the most valuable information is found in the extensive analysis of garbage and manure disposal and the vital problem of camp toilets and baths. On these subjects the Commission's pamphlet contains plans and calculations entirely original and carefully adapted to California conditions. If the minimum of sanitation here described is followed by the California ranches and labor camps, typhoid infection would practically be impossible and if the facilities for bathing and comfort are generally installed, labor troubles and the quitting of workers at a crucial time in the crop harvest would probably soon become a memory.

The pamphlet is not only unique in the literature upon sanitation but is believed to be the first effort in America of which record exists, to standardize living conditions of the rapidly increasing class of migratory workers.

It is to be expected that improved living conditions will give the migratory workers greater opportunities for reading and free and frank discussion of their deplorable status in society. Then, if they should begin to realize that "organization' 'is the only salvation of the workers—and if they should act accordingly, the Commission of Immigration and Housing will have accomplished results that will endure.

Demand the union label upon all purchases!

A BLESSING IN DISGUISE?

NEW YORK, Aug. 18.—The falling off in steerage passengers from abroad for the year up to last week, as compared with a year ago, was 300,069, which, according to steamship agents and contractors, means a corresponding decrease in the supply for the labor market. Should the war continue any length of time, the impression prevails that unskilled labor will be at a premium for some time to come.

Already the heads of corporations employing large forces of laborers, contractors and city officials engaged in public work are worried over the effects of the European war on the labor market. It is generally conceded that immigration for a year or more will be seriously affected, working hardships on that class of laboring men in Europe who are most needed here for subway and other construction work. These men are bound to suffer, it is said, because the war will close industry, and without wages the peasants cannot save the money necessary to pay their passage to the United States.

"Ill blows the wind that profits nobody."

While the workers of Europe are engaged in needless war for the glory of their respective kings and potentates some of the workers in America will for the first time be able to quit their jobs with a reasonable assurance that another one is open for them.

Our sympathy goes out to the "worried heads" of corporations who are about to witness the novel and most unpleasant experience of seeing their cheap labor supply diminish to insignificant numbers. Really, the situation is most alarming when considered from the point of view of the smug gentlemen who have for years been the sole beneficiaries of virtually unrestricted immigration. But their trials will only be of a temporary nature. With a cessation of war in Europe the armies of ex-soldiers will find it an exceedingly difficult task to secure employment at their former occupations and hundreds of thousands will doubtless endeavor to reach these shores for a haven of rest from cruel and barbaric warfare.

To the worker in this country who is without a job, the European war seems like a blessing in disguise—but it will not last long, for the influences which have been so successful in preventing the adoption of the literacy test and every other immigration restriction will doubtless see to it that the influx of cheap labor is renewed with even greater vigor, just as soon as the war is over.

A New York shipping journal took occasion, recently, to publish a eulogy of J. W. Alexander, Chairman of the Committee on Merchant Marine and Fisheries. Among other nice things, the shipowners' organ pays the following significant compliment (?) to Mr. Alexander:

It is only necessary to mention his labors in connection with the so-called Seamen's bill to show that shipping interests may rely upon the sense of justice possessed by the Chairman of the House Merchant Marine Committee to secure a hearing whenever the occasion warrants.

When it is considered that Mr. Alexander kept the Seamen's bill in his committee for eight months, after it had passed the Senate last October, most "ordinary" folks will probably agree that the write-up was well earned.

The printed proceedings of the recent Boston convention of the International Seamen's Union of America are now available at the respective headquarters and branches. Every member of the International Seamen's Union of America should make it a point to call for his copy and familiarize himself with the work of the convention.

THE CANAL IS OPEN.

The Panama Canal is open.

The greatest feat of engineering in modern age, the creation of the eighth wonder of the world is completed and two oceans, divided by the land since the memory of man, have been wedded that a new tide of commerce may flow from the east to the west and from the west to the east.

The romances and legends of "around the Horn" and "through the straits," are no more. They will live only in the romances of other years, and they will have taken their places in history as the doings of other days, for the hand of man, and the giant steamshovel, directed by the brain of human being, has forever cut a path from ocean to ocean.

Of the many things America has done to place her name as a nation on the golden pages of the history of achievement, the building of the canal is the greatest.

Not only has America done much for herself in this gigantic feat of engineering, but she has done something—much, indeed—for all the civilized world, and we have placed every nation on the globe in our debt by opening this wonderful waterway from sea to sea.

Just as a stretch of good highway places the farm near the city, and just as the stretch of good highway shortens the haul and cheapens the rate, just so the Panama Canal has placed San Francisco days and days nearer New York city, has placed the Pacific Coast days and days nearer the Atlantic Coast, with a consequent cheapening of rates for both coasts.

And the feat of cutting the Panama Canal has been one of which every American may be justly proud, for it was done by American engineers, and so long as the canal shall endure, just so long will the fame of Colonel Goethals endure, for to him the greater part of credit is due for the remarkable facility with which the canal has been put through.

Yet neither Colonel Goethals nor any other man could have gone through with that wonderful piece of work if his country and his fellow citizens had not been behind him. Never at any time has there been any attempt to interfere with Goethals. The populace of the United States said at all times, "Goethals is the man for the job and he is doing his work well, so let him alone," and that meant much to Goethals, for he was keen and sensitive to the feelings of his fellow citizens.

Goethals and his colleagues knew they were building a monument to the greatness of the most wonderful empire of freedom on the face of the globe, America, and they must build it well. No mistake must be theirs, for they were building in lock and ditch the pride of their fellow men.

There must have been and there was much telepathic encouragement in the attitude of the United States for those busy men working day in and day out down in Panama to complete something which would prove forever a source of profit and pride for this country.

Here is the story of the canal in brief:

First Crossing of the Isthmus—By Balboa, who, on September 25, 1513, much to his surprise, found himself gazing upon the Pacific ocean, after 23 days' journey on foot.

First regular traffic across Isthmus—The spoils of conquest sent back to Spain from Peru, which became so heavy that highways paved with stone were laid for the pack trains.

First thought of a canal—Credited to Savadera, a Spanish engineer, one of Balboa's followers, who was about to forward his plans to King Charles V of Spain when the latter died.

First official decision on canal project—By King Philip II, in 1620, adversely after referring the matter to the Dominican friars. The latter, desiring to obey the King's orders, but unable to report intelligently, suggested that the project was sacrilegious. They quoted from the Bible: "What God hath joined together, let no man put asunder."

First British interest in latter part of seventeenth century, when the expedition launched by William Paterson, founder of the Bank of England, attempted to found a community on the Isthmus of Darien, south of the present Panama, with the ultimate intention of establishing a transisthmian route. The plan proved an utter failure. Many other British surveys followed in later years.

First decision to build—In 1814, just 100 years ago, the Spanish government, by decree, entered upon the construction of an isthmian canal, but the idea was blocked because the Central American colonies succeeded in throwing off the Spanish yoke.

First Action by U. S.—In 1835, as the result of a resolution introduced in the Senate by Henry Clay, Charles Biddle was sent by President Jackson to visit the isthmus and report on the various canal routes proposed.

First report to United States Government by Biddle, in 1836, favoring the Panama route. He had been so struck with it that he returned to the United States without examining the Nicaraguan, Darien or Tehuantepec routes. No action followed.

First railroad built—The first railroad was built from 1849 to 1855, more than half as long a time as has been taken to build the present canal. Fever killed so many thousands that it was said a laborer was buried under every sleeper on the Panama road.

First actual canal building begun—In 1878 the Universal Interoceanic Canal Company incorporated in Paris by Ferdinand de Lesseps, who had built the Suez Canal.

First blast on Culebra hill, now Cuebra cut, on January 10, 1880, by the De Lesseps company, in the presence of a distinguished gathering.

First work on a lock canal was taken up by the new Panama Canal company in 1894, which practically ceased operations after five years' work.

First digging by Americans, May 4, 1904, taking over the rights and property of the French canal company and obtaining necessary concessions from the republic of Panama.

First union of Atlantic and Pacific waters—Blowing up of the Gamboa dike, when President Wilson touched an electric button in Washington, October 10, 1913.

First boat of any kind to make transisthmian passage—A nameless mud scow of the Panama railroad, which passed from the Pacific entrance to Culebra cut in November, 1913, and was sent to the Atlantic entrance in December, 1913.

First vessel to steam through the canal—The craneboat "Alexander la Valley," an old French boat of 1200 tons, which passed from the Atlantic to the Pacific on January 7, 1914.

First vessel to pass completely around South America by way of the canal was the tug "Reliance," Captain R. C. Thompson, which sailed from Colon February 11, 1912, voyaged 10,500 miles around South America and returned to the Atlantic ocean through Gatun locks February 1 last.

Congress can move with lightning rapidity—when certain interests have something at stake. The bill which permits all foreign-built vessels to register in America has passed both houses and will probably be the law of the land before this issue reaches the reader. The real significant feature about that bill is that it authorizes the President to suspend the provisions of the law requiring all watch officers of American vessels in the foreign trade to be citizens of the United States. As a result we will have ships flying the stars and stripes—with not a single native-born or naturalized American in their entire crews. But that is the kind of patriotism which brings home the bacon, and what good is patriotism unless it pays?

The second branch of San Francisco's municipal street railway system (known as the Van Ness avenue line) has been completed and is now in active operation. The original line was a money-maker from the start. There is universal satisfaction with the city's street-car enterprise and everybody is looking forward to the day when every line will be owned and operated by the people and for the convenience of people instead of the old system of "service for profit only."

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Aug. 17, 1914.

Regular weekly meeting came to order at 7 p. m., D. W. Paul presiding. Secretary reported shipping slack. A resolution providing for an appropriation of $2,000 for organizing work on the Atlantic Coast, under the direction of the International Seamen's Union of America, was referred to a referendum vote to be held two weeks from date.

JOHN H. TENNISON, Secretary pro tem.

Maritime Building, 59 Clay St. Phone Kearny 2228.

Victoria, B. C., Aug. 10, 1914.

No meeting. Shipping fair; prospects uncertain.

R. TOWNSEND, Agent.

518 Yates St.

Vancouver, B. C., Aug. 10, 1914.

No meeting. Shipping dull; prospects uncertain.

W. S. BURNS, Agent.

231 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Aug. 10, 1914.

No meeting. Shipping dull; prospects uncertain.

H. L. PETTERSON, Agent.

2218 North 30th St. Tel. Main 808.

Seattle Agency, Aug. 10, 1914.

Shipping medium. Prospects poor.

P. B. GILL, Agent.

84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Aug. 10, 1914.

Shipping fair; prospects uncertain.

J. PEARSON, Agent.

P. O. Box 6. Tel. Main 557.

Portland Agency, Aug. 10, 1914.

Shipping and prospects poor.

G. A. SVENSON, Agent.

P. O. Box 2100. 44 Union Ave. North. Tel. East 4912.

Eureka Agency, Aug. 10, 1914.

No meeting. Shipping dull; prospects uncertain.

JOHN ANDERSON, Agent.

227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, Aug. 10, 1914.

Shipping slack; prospects uncertain.

HARRY OHLSEN, Agent.

128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Aug. 10, 1914.

Shipping and prospects poor.

JACK EDWARDSON, Agent.

P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Aug. 13, 1914.

Regular meeting was called to order at 7 p. m., H. Frazier in the chair. Secretary reported shipping slow. The amendment to the constitution relating to the recall of officers was carried.

E. F. BURKE, Secretary Pro Tem.

42 Market St. Phone Kearny 5955.

Seattle Agency, Aug. 5, 1914.

Shipping slow; hope to be back in the Grand Trunk dock in about three weeks.

LEONARD NORKGAUER, Agent.

84 Seneca St. P. O. Box 214.

San Pedro Agency, Aug. 5, 1914.

No meeting. Shipping slow.

HARRY POTHOFF, Agent.

P. O. Box 54.

Portland Agency, Aug. 3, 1914.

No meeting; no quorum. Shipping slow; few members ashore.

THOMAS BAKER, Agent.

27½ Second St., Bickle Bldg., Room 10. Phone Main 9731.

PROCLAMATION OF NEUTRALITY.

Under a proclamation issued by President Wilson, citizens of the United States are expressly forbidden to assist the belligerents by the commission of any deed defined as follows:

"Accepting and exercising a commission to serve either of the said belligerents by land or sea against the other belligerents.

"Enlisting or entering into the service of either of the said belligerents as a soldier, or as a marine, or seaman on board any vessel of war, letter of marque, or privateer.

"Hiring another person to go beyond the limits of jurisdiction of the United States with intent to be enlisted as aforesaid.

"Hiring another person to go beyond the limits of the United States with intent to be entered into service as aforesaid.

"Retaining another person to go beyond the limits of the United States with intent to be enlisted as aforesaid.

"Retaining another person to go beyond the limits of the United States with intent to be entered into service as aforesaid. (But the said act is not to be construed to extend to a citizen or subject of either belligerent who, being transiently within the United States, shall, on board of any vessel of war, which, at the time of its arrival within the United States, was fitted and equipped as such vessel of war, enlist or enter himself or hire or retain another subject or citizen of the same belligerent, who is transiently within the United States, to enlist or enter himself to serve such belligerent on board such vessel of war, if the United States shall then be at peace with such belligerent.)

"Fitting out and arming, or attempting to fit out and arm, or procuring to be fitted out and armed, or knowingly being concerned in the furnishing, fitting out or arming of any ship or vessel with intent that such ship or vessel shall be employed in the service of either of the said belligerents.

"Issuing or delivering a commission within the territory or jurisdiction of the United States for any ship or vessel to the intent that she may be employed as aforesaid.

"Increasing or augmenting, or procuring to be increased or augmented, or knowingly being concerned in increasing or augmenting the force of any ship of war, cruiser or other armed vessel which at the time of her arrival within the United States was a ship of war, cruiser or armed vessel in the service of either of the said belligerents or belonging to the subjects of either, by adding to the number of guns of such vessels, or by changing those on board of her for guns of a larger calibre, or by the addition thereto of any equipment solely applicable to war.

"Beginning or setting on foot or providing or preparing the means for any military expedition or enterprise to be carried on from the territory or jurisdiction of the United States against the territories or dominions of either of the said belligerents.

"And I do hereby further declare and proclaim that any frequenting and use of the waters within the territorial jurisdiction of the United States by the armed vessels of a belligerent, whether public ships or privateers, for the preparing for hostile operations, or as posts of observation for the ships of war or privateers or merchant vessels of a belligerent lying within or being about to enter the jurisdiction of the United States, must be regarded as unfriendly and offensive, and in violation of that neutrality which it is the determination of this Government to observe, and to the end that the hazard and inconvenience of such apprehended practices may be avoided.

". . . no ship of war or privateer of any belligerent shall be permitted to make use of any port, harbor, roadstead or waters subject to the jurisdiction of the United States from which a vessel from an opposing belligerent (whether the same shall be a ship of war, a privateer or a merchant ship) shall have previously departed, until after the expiration of at least twenty-four hours from the departure of such last mentioned vessel beyond the jurisdiction of the United States.

"If any ship of war or privateer of a belligerent shall, after the time this notification takes effect, enter any port, harbor or roadstead or waters of the United States such vessel shall be required to depart and put to sea within twenty-four hours after her entrance into such port, harbor, roadstead or waters, except in case of stress of weather or of her requiring provisions or things necessary for the subsistence of her crew or for repairs; in any of which cases the authorities of the port or nearest port, as the case may be, shall require her to put to sea as soon as possible after the expiration of such period of twenty-four hours without permitting her to take on supplies beyond what may be necessary for her immediate use, and no such vessel which may have been permitted to remain within the waters of the United States for the purpose of repair shall continue within such port, harbor, roadstead or waters for a longer period than twenty-four hours after her necessary repairs shall have been completed, unless within such twenty-four hours a vessel, whether ship of war, privateer, or merchant ship of an opposing belligerent, shall have departed therefrom, in which case the time limit for the departure of such ship of war or privateer shall be extended so far as may be necessary to secure an interval of not less than twenty-four hours between such departure and that of any ship of war, privateer, or merchant ship of an opposing belligerent which may have previously quit the same port, harbor, roadstead or waters.

"No ship of war or privateer of a belligerent shall be detained in any port, harbor, roadstead or waters of the United States more than twenty-four hours, by reason of the successive departures from such port, harbor, roadstead or waters of more than one vessel of an opposing belligerent. But if there be several vessels of opposing belligerents in the same port, harbor, roadstead or waters, the order of their departure therefrom shall be so arranged as to afford the opportunity of leaving alternately to the vessels of the opposing belligerents, and to cause the least detention consistent with the objects of this proclamation.

"No ship of war or privateer of a belligerent shall be permitted, while in any port, harbor, roadstead or waters within the jurisdiction of the United States to take in any supplies except provisions and such other things as may be requisite for the subsistence of her crew and except so much coal only as may be sufficient to carry such vessel, if without any sail power, to the nearest port of her own country, or, in case the vessel is rigged to go under sail and may also be propelled by steam power then with half the quantity of coal, which she would be entitled to receive, if dependent upon steam alone, and no coal shall be again supplied to any such ship of war or privateer in the same or any other port, harbor, roadstead or waters of the United States without special permission, until after the expiration of three months from the time when such coal may have been last supplied to her within the waters of the United States, unless such ship of war or privateer shall, since last thus supplied, have entered a port of the government to which she belongs."

WAR NEWS SUMMARIZED.

While there have been many contradictory reports and rumors it appears that as yet no great battle has been fought in this European encounter. Contrary to all predictions, based on Europe's alleged preparedness for war at a moment's notice, there has been no sudden clash of mighty forces armed to the teeth and strewing the surrounding country with their unnumbered dead. The long-distance cannon that were to have swept across the frontiers and torn up whole cities like weeds on their path have not been heard from. The giant navies have not blown each other out of the water, for the principal work of these floating batteries to date seems to have been the pursuit of unarmored merchant vessels. No dreadnaughts have been sent skyward by the submarines, nor have towns been effaced by the devastating airship.

Thus far there has been nothing more than the skirmishing, the affairs of outposts and the minor engagements that would have been possible to a side dispute between two petty principalities. To date the heroes are rather the engineers on the railroads, working double time in bringing the troops to the front, than the engineers on the firing line.

The scenes thus far selected for what have been only minor trials may become the centers for the crucial tests when the time arrives. Now that fuller accounts are to hand, it appears that Liege has not witnessed a really great battle. Even the reports from Brussels have cut down the German losses from 25,000 to 8000 men. Belgrade could not have been capturel by the Austrians within a few hours of the opening of hostilities, as was at first reported. If they had done so, Austrian shells would not now be pouring into the Servian capital. It is possible, however, that both Liege and Belgrade may be two of the chief arenas when the war is in full swing.

During the week both France and England have formally declared war against Germany's ally, Austria-Hungary. Japan has also entered the arena by delivering an ultimatum to Germany practically demanding its withdrawal from the Orient. The Kaiser has until the 23rd of August to reply or take the consequences.

With reference to the many contradictory dispatches from the seat of war, the San Francisco Chronicle makes the following suggestive comment:

With man came wars and with wars came the war correspondent, reporter or courier, who has never yet come with a statement perfectly satisfactory to all parties. In the nature of things his versions of victory or

defeat must always be unpleasant to some people. But his inherent inability to bring good news to both sides is the least of the weaknesses of the war correspondent. So much must always be endured, and for the simple reason that it can never be cured. The real evil, and one for which he may not be responsible, is the contradictory character of his messages.

Nothing can ever satisfy all the partisans in an international engagement. The best that correspondents can hope to accomplish is an impartial and accurate description which will appear as such to the great mass of those who, though neutral, are still deeply interested.

But even this hope has been denied by the censor. To give a truthful version the writer of a message must be at the front, yet the fact of being there is a guarantee that his message has been carefully revised before being sent abroad.

Under ordinary circumstances the discrepancies in reports from rival sides are readily understood, and an effort is made to strike a balance between the conflicting claims, but it sometimes happens, and the present European war is a case in point, that there are practically no messages from one of the parties to the struggle.

In such cases one camp is able to write of the battles just as it pleases, and the most the onlooker can do is to make reservations in his acceptance of the stories submitted.

It would greatly simplify matters and avoid a lot of misapprehension if readers would always bear in mind the place of origin of each of the dispatches printed. This does not mean that they should refuse to believe everything they read, but that they should make allowances for the probability of bias. Nor does it mean that the truth lies exactly midway between two conflicting statements. That would reduce the art of the censor to going the limit of exaggeration on all occasions.

Common sense is called for, and when exercised, many of the contradictions will appear more as perfectly natural mistakes than wilful misstatements.

For example, take the assertions and denials in regard to Liege. It is possible that both sides are both right and wrong. If Germany has entered the town it is reasonable for her correspondents to say that she has taken Liege. On the other hand, if the Liegeois still hold the forts, it is just as reasonable for them to report that they have held their own against the German attack.

It is the old story of the black and white shield.

AMMONS AND OTIS.

The Los Angeles Times has come to the rescue of Governor Ammons. Pledged by the coal operators to effect a complete reorganization of the State militia before leaving office, the State Executive of Colorado has been at his wits' end to hit upon some plan to redeem his promise in the face of the present intense public hostility to any form of Cossack control. The governor wrote to sheriffs in many States, to chiefs of police, and detective agencies, but none of the suggestions received from them filled the requirements of the coal companies until the Los Angeles plan came to hand.

As adopted by the Los Angeles city council, at the suggestion of General Otis and the Times, the new form of constabuary is to be called the "citizen-police." The volunteers for this force are to be drawn from the wealthy and leisure class of citizens who have everything at stake in the present fight between capital and labor and are therefore expected to give their services without pay.

Reports from Los Angeles show that one thousand names are already on the rolls of the "citizen-police" force and that its commander-in-chief is a man by the name of Royer who is interested in Arizona mining property.

Some time ago the city council of Los Angeles purchased a number of sawed-off shotguns with which to arm the police, as this weapon is considered most effective in dealing out death to crowds that gather in the street, and it is now thought probable that this form of shotgun will be the arm for the "citizen-police" of Colorado.

All these details are being carefully considered by Governor Ammons and General Chase so that the form of State constabulary, which is to take the field upon the retirement of the United States soldiers, will be the most modern in its equipment and most effective in its crushing powers.

ORATORY NOT DEAD!

Oratory in this country is not dead. The voice of Webster, Calhoun, Clay and the others of their time may be stilled, but the halls of Congress still ring with the heavy roar of Congressmen unloading their wares of metaphors, invective and the scintillating thoughts of brilliant minds.

How can oratory be dead when Representative Madden of Illinois and Representative Bryan of Washington still are in the National councils? Read the immortal words of these two orators.

Representative Madden said:

If I had a mind as putrid as that of the gentleman from Washington I would want to have it disinfected.

Bryan retorted:

If I had a mind as little as that of the gentleman from Illinois, I would not only want to have it disinfected, but fertilized.

Representatives receive $7500 a year.—Sacramento Bee.

THE COST OF WAR.

The Public Ledger of Philadelphia, Pa., a recognized exponent of the "standpat" policy, makes this significant editorial comment on "The Cost of War":

"No man can calculate what the cost of a general European war would be. To this day the French physique is a lamentable memorial of the Napoleonic wars. Wars leave weaklings at home, and through them the race is perpetuated. Wars breed poverty, waste capital, induce stagnation of industrial enterprise, cause suffering that lasts for generations. A nation makes more progress in one year of peace than in twenty of war."

The principal feature of a new bookholder for the use of persons lying in bed is a pane of glass on which an open book can be laid without needing clamps to retain it.

A French inventor who for a time was blind has designed a typewriter that produces ordinary manuscript and manuscript in Braille embossed characters at the same time.

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships. Fraternally yours,

LAKE SEAMEN'S UNION,
V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION

570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y.....55 Main Street
Telephone Seneca 936 R.
CLEVELAND, O.....1401 W. Ninth Street
Telephone Bell Main 1842.
MILWAUKEE, WIS.....133 Clinton Street
Telephone South 240.
ASHTABULA, O.....21 High Street
Telephone 552.
NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.
DETROIT, MICH.....7 Woodbridge Street, East
Telephone 3724.
SUPERIOR, WIS.....1721 N. Third Street
Telephone, New, Broad 385.
BAY CITY, MICH.....108 Fifth Avenue
OGDENSBURG, N. Y.....70 Isabella Street
CONNEAUT, O.....922 Day Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue
PORT HURON, MICH.....517 Water Street
ERIE, PA.....107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

HEADQUARTERS:

71 Main Street, Buffalo, N. Y.

Telephone Seneca 48.

BRANCHES:

CLEVELAND, O.....1185 W. Eleventh Street
CHICAGO, ILL.....445 LaSalle Avenue
MILWAUKEE, WIS.....151 Reed Street
DETROIT, MICH.....27 Jefferson Ave., East
SUPERIOR, WIS.....1814 Fourth Street
OGDENSBURG, N. Y.....70 Isabella Street
BAY CITY, MICH.....108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.

HEADQUARTERS:

55 Main St., Buffalo, N. Y.

Telephone Seneca 2295.

BRANCHES:

CLEVELAND, O.....1401 W. Ninth Street
MILWAUKEE, WIS.....151 Reed Street
CHICAGO, ILL.....314 N. Clark Street
ASHTABULA, O.....74 Bridge Street
TOLEDO, O.....54 Main street
DETROIT, MICH.....7 East Woodbridge Street
PORT HURON, MICH.....517 Water Street
CONNEAUT, O.....922 Day Street
OGDENSBURG, N. Y.....70 Isabella Street
NORTH TONAWANDA, N. Y.....152 Main Street
SUPERIOR, WIS.....1721 N. Third Street
BAY CITY, MICH.....108 Fifth Avenue
ERIE, PA.....107 E. Third Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue

UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS:

Ashland, Wis.
Ashtabula Harbor, O.
Buffalo, N. Y.
Duluth, Minn.
Escanaba, Mich.
Grand Haven, Mich.
Green Bay, Mich.
Houghton, Mich.
Ludington, Mich.
Manistee, Mich.
Erie, Pa.
Menominee, Mich.
Ogdensburg, N. Y.
Oswego, N. Y.
Port Huron, Mich.
Manitowoc, Wis.
Marquette, Mich.
Milwaukee, Wis.
Saginaw, Mich.
Sandusky, O.
Sault Ste. Marie, Mich.
Sheboygan, Wis.
Superior, Wis.
Toledo, O.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

the profit of the profit-seeking corporations and of the financial and commercial pirates of the country that appeals to this body here.

"The seamen's bill has three purposes: First, freedom of the seamen; second, safety of life at sea; third, to create a condition under which an American mercantile marine may be built up without a subsidy.

"Foreign and American shipowners are opposing it, first, through domestic agitation, using for this purpose organizations such as merchants' exchanges, maritime exchanges, boards of trade, and other organizations of big business; second, through shipowners' meetings in European countries, condemning the legislation before the American Congress, and calling upon their own governments to intervene with their protests through proper diplomatic channels. Shipowners say that the legislation is unnecessary, destructive of discipline, tending from safety, imposing a useless number of boats, an unreasonable number of sailors, and that it will increase the cost of transportation. Those who favor the bill say that it is necessary for the preservation of seamanship, for safety, in the interest of national defense, and to preserve the power of the seas to the white race. They point to the fact, admitted by all, that there is a growing deterioration in the personnel and skill; that boys are shunning and men are leaving the sea, hence the increasing number of disasters, with the great losses to human life. They point to the further fact of a steady, growing employment of Orientals at sea, and that this can have but one result, the dominance of the sea by the Oriental."

Gompers Against War.

"War, with its supposed pomp and heroism, is inaugurated by Austrian royalty to divert the people's attention from their own ills and their honest, intelligent course to remedy these ills," declared President Samuel Gompers, of the American Federation of Labor, in an interview on European affairs, published last week in a Washington newspaper, which says:

"Mr. Gompers five years ago spent five months in European countries investigating labor conditions, and personal observation of Austria-Hungary conditions forms the foundation for his indictment to-day of Austria.

"Congress is criticized by the labor leader for its failure to second the proposal of the British government in declaring for a 'naval holiday,' and he expresses doubt as to the course the masses of people in Europe will pursue in regard to 'this unnatural, unjustified, and unholy war.'

"Discussing labor conditions in Austria, Mr. Gompers said that women were employed there as hodcarriers and in numerous other menial tasks at a wage ranging from 30 to 40 cents a day. He said their home life was a kennel-like existence, numerous families being huddled together in small houses.

"'War under any circumstances is to be deplored,' said Mr. Gompers. 'A war begun by Austria for the supposed causes ought to be condemned, condemned by every liberty-loving and humanitarian people the world over.

"'For the glory and the aggrandizement of an effete royalty, men are to be arrayed against each other to kill men, to create countless widows and orphans, to destroy property and entail increased taxation upon the masses of the people, even after the war shall have ended.

"'In Austria, as in all Europe, the masses of the people are bent upon dealing with constructive movements for the material, economic, political, and social improvement. Under royal prerogative, war, with its supposed pomp and heroism, is inaugurated to divert the people's attention from their own ills and their own honest, intelligent course.

"'It is deeply regretted that the United States Congress did not fully second the proposal of the British government in declaring for a 'naval holiday,' meaning the stoppage of construction of vessels of war. The House of Representatives passed such a declaration. If our Congress had supported that effort it would unquestionably have had a potential influence upon governments of other countries, particularly those of Europe.

"'The American Federation of Labor urged our Congress to adopt that policy, and, upon direction of our Seattle convention, I communicated with the official representatives of labor of the various countries and urged them to prevail upon their respective governments to adopt the 'naval holiday' policy, and from their answers it was clearly shown that they had taken the matter up with their respective governments, but, inasmuch as our American Congress had not completed the expression of the United States, the influence upon their governments was minimized.

"'There is no telling yet what course the masses of the people of Europe are going to pursue in regard to this unnatural, unjustified, and unholy war. These men do not lack patriotism, but the people can no longer ruthlessly, and to serve the purpose of perpetuating an effete royalty, sacrifice their lives and their beings and to entail burdensome taxation for their posterity as an offset to the movement for the uplift of all the people toward the democratization of the people's rights in their respective countries.'"

Agitation Necessary.

The Clayton Anti-Trust bill is still pending in the Senate, and it is necessary to maintain the same persistent agitation that has marked the efforts of trade unionists and sympathizers to secure relief from court interpretations of the Sherman Anti-Trust law, which now classifies organizations of workers with trusts.

The battle waged by the American Federation of Labor, the Railroad Brotherhoods, and the Farmers' organizations, has been a spirited one, but the demand for aggressive and continued work is as pressing as ever.

The bill, as passed by the House, has been amended by the Senate Judiciary Committee in several instances. It must yet run the gauntlet of reaction, vigilant and alert, on the floor of the Senate, where the committee's amendments will find favor, and where other amendments will undoubtedly be presented—all for the purpose of dilution and delay.

Let no one deceive himself that our opponents have surrendered the field or confessed defeat. The proverbial alertness of big business is manifest, and on every hand is evidence of its determination to weaken any enactments Labor may secure.

No legislation is more important than that contained in the labor sections of the Clayton bill as passed by the House. Around these revolve the ideals and hopes of men who resent the handicap of trust classification in their march to greater development.

The issue is property rights versus human rights, and the insistence of workers that the latter shall prevail has compelled the attention of every right-thinking citizen.

Freedom is not secured by occasional or desultory action, but rather by a concentrated, persistent force, that acts, lives, and breathes the thing desired. It is this spirit that has placed the demands of Labor before the Nation's eye, and it is this spirit we must continually keep alive that final victory may be ours.

Labor has been immeasurably strengthened in its campaign for justice by the decision of the United States Supreme Court in the State of Missouri-Harvester Co. case, wherein the court held that an anti-trust law that did not include labor unions was not unconstitutional. Thus is Labor's contention upheld by the highest court in the land.

The State of Massachusetts in its recently adopted anti-injunction law, declares that the right to perform service is a personal and not a property right. This sustains the position of the American Federation of Labor in its efforts to remedy injunction evils, which are provided for in the Clayton bill.

These decisions are significant. They indicate changed opinions of many citizens, who are accepting new concepts urged by the workers.

It shows that men are rejecting the "ball-and-chain" treatment of labor, be that treatment either physical or judicial.

Justice demands that labor organizations be removed from classification with trusts, whose only purpose is dividends. Labor organizations seek to benefit the many—their gains are diffused through society. Their progress means development of the individual, both morally and physically, and this means a higher citizenship and a better nation.

Only those who would be industrial monarchs deny these claims, and profess fear of "class legislation," which the United States Supreme Court, in the case referred to above, has effectively answered.

The men and women of labor only ask equal opportunity. This is possible through the annulment of court interpretation of the Sherman law, which the Clayton bill, passed by the House, assures.

Write your Senators to-day. Insist that the House Clayton bill be approved by them at this session of Congress.

Durable polishing cloths for silverware can be made by soaking light-weight flannel in a mixture of two pounds of whiting and half an ounce of oleic acid to a gallon of gasoline.

ONE MAN'S VIEWS.

The spirit of capitalism is the quintessence of greed, selfishness and callous brutality. Already the kept press is gleefully gloating over the prospective commercial gain to this country from the war in Europe. Like the band of Pecksniffs that they are the editors roll their eyes in finely simulated horror, and loudly declaim against "the crime of the century." Having thus paid their grudging meed of respect to the hypocritical conventions of a rotten civilization, without more adoo they lay aside the mask. Like a pack of ghouls quickened into animation by the scent of carnage from afar they forthwith proceed to marshal before us a stupendous array of bewildering figures, all with an eye single to impressing us with the one, great, outstanding, all over-shadowing fact in connection with the war in Europe, to wit, that there is money in it for us; oodles of it. Yes, there is money for us in slaughtered armies and famine-stricken cities. Money for us in the shrieks and groans of men wounded unto death. Money for us in the anguished tears of widows and orphans. Money for us in blood, pillage and rapine. Thus reasons capitalism. In its creed the humanities have no place. Its one touchstone of right and wrong is contained in the query, Does it pay? Profit is its god and the kept press is its prophet. Allah be praised that its days will soon be numbered. The world cannot long remain half plutocratic and half democratic. Sooner or later the resistless tide of democracy will overwhelm and destroy capitalism forever. The very calamity which just now so excites the cupidity of capitalism's hirelings will undoubtedly tend to hasten the consummation of that much to be desired event. Which is about the only thing that can be said in favor of the damnable conflict now raging in Europe.

Say, Bill, have you been to see our new hall on Clay street yet? If you haven't, take my advice and give it the once over, outside and in, the first chance you get. It's a dandy. Maritime Hall we call it, and it's some hall, believe me. Classy? Take it from me, Bill, that there ain't anything classier on the San Francisco waterfront. The Palace Hotel has nothing on Maritime Hall except size. And that ain't no josh, either, for when it comes to a comparison of street facades Maritime Hall has the Palace Hotel skinned a city block. Yes, the class is there, all right, all right. It sticks out all over the place, and lays over everything so thick that a blind man could feel it with his walking stick.

Say, you remember all those old sailors' homes and seamen's institutes, and such layouts, where we used to heave to and take our ease when on shore? And how we used to think what awfully swell and comfy joints they were? Well, let me tell you, Bill, that the best of 'em would stack up against Maritime Hall like a Mexican 'dobe shack against a $40,000 redwood bungalow.

And talk about your ship-shape fashion and Boston style! In Martime Hall is where you'll find 'em. Everything right up to the minute, and A1 at Lloyd's. In short, it's a reg'lar bang-up club house, where you can come in any time of the day, fling yourself on a chair, lean back, insert your thumbs in the armholes of your vest, throw out your chest, and feel as independent as a hog on ice. Best of all, it's our own place, built with our own money for our own exclusive use. No rent to pay. Every man jack of us a real, sure enough landlord.

But, there; don't take my word for it, Bill. Come around some day and convince yourself that it's just as I have told you, and then some. And don't forget the address—59 Clay street, San Francisco, Cal., U. S A.

Brothers, you may as well make up your minds, first as last, that as long as we permit private property rights in the things which by all the laws of nature and justice belong to us all collectively, there will be no private property at all for the great majority of us. It follows then as indisputably as night follows day that if we want private property for all we must first destroy private monopoly. Are you ready for that? If you are, remember that election day is the most propitious day in the year for swatting private monopoly.

What "the Colonel" needs just now is some sort of gyroscope to keep his head on even keel, failing which his friends should see to it that he is immediately supplied with a Maxim silencer. It may be true that "whom the gods would destroy they first make mad," but what are they going to do with a fellow who's been nutty all his days? Poser, eh? Wherefore the gyroscope or Maxim silencer for "the noisiest man in forty-eight States."

In spite of the greatest extravagance and laziness there are millionaires who cannot get poor, and in spite of the greatest industry and thrift there are workingmen who cannot get out of debt.—Herbert Casson.

War hell? It's worse than that. In hell none but the guilty suffer. In war the innocent victims outnumber the guilty a thousand to one, and suffer in even greater ratio. War is the archcrime against human rights.

The man who does not recognize the fact that society is divided into two classes, and that a struggle to the death is going on between the two, might as well get his address changed to the cemetery.—Ex.

Since the mandate of science went forth to "swat the fly" it's no longer good form to tell your friends that your disposition is so peaceful that you "won't harm a fly."

Synonyms—Capitalism; organized crime; economic immorality; industrial brigandage; anti-social force; world-blight; root of all evil.

A hint to workers—To the victors belong the spoils. Be victors.

"The law is an ass," it has been said. Looks as if it might be a jackass at that.

If Hearst had a god his hair would be parted in the middle.

F. H. Buryeson.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

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ALASKA FISHERMEN'S UNION.

Headquarters:
SAN FRANCISCO, Cal., 59 Clay St.

Agencies:
SEATTLE, Wash., 84 Seneca St., P. O. Box 42.
ASTORIA, Ore., P. O. Box 138.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia

29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

Union labor won another big victory in Trinidad, Colo., when J. A. Laughlin, city contractor for the curb and gutter work, signed with the union, under a wage scale which is better than any other contractor in the city. Laborers and teamsters are included in the agreement.

At a recent meeting of the executive board of the Ohio Federation of Labor it was decided to prepare, in conjunction with the railroad brotherhoods, a pre-primary bulletin giving complete records of candidates for United States Senator, judges of the Supreme Court, and other State officers. The State convention meets in Youngstown, October 12, and a record attendance is predicted.

In a tour of investigation of factories in Wheeling, State Commissioner of Labor Nightengale found several plants employing children in defiance of the law. He said that some of the children were hardly more than babies, and to say the least, were incapable of performing the work in which they were engaged without results which would prove detrimental to their mental and physical condition in the future.

The Garden mine, near Walsenburg, Colo., has signed a contract with the United Mine Workers of America and will hereafter employ members of that organization. The mine workers are securing contracts with the independent concerns in that section, and it is only a matter of time until the smaller companies will be working nothing but union labor, leaving the larger mines alone in their fight against improved working conditions.

The Linden Division of the American Writing Paper Company at Holyoke, Mass., has established the eight-hour or three-tour system, as per the arrangement made with the union some time ago, whereby all the mills of the company would be on three tours this year. There are only three more mills now working the long hours, and it is expected they will be on the shorter hours before December 1.

In its July Bulletin, the Pennsylvania Manufacturers' Association criticizes the United States Commission on Industrial Relations and declares that only "agitators" are given preference at the meetings. The sensational evidence made public on the occasion of the commission's visit to Philadelphia is distasteful to the manufacturers who are quite sure the commission's work will only result in "aggravagating conditions which it pretends to be asking to remedy." The Manufacturers' Association is headed by Joseph R. Grundy, who is one of the leading spirits in this State against an effective child labor law.

About 12,000 miners are affected by a new two-years' contract agreed to by miners and operators in the Hocking (Ohio) district. The scale is based on the rate of 47 and 67.6 cents a ton respectively for machine and pick-mined coal. Operation in the district will be resumed at once. The contract gives to engineers and firemen an eight-hour day and a minimum wage of $2.62 a day. This is an advance of 22 cents a day and shorter hours for the engineers and firemen. The minimum wage of motor trip riders was fixed at $2.84, instead of $2.64 a day. Aged miners who are working as trappers will not receive less than $1.50 a day.

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Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Alfredsen, Andrew	Naro, H.
Albers, Geo.	Nase, A. Knudsen
Anderson, Gust W.	Nielsen, H. J.
Anderson, Julius L.	Nordlof, Sigurd
Backman, A. A.	Norris, Ed.
Bodsten, S.	Oie, Johan
Christensen, Peder	Olsen, Martin
Cortz, C.	Olsen, O. P. -1141
Campbell, Frank D. M.	Olsen, Jorgen
Danielsen, J. M.	Paaso, A.
Eriksen, John	Peitzon, Jacob
Eriksen, Egill	Petersen, J.
Evanger, Nils	Peterson, O. -710
Eriksen, E.	Petterson, Carl
Giortz, P. V.	Petterson, Harry
Gueno, P.	Plant, B.
Gundersen, Lauritz	Putta, V.
Garvey, Lawrence	Rosen, E. H.
Graae, P. C.	Rasmussen, Arthur
Grahn, John	Riech, F.
Gustavson, Taivo	Riech, J.
Hager, P. B.	Rose, W. H.
Hopke, P.	Scarlett, J.
Hansen, H. O. -315	Schankat, Hans
Hansen, Olaf	Schmideberg, R.
Hagger, F. W.	Simminghjem, G.
Iversen, Ole	Skedsmoe, A.
Jakobsen, Thom	Saar, I. A.
Jensen, Chr. P.	Samsing, Karl
Jacobson, A.	Saunders, R.
Johnsen, Emil	Sellars, W.
Johansen, Geo. W.	Sheppard, Stewart
Johannesen, Ludvik	Skubber, H.
Johnson, Hilmer	Stone, C. L.
Kristiansen, K. F.	Stover, Harry
Kenny, James	Stuhr, H.
Kjorsvik, Johan	Sundberg, K. K.
Knutsen, Knut	Sund, K. A.
Kohlmeisher, O.	Svensen, Ted
Kristiansen, Nils	Sverd, Carl
Kristiansen, Peder	Totz, R.
Kruger, J.	Tahlinen, M.
Lundberg, Thorsten	Thomsen, Alf.
Lilliland, G.	Thorsen, Knut
Larsen, E. B.	Tahti, Hjalmar
Lind, Hjalmar	Tomis, Frank
Lutten, T.	Toosen, Theo
Luwold, Nils	Ullman, John
McDonald, Wn.	Voldby, P.
Manson, Sven	Wenikke, A.
Mattson, Rudolf	Wimmer, G.
Merkle, G.	Wold, Statius
Mikkelsen, K. -1620	Wettland, Johan

INFORMATION WANTED.

Jacob Rokus is inquired for by his brother, Henry John Rokus, and would like to communicate with him. The last I heard from him was in 1903 at New Orleans on British steamer "Michigan," where he was shipmate. He is 32 years old and was born near Rotterdam, Holland. Any information of his whereabouts will be very thankfully received by me at 55 Main street, Buffalo, N. Y.

Anyone knowing the whereabouts of Wilhelm Brannemann, born at Dockenhuden, Germany, in 1882, please communicate with Hans Martens, No. 1892, Sailors' Union of the Pacific, San Francisco.

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Tacoma Letter List.

Andersen, Anders	Kesber, Karl
Anderson, John	Linea, W.
Almkvist, Emil	Line, Wiktor
Berglind, Ed.	Loren, A. L.
Bjorklund, Eric S.	Murphy, Daniel
Carson, James	Nielsen, Niels -751
Corty, Caser	Nilsson, Teodor
Doering, E. W.	Nisse, Clemens
Englund, Gust. E.	Ogilvie, Wm. A.
Hansen, Johannes	Olsen, Martin E.
Isaksson, Karl	Paterson, John
Iversen, Iver	Swansson, August
Johansson, Charles	Wilbrandt, Harry
Johansen, Christian	Wene, K. J.
Karthauser, Otto	

INFORMATION WANTED.

John S. Bickel, a sailor supposed to be sailing on the Pacific Coast, is inquired for by his sister, who has important news for him. Address Laura Bickel, 8817 Birchdale Ave., Cleveland, Ohio.—5-13-14.

Carl Kristianson, who shipped on the bark "Nuana" in September, 1912, from Honolulu to San Pedro, was on the bark "Allen" and schooner "Kepeat" previously. Anybody knowing his whereabouts please notify his mother, Mrs. Anna Kristianson, Majornas, Route 6, M. 27, Littra B. Nystrama St., Goteborg, Sweden.—5-13-14.

Carl Julius Carlson, born in Sweden in 1877, is inquired for by his mother. There is about $2000 due him from his father's estate. Last heard of in September, 1902, on the Atlantic Coast. Previously sailed on the "Clifford" between St. Johns and New York. Address Fru Sophia Carlson, Klubbegard, Hallands Lan, Heberg, Sweden.

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EUREKA

Eureka, Cal., Letter List

Eriksen, Anton	Haldorsen, Adolf
Hansen, Harold	Lomas, Richard
Hansen, Harry -1827 (Photo)	Lawrence, Harry
	Thorssen, Fredrik N.

INFORMATION WANTED.

Andre Wilue, a seaman, born at Dundee, Scotland, age 34, about 5 feet 8 inches tall, supposed to be sailing on the Pacific Coast, is inquired for by his father. Anybody knowing his whereabouts, kindly notify A. S. Wilue, Monifieth, Vancouver, B. C.—6-24-14.

The members of the crew of the barkentine "Mary Winkelman" who made the voyage in her to Mollendo, Peru, and arrived at San Francisco on her return trip on April 5, 1914, are wanted by the Charles Nelson & Co. at San Francisco, Cal.—6-24-14.

Portland, Ore.

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Portland, Or., Letter List.

Anderson, A. -1645	Karlson, August
Anderson, Gust. -1808	Kluge, Frank
	Kelly, Patric
Andresen, Anton -1635	Laine, Frank
	Larsen, John
Andersen, Mike	Lewik, Karl
Bergman, Karl W.	Lutzen, Wald.
Berglund, Ed.	Mathson, Nils
Bjorkman, Chas.	Mathiassen, Sigurd
Brun, Mathias	Maass, R.
Bults, Ernest	Meckerman, Ernest
Bakkersen, Peter J.	Marx, Thorwald
Carlsen, J.	Mikalsen, Andreas
Christensen, H. P.	Moberg, Karl
Carlson, C. Erland	Nelssen, C. J.
Campbell, Frank	Nilsson, Axel
Dahl, Henry	Nielsen, Kristian
Deswert, William	Narberg, John
Day, Aca	Olsen, Arthur
Danielsen, Nils J.	Olsen, Ansgar
Edstrom, John	Olson, J. W.
Erman, A.	Olsen, John Andreas
Ekham, Frans	Phillip, Max
England, E.	Petterson, Einar
Freitag, Franz	Peterson, Hans
Fristrom, S.	Petersson, M.
Geiger, Josef	Pettersson, W. H.
Gordia, Piet	Pelz, Gottfried
Gynther, John	Pohland, Max
Gravier, Eugene	Petersen, John
Greil, Ben	Rautio, Jacob
Hansen, Max O.	Reincke, Herman
Henriksson, William	Rhodes, F.
Heliman, Albin	Schmidt, Hans
Henricks, Woldemar	Swanson, Carl O.
Hedlund, Albert	Simens, O. L.
Holm, Aage	Scott, James
Huneig, Hans	Schulz, Alfred
Hansen, H. F. C. C.	Wieprecht, Ernest
Johansen, Chris	Welsen, J.
Jansson, L. -2166	Walter, John
Johansson, Arvo	Woldhouse, John
Jacobson, A.	

Aberdeen, Wash., Letter List.

Andersen, -1118	McLean, H.
Arnell, John	Martin, James
Andersen, F. C.	Mackenzie, Hector
Andersson, Geo.	G.
Behn, Alfred	Malm, Gus
Bowen, J. J.	Nordgren, Chas.
Burkland, John	Oksanen, Juko
Breien, Hans	Olsen, Oswald, -1059
Butler, J. E.	Peterson, Axel
Christensen, Albert	Pettersen, Karl
Christensen, F. R.	Petersen, J.
Christensen, Hans P.	Pettersen, Olaf
	Peter, V.
Christiansen, -1093	Peterson, Nels
Ernandes, Frisco	Rundblad, Oscar
Eriksson, -333	Sim, Gunder
Elenius, Axel	Schmidt, Heinrich
Evanger, Nils	Simensen, Isak
Fuller, J. H.	Sorensen, -1607
Forde, S. C.	Scheftner, Bernhard
Graf, Otto	Sundberg, John
Heinig, Johann	Schacht, Hein.
Hansen, Ove Max	Sormato, Matti
Hansen, C. F.	Schlachtl, Alf.
Junge, Heinrich	Toves, H. C.
Jacobson, Arthur	Thorne, John
Johansen, Hans	Udby, Harold
Knudsen, R. E.	Walder, Olsen N.
Kinnunen, A.	Packages.
Kyrkslatt, L.	Glazer, Y.
Kristiansen, Nils	Gorgensen, Olaf
Loining, Hermand	Hansen, John
Lengtssen, Gottfried	MacGuire, O. F.
Laine, Herman	Solberg, Peter
Lorsin, G. L.	Stanners, W. S.
Larsen, Lars	

INFORMATION WANTED.

Alfred Petersen, a native of Bergen, Norway, age about 44, is enquired for by his brother, Randolf Petersen. Any one knowing his whereabouts please notify Sam Anderson, address 100 Steuart St., San Francisco, Cal. 7-22-14

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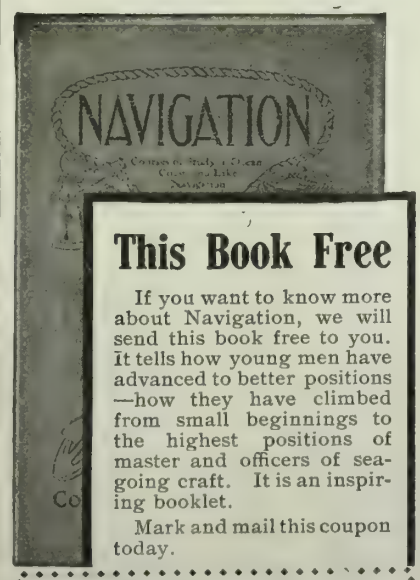
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Home News.

Postmaster-General Burleson announced that because of the entrance of Great Britain into the general European war, American mails were being transferred to ships of the United States, Sweden and other countries not involved.

By a plurality of over 25,000 votes, State-wide prohibition was defeated in Texas. The fight is said to have been conducted with extreme vigor by the "drys," Secretary Bryan and others of more or less note having recommended the support of the Prohibition candidate.

All inspectors in the radio-telegraph service of the Department of Commerce have been notified to co-operate with the Navy Department in censoring wireless messages so as to preserve the neutrality of the United States. The inspectors are located at New York, Boston, Philadephia, Baltimore, New Orleans, San Francisco and Seattle.

Representative Evans of Montana has introduced a bill prohibiting any transportation company from carrying strikebreakers from one State to another. It also prohibits the shipment in interstate commerce of any arms or ammunition to be used for strike purposes. A fine of $1,000 and imprisonment is provided for offenders. Militia are excepted.

Steel men in the Pittsburgh, Pa., district are concerned for the future of the export steel trade. Leading officials of all the largest steel companies admit that a general European war would kill the sale of steel to foreign countries. The reason for this assertion is that steel will, in all probability, be considered contraband of war, which would make it unsafe to ship.

Tracklaying is now proceeding on the Pacific Great Eastern railway beyond the Cheakamus canyon, where a number of bridges have recently been completed. Steel has already been extended twenty-eight miles north of Squamish, the ocean terminus of the Pacific Great Eastern toward Pemberton Meadows, says the Province, and a large force of men is engaged in this branch of construction work.

The European conflict has given an enormous impetus to the postal savings system, according to reports to Postmaster-General Burleson from postmasters in the large commercial centers. Scores of foreign-born wage-earners are taking their savings to the postoffices, thus releasing enormous sums for commercial purposes which otherwise would be hoarded. Many new accounts are being opened, and the number of withdrawals, already below normal, has rapidly diminished. In New York City last week deposits quadrupled daily, while scores of other cities show gains.

How to raise something like $100,000,000 to offset the loss to the United States in import duties expected to result from the war in Europe has been the subject of conferences between Secretary McAdoo and Representative Underwood, chairman of the House Ways and Means Committee. Treasury experts have completed a statement showing imports from the war zone. They did not hazard an estimate of probable loss in revenue, though informally it was admitted that the total might be in the neighborhood of $100,000,000 for the year.

Domestic and Naval.

Senator Weeks has introduced a bill providing that the limit of cost of the new Boston immigration station be increased from $375,000 to $465,000. This sum shall be available for approaches, sea walls, and pier.

Owing to dull business at the Maine stone and lumber ports a large number of coastwise vessels have gone into the provincial trade, loading coal at New York and returning with lumber from St. John and other points.

During the voyage of the Italian steamer "San Guglielmo" from Messina, etc., to New York, a boatswain's mate who had lowered himself into the afterpeak tank was asphyxiated by foul gases. Four men working nearby were overcome but brought back to life.

According to figures compiled by the Bureau of Navigation, Department of Commerce, vessels engaged in foreign trade made 13,811 entries into ports of the United States during the fiscal year ended June 30, 1914, paying $1,312,857 tonnage taxes, an increase of $39,068 compared with 1913.

According to the Russian press, there are 32 schools for seamen in the empire, of which ten are in the Baltic Provinces. The government appropriated $188,500 toward the support of these schools in 1913 and $205,700 in 1914. Of the latter amount the schools in the Baltic Provinces are to receive $32,000.

An order has been entered in the case of the A. H. Bull Steamship Company against the steamer "Atlanta," of the Chesapeake Steamship Company, holding both the Bull Company and the "Atlanta" responsible for a collision, and directing the Chesapeake Company to pay into court the sum of $5,649.38, within ten days.

The United States District Court has confirmed the recent sale of the Merchants and Miners Transportation Company's steamer "Nantucket" for $85,000. The sale was in limited liability proceedings following the collision between the "Nantucket" and the Old Dominion liner "Monroe." The Merchants and Miners Company purchased the "Nantucket" for the sum named.

The Gulf Coast Transportation Company has been organized for the purpose of transporting material by barges from the different railroads located in the vicinity of Lake Pontchartrain to Gulfport, Pascagoula, Mobile and New Orleans. It is capitalized at $100,000, and now operating several towboats and barges. Although in operation for only a short while this company moved more than 1,000,000 feet of lumber to Gulfport during June.

The Canadian Marine Department has been notified that the position of the "Empress of Ireland" wreck is changing. She appears to be slowly standing up, and the department is advised that the tops of her masts are already within 35 feet of the surface of the river. The movement of the wreck thus creates a possible danger to navigation, and the Department of Marine and Fisheries has issue instructions to blow out her masts with dynamite. It is surmised that the salvage operations and the strong current at the bottom of the river may have combined in turning the ship over.

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Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Abolin, Chris.
Adolfsson, Fritz
Albertson, Chris
Andersen, A.
Andersen, Alex. B.
Andersen, Andrew
Andersen, Arnfeldt
Anderson, Edvard
Andresen, Marius
Andersen, Nela
Andersen, Peder
Andersen, Rasmus -1701
Andersen, Tommy
Anderson, Henry
Anderson, Martin
Anderson, Oskar -1363
Andreassen, Morgan
Antonsen, Herman
Attel, Alf
Backman, Axel
Baro, Severin S.
Bauer, Andrew
Baumly, Jos.
Beausang, Eugene
Behrens, Herman
Behr, H.
Bendegard, Frank
Berg, John
Bergbalm, Edward
Bergstrom, Axel
Birkenberg, H.
Bjerk, Gustaf -2007
Bjorseth, Knut
Blair, Bernard
Blanco, D.
Blucker, John
Bokkensen, P. J.
Borgen, John
Bowman, William G.
Boy, Geo.
Brander, William
Bryan, John
Brynjulfson, Halvar
Bye, Sigurd
Callon, Josh.
Campbell, Geo.
Carlson, C. Erland
Carlson, John
Carisson, G. E. -1071
Carry, Peter A.
Christensen, Alfred
Christensen, Hans
Christiansen, L. P.
Cook, Harry
Costa, Casimiro
Cord, P.
Crosman, Geo.
Dahlin, O. W.
Dalen, Wm. K.
Dallman, H.
Danielsen, E.
Danielsen, Johan
Daubbs, Paul
Davis, Frank A.
Davis, Gala
Deswert, William
Devengowski, Julius
Digman, Carl A.
Dohmann, Ferdinand
Dolen, William
Doose, Wm.
Dowe, John
Dreyer, Carl
Dryer, Herman
Eaton, William H.
Eckart, T. G.
Ekstrom, George
Eliassen, Sigurd
Ellstrom, Axel
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Engel, M.
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Eriksson, Gustaf V.
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Fricke, W.
French, Jack
Fritsch, L.
Gaby, J.
Garden, G. -1022
Gasch, William
Gierahn, R. C.
Gjasdal, Elling
Greenaae, Jorgen
Grenne, Olav
Grigoliet
Gronnevick, Isack
Gulbransen, Bjorn
Gullikson, Amandus
Gunnersen, Ingvald
Gustavson, G. B. -832
Gustafson, Gus
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Haggar, Fred
Hallenberg, Gustaf
Hallowes, Louis N.
Halvarsen, H. -2229
Halvorsen, Isack
Hamann
Hammargren, Oscar
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Hank, A. E.
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Hansen, J. -2156
Hansen, -965
Hansen, N. M.
Hansen, Thomas -1769
Hansen, Oscar
Hansen, Eugen
Hanson, N.
Hansson, Harold
Hartog, John
Haws, Arthur
Heckel, Max
Helpap, August
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Henry, H. A.
Hetebruegge, W. -1023
Hiks, Gustav
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Jensen, Fredrick
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Jensen, Just
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Jensen, Oscar
Jensen, William
Jespersen, Martin
Johansen, -2021
Johansen, Alf.
Johansen, Axel
Johansen, Eduard
Johansen, Louis
Johansson, John
Johansson, Oscar -1908
Johnsen, Villy
Johnsen, W. C.
Johnson, -2255
Johnson, Bernhard
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Mardison, Andrew
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Markmann, Heinrich
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Nielsen, Ingolf
Nielsen, L.
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Nilson, Ragnard
Nilsson, -1141
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Ohman, P. W.
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Willi, Max
Willman, G. E.
Wilson, James
Wilson, -74
Wimmer, Geo.
Winther, Haakon
Winther, Sigurd
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Hendriksen, Hagbart
Huebner, Carl
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Johanson, J. -2021
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Jorgensen, Oluv
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Klette, E. F.
Laas, J.
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Olsen, Carl -1101
Petersen, C. W.
Raasch, O.
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Rasmussen, Emil
Rathke, Reinhold
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Mr. Mills is speaking every Sunday at 8 P. M., at Scottish Rite Hall, San Francisco, and at 2:30 P. M., Rice Institute, in Oakland.

INFORMATION WANTED.

George Albert Vaughan, age 47, of Handsworth, Birmingham, England. Was in New York City in 1902; worked as steward on New York and South American boats. Important. Address, Rev. R. C. Cookson, 96 Monroe street, Brooklyn, N. Y.

If Axel Olson and John Swanson, who in the autumn of 1902 were members of the crew of the steamschooner "Fulton," will send their present addresses to John Gabrielson, Bellflower, Calif., they will receive news that will be of interest to them.

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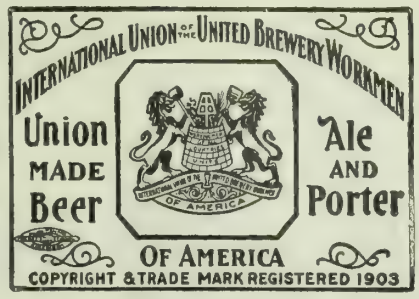
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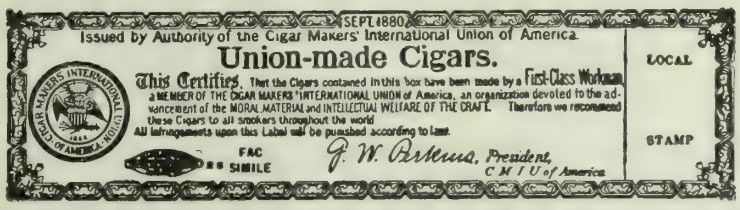
Henry Smallwood, a native of New York, is inquired for by his mother. Anyone knowing his present whereabouts please notify the following address: Mary Smallwood, Academy of the Holy Name, 200 Fair Oaks ave., Pasadena, Cal. 7-29-14

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INFORMATION WANTED.

Samuel Dickson, a seaman, aged about 40 years, son of Moffett Dickson, deceased, of Belfast, Ireland, or any person knowing his whereabouts, is requested to communicate at once with the undersigned in connection with a legacy. A. R. Smith, U. S. Shipping Commissioner, Philadelphia, Pa.

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Happmer, H.	Paitanen, Alex
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When making purchases from our advertisers, always mention the Coast Seamen's Journal.

News from Abroad.

Word is received from the Balkans of cases of cholera among the Servian and Austrian troops.

The French government has asked quotations on 25,000 packets of Louisiana rice, according to announcement of New Orleans dealers.

Monsignor Freri, general director of the Society for the Propagation of the Faith, has received a telegram from Laredo, Tex., stating that thirty-five Catholic priests have been shot at San Luis Potosi by the Constitutionalists.

A dispatch from Lisbon published in the London Times says the Hamburg-American line steamer "Cap Ortegal," reported captured by a British warship, was taken off Oporto, Portugal, on August 9. The liner carried $5,000,000 in specie and sailed from Buenos Aires for Southampton on July 16.

With the purpose of terminating the present deadlock in the money market and to enable trade and commerce to resume their normal courses, the British government has agreed to guarantee the Bank of England from any loss it may incur in discounting bills of exchange of either home or foreign banks on trade accepted prior to August 4.

News of the taking of the German tank steamer "Leda," a prize probably worth $250,000, by the British cruiser "Suffolk," and of the arrest of upward of 100 German reservists in Bermuda as prisoners of war, was confirmed by Captain R. L. Daniels of the Royal Mail steam packet "Caribbean," which arrived at New York on August 13 from Bermuda. Similar confirmation was brought by the "Bermudian" of the Quebec Steamship Company.

Russia is about to recognize as legitimate the emigration of her surplus millions to countries other than those in Europe, and the Ministry of Commerce has submitted to the cabinet a bill to abolish some of the penalties hitherto attaching to unauthorized emigration. The bill in its preamble specially refers to the 281,000 emigrants from Russia to America last year.

The peaceful transfer of the reins of government at Mexico City from the Carbajal administration to the Constitutionalists actually began on August 11, according to official advices to the American State Department. The Federal troops evacuated the capital, leaving the city in charge of municipal police, who by agreement were to be regarded as neutral. The Federals withdrew from the city to a near-by point, there to await an announcement of amnesty from General Carranza. Should guaranties be refused, a counter revolution will be immediately set in motion.

The outbreak of the European war has caused the withdrawal from St. Pierre (Miquelon) of nearly the entire French fishing fleet, and many steam trawlers have returned to Havre and Brest. Business has been badly crippled, as the bank has refused to cash drafts and checks on France. Upon receipt of official advices that hostilities had begun, the colonial government sent two steam trawlers to the fishing fleet on the Grand Banks to order all vessels that were sufficiently supplied with coal and provisions to proceed to France immediately. Others which were brought back to refit have been sailing for Brest every few days.

With the Wits.

Willie—Paw, when has a man horse sense?

Paw—When he can say "Nay," my son.

Candid Hostess (on seeing her nephew's fiancee for the first time)—I never should have known you from your photograph. Reggie told me you were so pretty.

Reggie's Fiancee—No. I'm not pretty, so I have to try and be nice, and it's such a bore. Have you ever tried?

Once upon a time there was a boy, and he applied for a job.

"We don't want lazy boys here. Are you fond of work?" asked the boss.

"No, sir," answered the boy, looking the boss straight in the face.

"Oh, you're not, aren't you? Well, we want a boy that is."

"There ain't any," insisted the boy, doggedly.

"Oh, yes, there are. We have had a dozen of that kind here this morning looking for a situation with us."

"How do you know they are not lazy?" persisted the boy.

"Why they told me so."

"So I could have told you so; but I'm not a liar."

He got the job.

A club of eccentric young men had for one of their rules that on Tuesday evenings any man who asked a question in the club rooms which he was unable to answer himself should pay a fine of $10.

One evening Jepson asked the following:

"Why doesn't a ground squirrel leave any dirt around the top of his hole when he digs it?"

After some deliberation, Jepson was called upon to answer his own question. "That's easy," said he, "the squirrel starts at the bottom and digs up."

"All very nice," suggested a member, "but how does he gets to the bottom?"

"Well," answered Jepson, "that's your question."

Children's Accounts

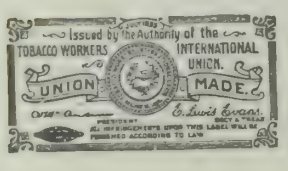
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The class of teachers of Navigation in the past have been those having simply a knowledge of Navigation, and Navigation only. Conditions have changed, and the American seamen demand a man as a teacher with higher attainments than one who has only the limited ability of a seaman. The Principal of this School, keeping this always in view, studied several years the Maritime Law, and is now, in addition to being a thorough teacher of Navigation and its kindred subjects, a regularly admitted Member of the Bar.

There is no standard of education required of a pupil entering the School, for no matter how ignorant the seaman may be, even in the rudiments of common education, Captain Henry Taylor will teach and raise him from the depths of ignorance to the height of the average well-informed man, and in a comparatively short interval of time.



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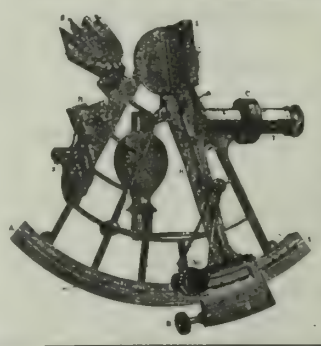
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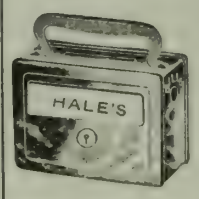
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FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XXVII, No. 50. SAN FRANCISCO, WEDNESDAY, AUGUST 26, 1914. Whole No. 2292.

FACTS ABOUT DISASTERS AT SEA.

Modern Passenger Steamships and Safety of Life.

Notwithstanding the decay of seamanship it is a very common misapprehension that the advent of the modern steamship has materially decreased the dangers of the sea to the traveling public and that, while present conditions are admittedly bad, the number of lives lost is not so great as in past years. Nice lithographs of giant steamships, glowing advertisements of the comforts on board, reports of wonderful speed, and accounts of great improvements made in the building of ships, serve to lull the public into a false sense of security, while human skill in the handling of these ships is steadily diminishing and the toll of death grows.

At intervals the world is aroused by a "Titanic" tragedy, and for a little while the shipowners are kept busy pretending a desire to safeguard against future disasters but actually seeking delay, always delay and more delay, in every proposal for definite action such as the legislation proposed in the Seamen's bill, until the public again forgets. When the steamship owners could no longer stem the tide of indignation in some of the maritime countries they sought delay, and secured it, through the recent conference at London where representatives of various nations drew up certain rules which were then advertised as a wonderful advance in safety proposals.

Every maritime country was urged to ratify these alleged new rules in the form of an international convention or treaty. The shipowning fraternity thus hoped to erect a barrier against effective legislation by individual nations. It was claimed that new methods of ship construction had been agreed upon and that this alone was sufficient to warrant the ratification of the entire convention.

The "campaign of education" which was to convince the world of the truth of this claim was at its height when the steamship "Empress of Ireland," whose construction equaled the requirements of the supposedly new rules, met in collision with a tramp collier and sank within a few minutes, drowning over 1000 persons a couple of miles off shore in the shallow and smooth water of the St. Lawrence River. Like others of her class she was well built, but poorly manned.

Modern methods of ship construction do not and cannot overcome the necessity for skill in the men who handle and care for the ships. As seamanship has diminished, disasters have multiplied despite all improvements in shipbuilding. An investigation into the loss of passenger ships since 1860 proves this beyond all doubt. Divided into periods of five years the figures show a loss of life as follows:

	Lives lost
From 1860 to 1864, inclusive, 5 years....	1018
From 1865 to 1869, inclusive, 5 years....	1893
From 1870 to 1874, inclusive, 5 years....	2302
From 1875 to 1879, inclusive, 5 years....	2570
From 1880 to 1884, inclusive, 5 years....	2570
From 1885 to 1889, inclusive, 5 years....	2643
From 1890 to 1894, inclusive, 5 years....	2654
From 1895 to 1899, inclusive, 5 years....	2658
From 1900 to 1904, inclusive, 5 years....	3165
From 1905 to 1909, inclusive, 5 years....	4382
From 1910 to 1914, 4 yrs. and 5 mos....	5445
Total lives lost.....	31,300

The figures given were obtained by a careful investigation and search through the files in the Congressional Library at the National Capitol. It may be claimed, perhaps, that the data for the earlier periods is possibly not entirely complete, but that can also be said of the later years. It is practically impossible to get even an approximately correct list of lives lost on cargo vessels during the period mentioned and losses on such vessels are therefore not included.

The following shows in detail the list of disasters to passenger steamship, and the loss of life involved in each case; corrections, if any can be made, are invited:

Steamship. Locality and date of loss.	Lives lost.
"Lady Elgin," Great Lakes, Sept. 8, 1860...	287
"Keystone," Great Lakes, Nov. 9, 1861, all on board lost.....	(?)
"Golden Gate," Mexico, July 27, 1862.....	200
"Sunbeam," Great Lakes, Aug. 28, 1863.....	29
"Canadian," Atlantic, 1863.....	45
"Water Witch," Great Lakes, Nov., 1863, all on board lost.....	(?)
"Anglo-Saxon," Cape Race, April 27, 1863...	237
"City of Detroit," Great Lakes, Dec. 4, 1863	20
"North America," Atlantic, Dec. 22, 1864....	200
"Eagle Speed," Calcutta, Aug. 24, 1865.....	265
"London," Bay of Biscay, Jan. 11, 1866.....	220
"St. Clair," Great Lakes, July 9, 1866.....	24
"Evening Star," Atlantic, Oct. 3, 1866.....	250
"Rhone," "Wye," and others, West Indies, Oct. 29, 1867.....	1000
"Morning Star," Great Lakes, June 20, 1868..	26
"Vicksburg," Cape Race, 1896.....	65
"Hippocamus," Great Lakes, 1869.....	43
"City of Boston," Atlantic, Jan. 28, 1870....	200
"Cambria," Irish coast, Oct. 19, 1870.....	170
"R. J. Coburn," Great Lakes, Oct. 15, 1871..	32
"Metis," Block Island Sound, Aug. 30, 1872..	150
"Northfleet," off Dungeness, Jan. 22, 1873...	300
"Atlantic," Nova Scotia, Nov. 23, 1873.....	547
"Ville du Havre," Atlantic, Nov. 23, 1873...	227
"Ironsides," Great Lakes, 1873, all on board lost.....	(?)
"Cospatrick," Auckland, Dec. 26, 1874.....	476
"Schiller," Scilly Islands, May 7, 1874.....	200
"Pacific," Cape Flattery, Nov. 4, 1875.....	236
"Great Queensland," Melbourne, Aug. 12, 1876.....	569
"Metropolis," off North Carolina, Jan. 31, 1878.....	104
"Sphinx," Cape St. Elie, Mar. 24, 1878.....	500
"Princess Alice," England, Sept. 2, 1878....	700
"Pomerania," England, Nov. 25, 1878.....	47
"Byzantin," Dardanelles, Dec. 18, 1878.....	210
"Waubuna," Great Lakes, 1879.....	30
"Borusia," Spain, Dec. 2, 1879.....	174
"Amazon," Great Lakes, 1879, all on board lost.....	(?)
"Atlanta," Bermuda, Jan. 31, 1880.....	290
"Alpena," Great Lakes, Oct. 16, 1880.....	76
"L'Oncle Joseph," off Spezzia, Nov. 24, 1880	250
"North Star," Cabot Strait, 1881.....	67
"Victoria," Great Lakes, May 24, 1881.....	(?)
"Teuton," Cape of Good Hope, Aug. 30, 1881	200
"Cimbria," North Sea, Jan. 21, 1883.....	423
"Navarre," Norway, Mar. 7, 1883.....	745
"Clyde," England, July 3, 1883.....	124
"City of Columbus," Block Island Sound, Jan. 8, 1884.....	90
"State of Florida," Atlantic, April 19, 1884..	145
"Laxham," Spain, July 21, 1884.....	130
"Manistee," Great Lakes, Nov. 16, 1884.....	30
"Algoma," Great Lakes, 1885.....	45
"Crestes," March 30, 1885.....	70
"Speke Hall," Gulf of Aden, June 14, 1885..	100
"Reynard," Gulf of Aden, June 14, 1885....	127
"Lycemoon," Australia, May 31, 1886.....	70
"Asia," Great Lakes, 1886.....	100
"Vernon," Great Lakes, Oct. 28, 1886.....	55
"Kapunda," Brazil, Jan. 29, 1887.....	300
"Benton," Formosa, April 29, 1887.....	150
"Sir John Lawrence," India, May 28, 1887..	750
"Wah Yueng," China Sea, Nov. 15, 1887.....	400
"Mahratta," India, June 22, 1887.....	150
"Geiser," Sable Island, Aug. 5, 1888.....	105
"Sud America," Canary Islands, Sept. 13, 1888.....	89
"W. A. Shoulton," English Channel, Nov. 10, 1888.....	132
"Duburg," China Sea, Feb. 17, 1890.....	400
"Quetia," Torres Straits, Mar. 1, 1890.....	124
"Persia," Corsica, Dec. 2, 1890.....	130
"Shanghai," China, Dec. 27, 1890.....	101
"St. Catharis," Caroline Isl., April 6, 1890...	90
"Utopia," Gibraltar, Mar. 17, 1891.....	547
"Nanchow," China Sea, Jan. 13, 1892.....	414
"Alexander Wolcow," Caspian Sea, May 17, 1892.....	250
"Bokhara," China Sea, Oct. 16, 1892.....	100
"Romania," Portugal, Oct. 28, 1892.....	113
"Trinaleya," Spain, Feb. 8, 1893.....	115
"Naronic," Atlantic, Feb. 11, 1893.....	74
"Wairoro," New Zealand, Nov. 1, 1894.....	134
"Horn Head," 1894.....	62
"Elbe," North Sea, Jan. 30, 1895.....	335
"Chicora," Great Lakes, Jan. 24, 1895.....	26
"Don Pedro," Spain, May 28, 1895.....	100
"Colima," Pacific, May 27, 1895.....	198
"Ortegia," Gulf of Genoa, July 21, 1895.....	150
"Drummond Castle," France, 1896.....	250
"Copernicus," 1897.....	152
"Belgique," Coast of Brittany, Jan. 16, 1897	90
"Ville de St. Nazaire," Cape Hatteras, Mar. 7, 1897.....	40
"Normand," Bay of Biscay, Mar. 13, 1897...	(?)
"Triton," Oct. 2, 1897.....	150
"Flachat," Canary Islands, Feb. 16, 1898.....	87
"La Bourgoyne," Atlantic, July 4, 1898.....	571
"Mohegan," Manack Rocks, Oct. 14, 1898...	116
"Portland," off Boston, Nov. 28, 1898.....	198
"Clara Nevada," Alaska, 1898.....	110
(?), English Channel, May 30, 1899.....	85
"City of Rio De Janeiro," San Francisco, Feb. 22, 1901.....	128
"Islander," Alaska, 1901.....	67
"Primus," Elbe, July 2, 1902.....	112
"Walla Walla," Cape Mendocino, Jan. 2, 1902	40
"Camorta," China, 1902.....	655
"Libau," Marseilles, June 7, 1903.....	150
"General Slocum," New York, June 15, 1904	955
"Norge," Atlantic, June 3, 1904.....	750
"Gironde," Algiers, Nov. 3, 1904.....	100
"Yuenwo," 1905.....	154

"Clallam," Straits of Juan de Fuca, Jan. 8, 1904	54
"Hilda," St. Malo, France, Nov. 18, 1905	128
"Canlabenia," Philippine Islands, Sept. 26, 1905	100
"Dix," Puget Sound, Nov. 18, 1906	45
"Hankow," 1906	106
"Sirio," Cape Palos, Aug. 4, 1906	350
"Variag," Vladivostok, Oct. 21, 1906	140
"Valencia," Vancouver, Jan. 23, 1906	126
"J. H. Jones," Great Lakes, Nov. 22, 1906	27
"Sultan," Black Sea, Jan. 24, 1907	60
"Columbia," Pt. Arena, July 21, 1907	86
"Hong Kong," China, Feb. 2, 1907	130
"Cuasca," Brazil, Dec. 4, 1907	33
"Imperatrix," Cape of Crete, Feb. 24, 1907	127
"Nicaraguan," Atlantic, Aug., 1907	40
"Berlin," Holland, Feb. 21, 1907	138
"Taifu Maru," Chinkiang, Sept. 17, 1907	45
"Larchmont," Block Island, Feb. 11, 1907	133
"Kaplan," Mediterranean, Nov. 24, 1907	110
"La Roche," Corunna, June 24, 1907	100
"Aden," Africa, June, 1907	78
"Santiago," Chili, June, 1907	90
"Matsu Maru," Hakodate, Mar. 23, 1908	300
"Matsu Shima," Pescadores, April 30, 1908	200
"Folgefouden," Norway, Aug. 23, 1908	70
"Star of Bengal" (sail vessel), Alaska, Sept. 20, 1908	112
"Taish," Japan, Nov. 6, 1908	100
"Soo City," Gulf of St. Lawrence, Nov. 14, 1908	19
"Sardinia," Malta, Nov. 25, 1908	83
"Ponting," Philippine Islands, Nov. 27, 1908	100
"San Pablo," Philippine Islands, Nov. 27, 1908	100
Two Japanese steamers in collision off Chefow, Nov. 30, 1908	700
"Waratah," Port Natal to London, July 26, 1909	300
"La Seyne," Singapore, Nov. 14, 1909	96
"Loodinia," 1910	83
"Prinz Willem," Atlantic, Jan. 21, 1910	52
"General Chanzy," Palma Is., Feb. 8, 1910	157
"Pere Marquette," Great Lakes, Sept. 9, 1910	27
"Lima," 1910	51
"Arkadia," Gulf of Mexico, Oct. 14, 1910	37
"Abenton," Spain, Feb. 2, 1911	70
"Koombuna," Australia, Mar. 3, 1911	40
"Yongala," Australia, Mar. 28, 1911	138
"Taboga," Panama, May 23, 1911	60
"Tucapil," Chili, Sept. 5, 1911	81
"Emir," Straits of Gibraltar, Aug. 9, 1911	93
"Russ," Black Sea, Jan. 11, 1912	172
"Cachapoal," Chili, Mar. 2, 1912	80
"Oceana," English Channel, Mar. 16, 1912	(?)
"Calvados," Sea of Marmora, Mar. 8, 1912	200
"Titanic," Atlantic, April 14, 1912	1517
"Texas," Gulf of Smyrna, May 24, 1912	140
"Nevada," Gulf of Smyrna, May 24, 1912	120
"Kicke Maru," Japan, Sept. 28, 1912	900
"State of California," Gambier Bay, Aug. 17, 1913	31
"Malmberget," Norway, Dec. 5, 1913	45
"Vulturno," Atlantic, Oct. 10, 1913	135
"Acillia," Chili, Oct. 27, 1913	98
Italian steamer, Italy, May 19, 1914	50
"Monroe," Atlantic, Jan. 30, 1914	41
"Empress of Ireland," St. Lawrence River	1027
Total	31,300

V. A. OLANDER.

BLACK ART IN SARDINIA.

A recent cable dispatch made the interesting announcement that six women are on trial in Sardinia, not exactly as witches, but because of many crimes of extortion which they have been able to commit because belief in witchcraft and its terrible powers is still widely prevalent among all classes of the island's inhabitants, says the New York Times.

The existence of such credulity is less surprising in Sardinia than it would be almost anywhere else for the reason that this is a most sequestered part of Europe and its scanty population live among their mountains in a state of isolation with hardly a parallel in the supposedly civilized part of the world. Practically no tourists go there, and though there has been some emigration in recent years, the expatriated Sardinian seems nowhere to have created a recognizable "colony."

Of Sardinia it might be said with an approximation to truth that its early history is unknown and of late history it has none. Nothing of importance and little of anything happened there since the Bronze Age. Of that, some remains mildly interesting to the archaeologists have been found and ethnologists have noted that the Sardinians are the only almost pure survivors of the autochthonous Mediterranean race. The way they pronounce the few Latin words in their curious language, too, has helped the Germans to establish their theory of phonetics for the classic tongue, and experience with native brigands made Captain Febroni and several other Sardinians highly efficient detectives when Naples grappled with the Camorra.

It is to be hoped we hear more about Sardinia's witches, though they seem a degenerate lot and so thoroughly devoted to getting money from credulous victims that one doubts their belief in themselves, which is, of course, essential to high-class witchcraft. It characterized the voodooism of the West Indies to a considerable extent, and enables the practitioners of black art there to utilize suggestion with results that often make the "obi man" a real awarder of life and death—especially when he resorts, now and then, as he does, to arsenic and powdered glass to increase the power of his charms.

INDUSTRIAL UNREST.

The Federal Commission on Industrial Relations set out to learn whether there is any industrial unrest, and if so, why? It is probably convinced by this time that there is unrest. Most of the witnesses before it have agreed about that. But as to the other question—why there is unrest—there is much difference of opinion. Most of the employers say that it is due to labor agitators, while most of the labor witnesses put the blame on employers. Occasionally a witness ventures to attribute it to some cause other than employer or agitator without being any too convincing in trying to bolster up the opinion.

Is not the real cause of unrest the fact that all opportunities for employment are entirely beyond the reach of laborers? To get work laborers need permission of those in control. To keep it they must submit to the terms of those in control. Such conditions naturally breed unrest, even when—as usually is the case—employers try as well as they know how to be fair and generous. A man who knows that other jobs are open to him, should he lose his present one, will feel far more contented and cheerful than one who knows that loss of his job means enforced idleness and want. The man who knows he can safely quit his job and find other opportunities, as good, waiting for him, will probably insist on getting the full value of his work and also on respectful treatment. He will be a free man, and the very fact that he need fear no evil consequences should he leave his job, will tend to keep him at work unconcerned about many things that would provoke irritation and resentment in a man feeling himself to be economically a slave.

To find the solution of the problem of industrial unrest the Commission must discover the way to open opportunities to labor to all who want them. It must learn how conditions can be made so that regardless of the permission of others, any man desiring work will have a job somewhere awaiting him.

A luggage carrier for automobiles which resembles a folded top and is carried in the same position, being within easy access, has been patented by a Californian.

WOMEN AND WAR.

(S. J. Duncan-Clark, in "The Public.")

They have gone from the shop and field,
From the city and fruitful plain,
The hammer and chisel are laid aside,
The sharp scythe rusts in the grain.
Peasant and artisan,
In the game of war mere pawns,
At the word of monarch no more than man
They march where red hell yawns.

In the door of a vine-clad cot,
On a hill that slopes to the sun,
On the curb of the street where its rays beat hot
The same grim thing is done—
Beneath the brave, set lips,
Beneath hysteric cheers,
A woman's heart feels fear that grips
And drips her blood in tears.

Hapsburg and Romanoff
And the Hohenzollern throne,
What are these names but words that scoff
As they rob her of her own?
A child is clinched to her breast,
And a child is held by the hand;
One sleeps while the other cheers with zest—
They cannot understand.

But before the woman's eyes
Is a vision ghastly red
Of flames that leap to smoke-hung skies,
And war-plowed fields of dead.
She can see—oh, poignant clear—
The form of one in the heap,
The man to her pain-racked heart most near,
Shell-kissed to endless sleep.

His eyes at least are blind,
His ears are deaf to the strife,
But, Mother of God, for her and her kind
What is there left in life?
The music dies in the air,
The cheers are silenced, and then
They turn these women to face their care,
And cry to God for their men.

For there is the child at her breast,
And there is the child at her hand,
And the heart that breaks can find no rest—
And they will not understand.
For life gives no release,
And tho' her heart be dead,
The cries of the children will not cease
If she fail to find them bread.

So, yon in the vine-clad cot,
On a hill that slopes the sun,
She must toil lest the grapes in the vineyard rot
And young life be undone;
And here in the city, gray,
Where the sun beats hot on the street,
Her woman's wit must find a way
For little stumbling feet.

The day shall come when she
Will bow her head no more,
But facing her God with unbent knees
Will curse the crime called war.
And curse the men called kings
Who seek their shining goals
On a pathway paved with bleeding things
That once housed living souls.

O wombs refuse to bear,
O breasts refuse to nurse,
Until thy sons who toil shall dare
To end this age-long curse!
The world is sick of thrones,
And pride-mad monarchs' lust—
The day soon dawns when it disowns
All gilded human dust!

When the main drainage of London was undertaken, about 1856, careful inquiries were made as to the most suitable bricks to use, and those made from the gault, a tenacious blue clay lying between the upper and lower green sands under the chalk, were selected. Nearly the whole of the original main drainage works of London were built of these bricks, which are strong and durable, with smooth surface and regular shape. The sewers have now been in use about fifty years and are in excellent condition, though slightly worn on the invert.

By introducing minute particles of zinc into the tissues by powerful electric currents a Philadelphia surgeon destroys cancers and has effected many notable cures.

Demand the union label upon all purchases!

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Organizations of Workers are Not Trusts.

It is impossible to establish a "labor trust" among free men, for labor power is part of the living workers and has material existence only in the products resulting from the application of that labor. Justice to the workers requires that the inherent differences between these two kinds of organizations be recognized in legislative classifications.

The principle underlying Section 7 of the Clayton Anti-Trust bill recognizes this distinction. It discriminates between the miner and the coal that he mines, the engineer and the throttle that he pulls, the factory employe and the machine that he operates, the baker and the bread he bakes.

But should the baker and the candle maker engage in the production of loaves of bread and candles and try to manipulate the prices of these products to secure unreasonable profits, then their activities would come under the provisions of the Sherman Anti-Trust law. However, so long as they control only themselves and their labor power, which is indissolubly bound up with life itself, they form no trust and do not interfere with interstate commerce.

Under laws applying to free people, withholding of labor power or patronage cannot constitute illegal acts. I can conceive of no dissent from this fundamental truth, that a man's labor power and his patronage are part of himself and cannot be coerced directly by compulsion or indirectly by means of penalties without making him a slave. All relations between employers and employes must be construed in accordance with this fundamental truth if freedom is to be obtained.

Under present conditions of combinations and concentration of the employing interests industrial freedom is impossible for individual workers. Where freedom does not exist in the shop it is barred from the lives of those who work in the shop. Wherever unfreedom gains a foothold a deadly influence begins undermining the freedom of all.

Only organization can secure to the workers an opportunity to have a voice in determining wages and conditions under which they work. Organization gives the right of choice. Choice is freedom.

All increases in wages, all betterment in working conditions, regulations for the greater welfare of those who work, have all been wrung from employers by the organized efforts of the workers. All these gains that mean so much for the conservation and advancement of the nation have resulted directly or indirectly from the efforts of the organized workers. Organizations protect and benefit the unorganized also.

Imagine, if you can, what would be the fate of the workers if the Sherman Anti-Trust law as interpreted by the courts were fully enforced and labor organizations were dissolved and outlawed. Workers would be helpless before the conscienceless greed of exploiting employers, the impotent victims of predatory power. Workers would become the cheapest factor in production, of infinitely less value than the things they produce.

Through organization the workers insist that human life shall be valued more highly than things; they insist that personal rights are of greater consequence than rights attaching to property.

By abuse of the injunction process and by perversion and misinterpretation of the Sherman Anti-Trust law organizations of workers have been forbidden to strike, to discuss or publish facts concerning conditions of work, to pay strike benefits to striking members, to persuade others to join the cause of the strikers. To prevent such infringements upon the rights of free men there was incorporated in H. R. 15657, Sections 15-23, what constitutes Labor's Bill of Rights.

These sections provide regulations for the issuance of injunctions and restrict the scope of the injunctive process.

The right to withhold labor power or to withhold patronage has been denied on the ground that it interfered with the employer's property rights. But an employer can have no property rights in the patronage of free man. Patronage implies voluntary choice bestowed wherever it pleases the purchaser and withdrawn at his pleasure. If this patronage is a personal matter, a personal right, how can its withdrawal constitute an unlawful act? The dealer thereby may be aggrieved and may suffer loss, but he cannot claim a legal right to the patronage of any man.

Free men have the right to bestow or withhold their labor and their patronage whenever or wherever they may wish. To gainsay this right is to deny freedom.

Labor power and patronage are what make the workman effective and forceful —they constitute his principal protection and means of self-expression. They must be guarded as the foundation of individual freedom, the precious birthright of a man free to be himself and to possess his own soul.

Not only must the theoretical right to bestow or withhold labor power and patronage be maintained, but this must be given reality and effectiveness by permitting men to pursue legitimate courses of action in exercising this right. If the end is lawful and worthy, then the moral means for attaining that end must also be recognized as legal and necessary.—President Gompers, in New York World.

Union Haters Would Silence Press.

The following editorial, taken from the Stockton "Record" of Tuesday, the 11th inst., shows that the would-be union busters of Stockton, Cal., led by the misfit Calkins, in their frenzy to carry the day, have attempted to silence the daily press of that city. When the would-bes first threatened the dailies of that city with financial loss if they did not take program from the M. M. & E. Association, the members of the Stockton Typographical Union assured the publishers that they

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeland Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts Maritimes de France, 33 rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22. Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S, Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

The laborers on the jetty and foreshore works at Port Hedland (W. A.) are on strike. They insist that the ruling wage is £4 10s. per week, and as the Government engineer refuses to raise the pay from 13s. 4d. to 15s. a day, they have "downed tools."

Threatened trouble at the Ottawa Car Company at Ottawa, Canada, has been averted as a result of conferences between that concern and its machinists. The firm has signed an agreement with Local 412 of the International Association of Machinists.

The agitation of the British seamen against the employment of Asiatic crews has taken a serious turn. Great meetings have taken place in the more important ports, and protests have been made against unfair competition. According to particulars supplied by Mr. John Burns, the number of Asiatics enrolled for British ships was 7450 in 1912, as compared with 9286 in 1913, inclusive of the London dockers. During the same period 23 Asiatics committed suicide on British ships.

According to the figures obtained in connection with the inquiry instituted by the Vienna trade-union commission which covers 131,298 members there were altogether 50,907 unemployed including 3,004 females in the year 1913. Twenty-six thousand three hundred and forty-six unemployed received 1,200,000 kronen in benefits. The total working time lost in 1913 amounts to 5416 years. The result of the inquiry reveals a steady increase in unemployment during the last few years.

The annual report of 1913 of the Austrian Trade-Union Commission, which appeared a short time ago, makes known the fact that the industrial depression of the past year has not seriously injured the positions of the trade-unions. The organizations, which are also affiliated to the International Federation of Trade Unions and whose National Centre is the so-called Trade-Union Commission, had 415,195 members, as against 419,288 in the previous year, not including the Tobacco Workers who left on account of internal difficulties and who number 8,775. The annual income, not including strike funds, reached over 10,000,000 kronen. The total funds are now about 15,000,000 kronen Three million kronen had to be paid out for unemployment benefit and 16,000,000 for sick benefit, etc.

Returns received from certain selected ports in the United Kingdom (at which over 70 per cent. of the total tonnage in the foreign trade arrived and departed) show that during June 49,324 seamen, of whom 4,083 (or 8.3 per cent.) were foreigners, were shipped on foreign-going vessels. Compared with June, 1913, there was a net increase of 939, or 1.9 per cent. There were large increases at Liverpool and Southampton, and considerable decreases at Cardiff, the Tyne Ports, Glasgow and Bristol. During the six months ended June, 1914, the total number of seamen shipped was 273,784, a decrease of 708, or 0.3 per cent., on the total for the corresponding period of 1913. There were large increases at Southampton, Bristol and London and a large decrease at Glasgow. Lascars are not included in the figures.

SAN PEDRO, CAL.

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INFORMATION WANTED.

Alfred Kupfer, born February 9, 1890, at Coburg, Germany, is inquired for by the German Consulate, 201 Sansome street, San Francisco, Cal.

Johannes Puun, born in Oesel, Arensburg, Russia, supposed to be sailing on the Pacific coast, is asked for by his mother. Anyone knowing his whereabouts please notify A. Lepp, Sailors' Union, San Francisco.

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, 84 Embarcadero, San Francisco, Cal.

$10.00 reward will be paid by Johnson & Higgins, 244 California street, for information locating John Anderson and George T. Nelson, who were members of the crew of the steamship "Asuncion" in October, 1908.

Nils Johnson, who was wrecked in the American bark "Oasis," Sept. 2, 1887, is inquired for by W. F. Hohenschild, Berkeley, Cal.

Heinrich Schel, born in Zingst, near Barth, Germany, is requested to communicate with Mr. A. Praast, 93 Diepe Straat, Antwerp, Belgium.

Alex McDonald, formerly of Dundee, Scotland, who has not been heard of for 22 years, but is thought to be sailing on the Pacific Coast, is inquired for by Jas. Perry, 30 Bridge End, Buckpool, Buckie, Eng. —5-13-14.

Fred Riley, a colored seaman, last heard from at Genoa, Italy, and at other times from ports in Australia and at Liverpool, England, is sole heir to his mother's estate. Anyone knowing his whereabouts kindly notify Mr. John E. Selkirk, Attorney-at-Law, 100 Erie Co. Bank Bldg., Buffalo, N. Y.—6-24-14.

Norman Hadley, a seaman, supposed to be sailing on the Pacific Coast, is inquired for by J. B. McCurdy & Co., attorneys, relative to an inheritance. Anybody knowing his whereabouts, please notify Chief of Police, San Francisco.

John Rebbetad, who was in the steamer A. F. Lucas in November, 1911, is inquired for by his brother. Address, Coast Seamen's Journal.

Carl Janson, age 36, born in Wastervik, Sweden; last heard of in Seattle six years ago. Anyone knowing his address please communicate with Erika Askenberg, 2280 86th street, Cleveland, Ohio.

INFORMATION WANTED.

Frederick Wood, a seaman, sailing on the Pacific Coast, is inquired for by his sister, Miss Lucy Wood, 108 Broughan street, Darlinghurst, Sydney, N. S. W., Australia. He is described to be tall, with dark curly hair and carries a scar on the nose. Anyone knowing his whereabouts kindly notify the office of Chief of Police, San Francisco, Cal.—6-24-14.

Anybody knowing the whereabouts of Arne Johnsen please notify O. M. Johnsen, Mosby, Christiand S., Norway.

Richard Ryan, who left the British steamship "Candida" at San Francisco in July last, is inquired for by the British Consul-General.

Fritjof Ellingsen, age 32, a native of Drammen, Norway, he was short, heavy set, dark hair, parted in the center, and good looking. Anybody knowing his whereabouts please notify Ed Knach, 171 Clipper street, city.

John Dickson, who left Greenock, Scotland, about 10 years ago, his last address was Melrose House, Lower Boxhill, Brooklyn, New Zealand, is inquired for by his mother. Anybody knowing if he is alive or dead please notify the Secretary of the National Sailors' and Firemen's Union, Greenock, Scotland.

William Walker, a native of Islandmagee, Antrim Co., Ireland, is inquired for by his nephew. Anyone knowing his whereabouts kindly communicate with John Walker, Geddis, 7 Willowbank St., Brooklands, Winnipeg, Manitoba, Canada.

W. Kahlberg, No. 688, and C. Monsen, No. 1964, are inquired for at the Standard Oil Company's office, at San Francisco.

Anyone knowing the whereabouts of John Burke No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

Johannes Larsen, age 22, born in Fitje, Norway, is inquired for by his brother, Ingolf Vestrick. Anybody knowing his whereabouts please notify his brother at 9 Mission street, San Francisco.

W. A. Goodrich, who left the British ship "Puritan" at San Francisco February 6, 1911, is inquired for by the British Consul-General at San Francisco.

William McGrail, of Baltimore, Md., who sailed on the Atlantic and Gulf Coasts as cook for a number of years, is inquired for by his brother, George McGrail, 603 Decatur street, New Orleans, La.

San Pedro Letter List.

Andersen, George
Andersen, K. P. -1717
Andersen, Rasmus
Andersen, Martin
Anderson, Axel
Anderson, Gust. -810
Andersson, E. -1762
Alexandersen, P.
Andersen, A. -1645
Bensen, Severin
Berndt, Hugo
Bringsrud, Harald
Brien, Hans
Berg, S.
Cirul, M.
Christensen, A. -1095
Cotter, J.
Christensen, H. -1336
Centisan, Chas.
Carlson, Kalle
Ceelan, John
Clausen, J.
Dunn, Wm.
Dreger, Jack
Evertsen, Olaf
Essen, Carl
Ellingson, Ivar
Enstrom, Carl M.
Eklund, Sven
Fasholz, Dan
Folvik, Lewis
Felsch, Harry
Ferem, William
Genesen, Charlie
Grigoleit, E.
Gunther, Dick
Gustafson, Alf
Hansen, Sigvorth
Holmborg, Frank
Hansen, Thomas
Hansen, Marius
Hingren, Hj
Holm, Arthur
Holmstrom, Fritz
Hansen, Hans -2219
Hansen, H. T. -1446
Hansen, Johannes
Hakonsen, P. O.
Haro, Aarp
Harrold, Henry
Ivarsen, Ivar
Johansen, Ed. -2240
Johnsson, Chas. A.
Johansen, Emil
Johannsen, Charlie
Johansson, N. A. -280
Johansson, Algot
Jensen, Oscar M.
Karlson, Richard
Kristiansen, N. -1093
Kremer, Sigurd
Kalnamm, Andvey
Leideker, E.
Lang, Chas.
Lane, Gus
Lindberg, Wm.
Lindner, J. -1750
Lundberg, T.
Lyngard, Jorgen
Monterra, J.
Mardisan, Andrew
Mesak, E.
Madsen, Charlie
Mikalsen, Andreas
Machada, Enrique
Martinelli, Watler
Mennicke, Fritz
Murray, Robert
Miller, Wm.
Mayers, P. M.
Michaelsen, A. -1105
Morris, M. H.
Nielsen, Edward
Nielsen, Chr.
Nikander, Dan
Nurhanen, E.
Neergard, A. -1165
Olsen, A. O. -759
Olsen, Jacob
Olsen, Harald
Olsen, Ludvig
Olsen, Nick
Olsen, Hans
Olsen, Ole Wilhelm
Osterberg, S. H. -1284
Paader, Hugo
Paul, Peter G.
Petersen, Aage
Paulson, Gustaf
Pearson, Ed
Rytko, Otto
Ridnell, J. H.
Rantman, R.
Rutel, Ernest
Shager, Ernest
Schmidt, Louis
Skaaner, Jack
Sandstrom, Ivar
Seversen, Chas.
Stromsberg, Ivar
Stenroos, William
Svensen, Nick
Swanson, E.
Stolt, Axel
Steen, Ed
Svendsen, S. -1717
Schlachte, Alfred
Steen, J. C.
Sievers, G. P.
Simpson, L. C.
Sandy, Oskar
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Zimmer, Walter
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Honolulu, H. T.

Anderson, Edw. -1734
Abrahamsen, A.
Austin, Frank
Andersen, Anton
Andersen, O.
Clarson, A.
Clancy, James
Hansen, Jos. G.
Hansen, Max
Hansen, Christ
Ivars, Carl
Irvine, Robert
Jorgensen, C. M.
Kayser, Charles
Koskinen, Sulho R.
Lentinon, E.
Lundberg, T.
Nordling, C.
Paty, George
Slattery, Wm.
Silver, E.

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INFORMATION WANTED.

Peter Bellenot, who last sailed on the S. S. "Mariposa" out of Seattle, Wash., about November, 1912, is inquired for by his mother, Mrs. Bellenot, 1406 Second street, West Berkeley, Cal. Anyone knowing of him kindly write at the above address.—6-24-14.

Pacific Coast Marine.

The Blue Funnel liner "Protesilaus" has been taken over by the British Admiralty to act as a hospital ship in case of emergency. She is now anchored at Esquimalt, B. C.

The Royal Mail Steam Packet Co. expects to inaugurate its Panama service November 22, when the "Orduna" will arrive at Panama from the South and will proceed via canal to New York, calling at Havana.

The British steamer "Oristano," reported sailing from Antwerp, August 16, is the first vessel to leave Europe for the Pacific Coast since war was declared. The "Oristano" is under charter to A. Carpentier, and has part cargo for Los Angeles, San Francisco, Portland and Seattle.

The Blue Funnel line has withdrawn from the transpacific conference. The present members of this conference are: Pacific Mail Steamship Co., Canadian Pacific Railway Co., Hamburg-American Line, Nippon Yusen Kaisha, Toyo Kisen Kaisha, Osaka Shosen Kaisha, and Royal Mail Steam Packet Co.

After waiting in San Francisco bay opposite Meiggs wharf for two days, the British steamer "Moana" of the Union Steamship Company finally steamed on August 20 for Sydney via ports of call. The steamer was to have gotten away two days ago, but owing to the presence of German warships outside, was held in the harbor until it was thought safe to proceed to the Antipodes.

The Grand Trunk Pacific steamer "Prince John" arrived at Prince Rupert on August 19, with twenty-six passengers and members of the crew of the Grand Trunk Pacific steamer "Prince Albert," wrecked on Butterworth rocks, Chatham Strait. One life was lost in the wreck, that being an infant drowned when the first boat lowered capsized. The "Prince John" reports the "Prince Albert" pounding to pieces.

Exchanging salutes with the Presidio, the Japanese armored cruiser "Idzumo," which has been protecting the Mikado's interests in Mexican waters from several months, arrived at San Francisco on August 19, from San Diego, where she coaled and provisioned for a long cruise. The Japanese warship put into San Francisco Bay for the purpose of going into dry dock to have her hull cleaned.

Captain John K. Bulger, supervising inspector, First District, U. S. Steamboat Inspection Service, has reduced the sentence imposed by the local inspectors on Henry W. Ravens of eighteen months' suspension of his license for alleged negligence in the drowning of three men and one passenger off the steamer "President" November 26, 1913. His license has been ordered suspended only for seven months from January 3, 1914.

Announcement has been made by President Alexander of the Pacific Alaska Navigation Company that the two new coasters, "Admiral Dewey" and "Admiral Schley," recently completed for that concern, will go into service on the San Francisco-Seattle run during the first week of September. The vessels will cut the time between this port and Seattle by several hours and, owing to their speed and comfort, should prove popular with the traveling public from the outset. The steamship "Admiral Watson," at present being operated on the run, will be laid up at Seattle and entirely rebuilt along the lines of the "Admiral Evans," for the Alaska trade.

That Japan had made plans to send the ultimatum to Germany regarding the evacuation of its naval base in North China and had sent word to this effect to ships flying the Japanese flag more than a week before the ultimatum was sent is made evident by the movements of Japanese steamers. The ultimatum was sent August 16. More than a week before that date, August 7, the "Nippon Maru," en route to the Orient, unloaded seven and one-half tons of silver bullion, valued at $138,600, in Honolulu rather than take it to Hongkong, where it was consigned to the Chartered Bank of India, Australia and China. Special permission had to be obtained from Washington to discharge the consignment for safekeeping owing to the fact that no cargo can be taken from this port to Honolulu in a foreign bottom. Another fact which is regarded as significant by those who are in touch with Far Eastern affairs showing that Japan had warned her steamship companies is that the "Tenyo Maru," now en route from Yokohama, is coming directly to this port by the great circle route, which will bring her far north of any possible contact with the German cruisers "Nurnberg" and "Leipzig."

The past and the present in the development in fighting sea craft were uniquely associated the other day in San Francisco bay when the coal barge "Camanche" lay alongside the German cruiser "Leipzig" and replenished the empty bunkers of the Kaiser's craft. Thousands of commuters and others attracted to the water front witnessed the sight, but few if any grasped the real significance of the situation. But there are many pioneers in San Francisco and California who remember the "Camanche" in the days when she was a fighting craft of much greater prowess in her time than the "Leipzig" ranks to-day among the world's battle craft. Following the memorable battle in Hampton Roads between the "Merrimac" and the "Monitor" and the wonderful demonstration of the latter the Federal Government ordered ten additional craft of the monitor type constructed. One of these was the "Camanche." She was constructed in Jersey City, N. J., in 1862, for the defense of the California coast, and was shipped to San Francisco in sections in the ship "Aquila." The "Aquila," after making the long, perilous journey by way of Magellan Straits to San Francisco, met her doom after tying up to Hathaway's wharf in a terrific gale that swept the bay and coast on the night of November 17, 1863. After repeated efforts to raise the hull for the purpose of recovering the "Camanche" parts, delays and squabbles, the "Camanche" was finally regained and the parts assembled. On November 14, 1864, in the presence of a crowd of more than 25,000 persons, Federal, State and city officials, the "Camanche" was launched amid wild enthusiasm. The "Camanche" was a single-turreted monitor type, carrying two guns and of 1875 tonnage. She represented a marked improvement over the conqueror of the "Merrimac." The "Camanche" remained in the Government service in these waters until 1889 before starting on the course that has led ultimately to the station she occupied a few days ago in relation to the "Leipzig."

Mare Island Navy Yard will not be allowed to bid for the construction of one of the three new battleships. This has been decided by the Secretary of the Navy, who declared: "My position as regards the navy yard at Mare Island should be evident. When I assumed office I found that my predecessor had issued an order that the navy yard at Mare Island should no longer be considered as a first-class navy yard, and that work for the development of a channel depth of 30 feet in Mare Island strait would be discontinued so far as the Navy Department was concerned. I carefully investigated this matter, giving a hearing to the representatives from the Pacific Coast, and definitely decided not to class the Mare Island Navy Yard as a second-class navy yard, and further decided that the dredging in the channel approaching Mare Island to a depth of 30 feet should continue. In my estimate for the next fiscal year I included the necessary amount, $207,000, to complete the improvement of hydraulics in Mare Island straits, which amount was provided by the appropriation bill for the fiscal year 1913. Mare Island Navy Yard is not prepared at the present time to undertake the construction of a battleship of the dimensions of the recent designs. The commandant of that yard has reported the necessity for enlarging the building slip, for providing additional tools, and for providing also a large crane for handling heavy weights, at a total cost for additional equipment of $692,000. Provided the work in progress to improve the hydraulics of Mare Island straits is successful, I should be very pleased to see that yard fully equipped to undertake the construction of a large battleship. Having in view, however, the insufficient equipment of Mare Island Navy Yard at this time to undertake the construction of a battleship, and pending determination as to whether the work now in progress in Mare Island straits will provide a permanent 30 foot channel to the navy yard, I have decided not to request an estimate from the yard for the construction of a battleship, as no useful purpose can possibly be served thereby."

DECKHANDS FOR STATE SERVICE.

The California State Civil Service Commission announces that applications for employment as Deckhands in the service of the State will be received at the office of the Commission, State Capitol, Sacramento, on or before September 19, 1914. The State employs Deckhands in connection with the Board of State Harbor Commissioners in San Francisco, at a salary of $80 per month. There are now five vacancies to be filled.

Candidates must have had at least one year's experience in some kind of employment connected with shipping within the last five years, and must be able to row a boat, go aloft, swim and splice lines in order to qualify for this examination.

Further information and application blanks may be secured from the State Civil Service Commission, State Capitol, Sacramento.

Applications must be properly executed and filed with the Commission on or before September 19, 1914.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

International Seamen's Union of America.

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.
THOS. A. HANSON, Secretary.
570 West Lake St., Chicago, Ill.
AFFILIATED UNIONS.

ATLANTIC DISTRICT.

EASTERN AND GULF SAILORS' ASSOCIATION.

Headquarters:
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BALTIMORE, Md., 802-804 South Broadway St.
NEW YORK CITY, 51 South St.
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NORFOLK, Va., 41 Loyalls Lane.
MOBILE, Ala., 104 South Commerce St.
NEW ORLEANS, La., 206 Julia St.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC COAST.

Headquarters:
NEW YORK CITY, 12 South St. Telephone 2107 Broad. Night Call 2108 Spring.
New York Branch, 400 West St. Telephone 5153 Chelsea.

Branches:
BOSTON, Mass., 258 Commercial St.
NEW ORLEANS, La., 117 Decatur St.
BALTIMORE, Md., 802-804 South Broadway.
MOBILE, Ala., 104 S. Commerce St.
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PHILADELPHIA, Pa., 129 Walnut St.
NEW YORK, 51 South St. and 280 West St.
BALTIMORE, Md., 802-804 S. Broadway.
NORFOLK, Va., 41 Loyalls Lane.
NEW ORLEANS, La., 206 Julia St.
MOBILE, Ala., 104 S. Commerce St.

HARBOR BOATMEN'S UNION.

Headquarters:
NEW YORK CITY, 214 West St.

LAKES DISTRICT.

LAKE SEAMEN'S UNION.

Headquarters:
CHICAGO, Ill., 570 West Lake St.

Branches:
BUFFALO, N. Y., 55 Main St.
ASHTABULA HARBOR, O., 21 High St.
CLEVELAND, O., 1401 W. 9th St.
MILWAUKEE, Wis., 133 Clinton St.
N. TONAWANDA, N. Y., 152 Main St.
CONNEAUT HARBOR, O., 992 Day St.
ERIE, Pa., 107 E. Third St.
DETROIT, Mich., 7 Woodbridge St., East.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
OGDENSBURG, N. Y., 70 Isabella St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.
PORT HURON, Mich., 517 Water St.

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Headquarters:
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CHICAGO, Ill., 445 La Salle Ave.
DETROIT, Mich., 27 Jefferson Ave.
MILWAUKEE, Wis., 151 Reed St.
SUPERIOR, Wis., 1814 Fourth St.
OGDENSBURG, N. Y., 70 Isabella St.
BAY CITY, Mich., 108 Fifth Ave.

MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

Headquarters:
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Branches:
CLEVELAND, O., 1401 West Ninth St.
MILWAUKEE, Wis., 151 Reed St.
CHICAGO, Ill., 406 N. Clark St.
ASHTABULA, O., 74 Bridge St.
TOLEDO, O., 54 Main St.
DETROIT, Mich., 7 East Woodbridge St.
PT. HURON, Mich., 517 Water St.
CONNEAUT, O., 922 Day St.
OGDENSBURG, N. Y., 70 Isabella St.
N. TONAWANDA, N. Y., 152 Main St.
SUPERIOR, Wis., 1721 N. Third St.
BAY CITY, Mich., 108 Fifth Ave.
ERIE, Pa., 107 E. Third St.
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.

PACIFIC DISTRICT.

SAILORS' UNION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal., 59 Clay St.

Branches:
VICTORIA, B. C., 518 Yates St.
VANCOUVER, B. C., 213 Hasting St., E. corner of Hasting and Main, P. O. Box 1365. Tel. Seymour 8703.
TACOMA, Wash., 2218 North 30th St.
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ABERDEEN, Wash., P. O. Box 6.
PORTLAND, Ore., 11 Union Ave., Box 2100.
EUREKA, Cal., 227 First St., P. O. Box 64.
SAN PEDRO, Cal., P. O. Box 67.
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MARINE FIREMEN, OILERS AND WATERTENDERS OF THE PACIFIC.

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PORTLAND, Ore., 101 N. Front St.
SAN PEDRO, Cal., 123 Fifth St., P. O. Box 574.

(Continued on Page 11.)

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PAUL SCHARRENBERG.....Editor
L. M. HOLT.....Manager

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, AUGUST 26, 1914.

THE NEW SHIPPING BILL.

At last the Stars and Stripes are to supplant the flags of England, Germany, Italy, etc., which now fly from the mastheads of ships engaged in the foreign going trade.

The so-called emergency shipping bill, authorizing the admission of foreign-built ships to American registry was signed by President Wilson on August 22, and all that now remains to be done by the President is to suspend those sections of our navigation laws which refer to the nationality of watch officers and measurement and inspection of ships for register by United States officials.

It is reported that the Commissioner of Navigation is busily engaged preparing recommendations for the President. What these recommendations will be is foreshadowed by the following press dispatches:

Washington, Aug. 24.—The United States Steel Corporation, the Standard Oil Company and the United Fruit Company have notified the government of their intention to put their fleets under the American flag, under the new law extending home registry to foreign-built craft.

The "Oceana," owned by the Delaware and Hudson Steamship Company, which sails Saturday for Genoa, probably will be the first foreign steamship to fly the American flag. She will be placed under American registry, possibly to-day, according to her owners.

In addition to the "Oceana" two steamers owned by W. R. Grace & Co. will be placed under American registry within the next few days, and it is also expected that within the next few days several vessels of the United Fruit Company will sail under American flags.

New York, Aug. 24.—The decision of the United States Steel Corporation, the Standard Oil Company and the United Fruit Company to place their vessels under the American flag creates as a nucleus of a new American merchant navy, nearly 100 steamships with a gross tonnage of about 400,000. The Standard Oil fleet of tankers numbers 70, of which 25 are British, 35 German and the rest Italian and Dutch. The United Fruit Company controls 23 vessels and the United States Steel Corporation five vessels flying the British flag.

When a public-spirited corporation like the steel trust, and an infant industry such as the Standard Oil Company, become patriotic and announce their intention to put their fleets under the American flag—look out for the nigger in the woodpile! Hauling down another country's flag and substituting the Stars and Stripes can be made a very impressive ceremony when properly advertised in the subsidized newspapers. But what does it all amount to, as long as the soul of the ship—the crew—remains alien in language and thought and totally ignorant of American ideals and the nobler and better things to which this Republic is dedicated?

A foreign-built ship, manned exclusively by Asiatic coolies excepting two or three white officers, who are licensed in some European country, will never represent America or become an object over which thoughtful Americans can enthuse, even if she be covered with American flags.

As an emergency measure the suspension of our navigation laws may be justifiable. There is grave danger, however, that this emergency measure may become a permanent affair. It surely will if the American public permits itself to be fooled by patriotic effusions of trust-editors.

Again we say: Beware of the gentry who want an American Merchant Marine manned by Asiatic coolies!

WHAT'S IN A NAME?

The Sacramento Bee is opposed to the Initiative measure providing for the universal eight-hour law in California. The Bee practically concedes that "a universal eight-hour law some time in the future is as certain as the rising and setting of the sun," but thinks that conditions are not ripe for it just yet and expresses the opinion that all union laborites who are for that Initiative law have become wedded to, and been swallowed by, Socialism.

It would seem that The Bee has arrived at the conclusion that the easiest way to discredit the proposed eight-hour law is to call it a socialistic measure. And it must be admitted that a great many Socialists have done their utmost to furnish ammunition to The Bee's plan of attack. In season and out of season certain elements in that party have attempted to "use" the proposed universal eight-hour law as propaganda for party ascendancy. This is to be regretted but cannot be prevented and what is more to point, does not detract one iota from the fundamental merits of the measure.

If a universal eight-hour law is just; if it can be demonstrated that it is of the greatest interest and advantage to the whole people as well as to the wage earners, then it ought to be adopted—even though it be labeled as socialistic or anarchistic.

The people of this day and generation are not quite so easily frightened by the frequently repeated cry of "wolf." More than ever in history they want to be shown and if the enemies of progress have no other arguments against the universal establishment of the shorter workday than the cry "Socialism," then their case is sad indeed.

Everyone knows how a short while ago the acknowledged reactionaries in California referred to the initiative, referendum and recall as socialistic innovations. And all who read know that they still sneer at free text-books, the women's eight-hour law, workmen's compensation and other similarly well established stepping-stones toward genuine social justice.

It is too bad that in this instance The Bee has chosen to line up with the enemies of progress—for in comparison with other dailies that paper is truly a progressive journal. Whoever doubts this assertion need but read The Bee's admonition to employers, printed in conjunction with its attack upon the proposed eight-hour law, as follows:

But while employers are banded sensibly and righteously to fight this universal eight-hour law, they should not close their eyes and their ears to the inevitable; but, on the contrary, should begin to think about how they can in the years to come meet that which is bound to be.

For, without entering at all into the equity and humanitarianism in the case, thinking men who vision far ahead believe an universal eight-hour law some time in the future is as certain as the rising and setting of the sun.

The tendency of the times is all that way. The forces of modernism, of progressivism, of humanitarianism, all are tending that way. Some day they will break down all opposition, override all protest, and sweep the measure into the laws as a permanency.

And the sensible employer then will be, not he who at every biennial election has not gone beyond devoting all his thought, expending nearly all his energies, and putting out considerable of his money in stemming this tide; but rather he who, in addition, has had the longer vision and the keener judgment to have studied out some plan by which he can meet the inevitable when it comes, with least danger to himself, trouble in his business, or loss to his pocketbook.

The foregoing candid admissions of our contemporary seem to indicate that there is really only one point in connection with the proposed universal eight-hour law about which The Bee is seriously in doubt. It is the question of the feasibility and wisdom of enacting this kind of legislation right now or at some time in the distant future. Upon this point history is replete with irrefutable evidence and powerfully convincing data favoring the "right now" course. Take, for example, the testimony of English statistics as presented by Professor George Gunton in his work on the "Economic and Social Importance of the Eight-hour Movement." Among other things those statistics prove that in proportion as the increased leisure and social opportunity consequent upon reduced hours of labor, and half-time schools, become general and permanent in their influence, the material and social well-being of the laboring classes increased. This is shown: (1) By the general rise in wages. (2) By the increased production of wealth per capita. (3) By the fall in prices. (4) By the increased intelligence of the masses. (5) By the decrease in pauperism. (6) By the diminution of crime, and (7) By the decrease in the use of intoxicating drinks.

In conclusion it may be said without fear of contradiction that the unqualified success of such short-hour legislation as we have already witnessed has been sufficient to disarm the hostility of many former opponents. It has converted antagonists to advocates—and it will continue to do so, regardless of the attempt to prejudice the eight-hour movement by labeling it as "socialistic."

Whatever it may be christened—socialistic, anarchistic, or something still worse—both the union and non-union laborites of the Pacific Coast are for the immediate adoption of a universal eight-hour law.

A strike always succeeds in proportion as it arouses thought, particularly on the part of those who are disposed to condemn it thoughtlessly.

Women will be permitted to study medicine at the University of Pennsylvania hereafter.

RANDOM THOUGHTS.

While taking a Sunday sightseeing tour of San Francisco's splendid waterfront, I came across a battered and weather-beaten old mariner sitting dejectedly upon the stringer of one of the docks, gazing moodily into the murky waters of the Bay. I soon learned that he had experienced all the ups and downs which fall to the lot of the average deep-water man, having sailed the seas as deck boy as well as skipper. A member of the old school of seamen his vocation has disappeared with the deterioration of the windjammer.

* * * *

Of late years the course of the old shellback had been through troubled waters; but it was not upon his own immediate pressing needs that the thoughts of the old man were now centered; his own lot was never so bad as to cause him to fall into an attitude of such utter dejection. With his head buried in his hands and elbows on his knees he did not even notice the Japanese warship slowly steaming out to sea on her errand of destruction. He was being carried back through the long vista of years to the days of his youth and thoughts of Europe.

* * * *

Coupled with memories of the Old World was the bitter knowledge that perhaps a number of his old friends and shipmates would sacrifice their remaining years of life to the ravenous maw of the War God. Men with whom he had bunked and who had been friends and shipmates, would be at each other's throats, eager to deal the death blow, and the cruel irony of it all sank like lead into the heart of the old sailor. Once again he was in the proud old bark lying at the docks of Hamburg and again he went to the home of his young watchmate Fritz and beheld the tears of joy dim the eyes of the dear old German mother as she welcomed her boy home from the sea. The strong affection of the family life was indelibly impressed upon his memory. He saw again the neat old kitchen with the shining copper kettles and the healthy baby cooing in its crib. That baby boy will now be of age—or at least old enough to go forth into the field of battle and shed the blood of his fellows, or to be himself slain, and in either event break some poor old mother's heart. The old salt knew that the soul-torturing miseries of that family is duplicated by very many thousands, and the bitter thoughts of their awful suffering caused tears to run unnoticed down his weather-tanned cheeks.

* * * *

There were men of many different nationalities composing the crew of that old bark and once more the thoughts of the tar drifted on. Now he is with little "Frenchy" and his pretty bright-eyed sweetheart at Marseilles, tripping merrily up the boulevard to dance the light fantastic. Perhaps Frenchy has children of his own now; but they must be left behind, and who knows but that on one of those bloody fields the two old shipmates may meet. It may be Fritz or it may be Frenchy that goes under, but no matter which one it is, someone will be left to mourn their beloved dead; eyes will be red with weeping and hearts will be torn with longing and woe.

And there was the cockney ordinary seaman, whom Fritz saved from the sharks in Sydney harbor; poor Jim had never learned to swim in London and when he slipped on the rail, Fritz was quick to go to the rescue of his shipmate, which cemented a strong friendship between the two, and when in later years they met at the "Blooming Smoke" Jim saw to it that Fritzy enjoyed himself in the big city. Now, if they meet after all these years it may be in the smoke of battle or one may fall across the wounded body or the disfigured corpse of the other.

* * * *

Nearly all the ports mentioned in the press dispatches are familiar places to the old salt and as the memories of old friendships peer through the gloom of thought, the misery and suffering of the unfortunate peoples are brought sharply to view. In fancy he can hear the sobs of sisters, sweethearts, wives, and mothers. The deep sighs and curses of the men as they are torn from all they love and would protect; and even the pitiful wails of the little children are borne upon fancy's wing to the ears of the silent man. Locked in the grapple of death are the great armies and navies of the waring nations. On the battle fields lie heaps of dead; the wounded groaning for succor or praying for death; the rivers running blood to the sea. On the sea the roar of guns; the hissing of steam and fire with water as the floating engine of death sinks from view. As these thoughts drew nearer home and touched the tender chords of the old seaman's heart and the realization of these awful horrors cut deep, the old salt's shoulders sagged and his head sank deeper on his knees. We silently moved away and left him there with his fancies, and if he prays his prayers must be akin to ours.

The usual "summary of war news" does not appear in this issue because there is nothing to summarize. Except for the admitted fact that the Kaiser has paid no attention to the Japs' ultimatum and that the little brown allies of England have formally entered the arena as enemies of Germany, there is nothing new. Reports of victories and defeats are given out with such apparent disregard for truth that no one on this side of the water can possibly tell what has really transpired upon the European battlefields. Time alone will tell the tale—for it has become very evident that the press censors will not.

Skim it, strain it, and apply the microscope, and you will find that the real sentiment of the compulsory arbitrationist is pure selfishness—the selfishness that takes its own belly as the criterion of good or evil in all things.

The idea that compulsory arbitration laws encourage the organization of the workers amounts in fact to the paradox of organizing the workers for the primary object of destroying the very power that makes organization itself worth while.

Honorable terms is the predicate of arbitration, consequently there can be no need of physical compulsion in the acceptance of that resort. "Compulsory arbitration" is compulsion, as opposed to arbitration.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Aug. 24, 1914.
Regular weekly meeting came to order at 7 p. m., Jack Rosen presiding. Secretary reported shipping slack, with few members ashore. The referendum vote upon the donation to the locked out men and women at Stockton, Cal., was declared carried.
JOHN H. TENNISON, Secretary pro tem.
Maritime Building, 59 Clay St. Phone Kearny 2228.

Victoria, B. C., Aug. 17, 1914.
No meeting. Shipping fair; prospects uncertain.
R. TOWNSEND, Agent.
518 Yates St.

Vancouver, B. C., Aug. 17, 1914.
No meeting. Shipping dull; prospects uncertain.
W. S. BURNS, Agent.
213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Aug. 17, 1914.
No meeting. Shipping dull; prospects uncertain.
H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, Aug. 17, 1914.
Shipping and prospects poor.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Aug. 17, 1914.
Shipping fair; prospects uncertain.
J. PEARSON, Agent.
P. O. Box 6. Tel. Main 557.

Portland Agency, Aug. 17, 1914.
Shipping and prospects poor.
G. A. SVENSON, Agent.
P. O. Box 2100. 44 Union Ave. North. Tel. East 4912.

Eureka Agency, Aug. 17, 1914.
No meeting. Shipping dull; prospects uncertain.
JOHN ANDERSON, Agent.
227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, Aug. 17, 1914.
Shipping slack; prospects uncertain.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Aug. 17, 1914.
Shipping and prospects poor.
JACK EDWARDSON, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Aug. 20, 1914.
The regular weekly meeting was called to order at 7 p. m., Harry Frazer in the chair. Secretary reported shipping fair for Waiters, slow for Cooks.
EUGENE STEIDLE, Secretary.
42 Market St. Phone Kearny 5955.

Seattle Agency, Aug. 13, 1914.
No meeting. Shipping slow.
LEONARD NORKGAUER, Agent.
Pier No. 1, Room 63. P. O. Box No. 214. Phone Main 2233.

San Pedro Agency, Aug. 11, 1914.
No meeting. Shipping dull. Few men ashore.
HARRY POTHOFF, Agent.
P. O. Box 54.

Portland Agency, Aug. 17, 1914.
No meeting; shipping fair. Few Cooks and Waiters ashore.
THOMAS BAKER, Agent.
27½ Second St., Bickle Bldg., Room 10. Phone Main 9731.

DIED.

Frank E. Mahoney, No. 1357, a native of Ohio, was drowned at Oakland, Cal., Aug. 18, 1914.

ANY WAY BUT THE RIGHT WAY.

Many years ago this country heard the campaign cry of Free Ships and Sailors' Rights; but like many another euphonic slogan, it did not survive the campaign. The term might serve in a new sense. The sailor still awaits the action of Congress to enjoy the rights of all other workmen; and free ships are begrudged us by the same body. Old Captain John Codman and David A. Wells showed beyond any question or doubt that the one indispensable thing to revive American shipping was to allow American ship masters to buy ships in the same market as their competitors. But in those days Congressmen stood on their heads to see things and everything was upside down. One word from John Roach, the shipbuilder, was more impressive in Washington than a long argument from an actual sailor like John Codman. We did not get free shops, and American shipping did disappear from the high seas. But a break was made in the protectionist defenses when the Panama Tolls bill granted American registry to foreign ships under certain restrictions. It was not to be expected that a wrong policy that had outlived two generations could be completely righted by one act. Congress took one step, and then stopped.

But an unexpected condition confronts us. The war in Europe has driven a large number of ships from the sea. It is a great opportunity for America. If American registry is extended to foreign ships without limit, we shall soon have a merchant marine. But the Senate hesitates to pass the bill that went through the House. The Senate seems to have an incorrigible habit of hesitating when a meritorious measure is up for consideration. Meanwhile suggestions pour in to relieve our predicament. And like the attempt of Tom Sawyer and Huck Finn to get the imprisoned "nigger" out of the smoke-house, in which all plans are considered, except the obvious one of taking him out through the door, our lawmakers are determined to give us anything but free ships. A leading Chicago banker —and the bankers cannot be accused of neglecting their part in making the laws of this country—proposes that the Federal Government appropriate $100,000,000 to buy ships to take the place of those driven out by hostile cruisers.

Aside from the general proposition that it would be better to invest that amount of money in merchantmen rather than men-o'-war, the question arises: Why invest that amount of the people's money, when private capital stands ready to supply the need? If, after all restrictions have been removed, private companies do not enter the field, it will be time enough for the Federal Government to take action. But how does it come that this noted banker has gone into the Socialist camp? It is not so very long ago that a great outcry was raised by the bankers because the Federal Government proposed to open postal savings banks. When it was suggested that the government establish savings banks at points where there were no private ones, or where the super-timid had no faith in the commercial savings banks, the idea was condemned in banking circles as socialistic. As Tom and Huck, instead of considering plans for tunneling under the smokehouse walls, or breaking through the roof, could have liberated the prisoner by opening the door, so Congress, if it will, can restore the American flag to the high seas by removing the restrictions that drove it off. And in restoring the flag to its rightful place, let it be over free men. Once more, Gentlemen of Congress, please pass the Seamen's bill.

LABOR'S ATTITUDE TOWARD WAR.

Labor is opposed to war because war is opposed to the interests of labor and to the interests of the world's civilization. Labor fights in all wars. Labor suffers and perishes in all wars. Labor never profits from any war. Lavor never profits from militarism. Labor's interest is the interest of the common people of all nations, who for centuries have been the poor, betrayed pawns of the rulers and the ruling classes. When the power of labor is sufficiently established wars will cease, because there will be no more soldiers to fight in them.

It is to the interest of labor—and, again, to the interest of civilization—that the working men of all nations shall recognize one another as brothers, and shall peaceably join in the common task of advancing the welfare of all working people everywhere. There are no frontiers in the labor movement.

When the present war in Europe is over a large percentage of the workingmen of Germany, who have been fighting the workingmen of France, will hate the French, and the French will hate them. It will take years to end such hatreds, and during those years the disunited labor movement in these two countries, as in other countries of Europe, will be more than ever at the mercy of the forces making against labor's interests, against democracy, against the rule of the people, against the advancement of civilization. Wars, despite their cost, are capital's best friends, for labor pays for them in the end, and labor is most weakened by them.

In the United States, where working men of many nations make up the labor unions, friction is almost certain to arise between the nationalities which have been rendered enemies by the crimes of Europe's ruling classes. Here, as abroad, there will be a perceptible setback, felt for many years, in the ideals of brotherhood.

For such reasons as these, by the very charter principles, labor is the strongest single force now making for peace. In this country it opposes increases in the army or navy, and if war ever again threatens will use every influence in its power to prevent it. It realizes the value to humanity of the magnificent idealism of such men as David Starr Jordan, and it stands ready, with all its strength, with all its devotion, with all its passion for universal brotherhood, to help to carry those ideals into final fulfillment.

If labor unites to use the power already in its hands there will never again be a general conflict in Europe, and no men or set of men will ever again be able to condemn millions of their fellow beings to the awful suffering and degradation of war. —Union-Shop edition of the San Francisco Bulletin.

SALMON FOR MAINE WATERS.

One of the most interesting and promising pieces of constructive fishery work now in progress in the Bureau of Fisheries, Department of Commerce, is the introduction of the humpback salmon of the Pacific Coast into the littoral waters of Maine.

The native salmon of the New England coast has become very scarce, and there is a noteworthy run only in the Penobscot River, where the Bureau conducts extensive operations addressed to this species. Owing to unfavorable physical conditions (dams, pollutions, removal of forests at headwaters, etc.), in most of the streams formerly frequented by the salmon, there is little or no probability that this fish can ever be reestablished. The humpback salmon has therefore been selected as a suitable substitute. It spawns near salt water, and will find numerous favorable streams in which the eggs will hatch and the young remain until ready for their short marine life. The average weight attained is five pounds, but examples weighing ten pounds are sometimes taken in Alaska. When the fish is fresh-run from the sea, the flesh is of a rich red color, of delicious flavor, and a very satisfactory substitute for the Atlantic salmon.

The Bureau has begun an annual transfer of humpback eggs from the west coast to the Maine hatcheries, and is now distributing, in the form of fingerlings, the fish resulting from eggs brought across the continent last year. The plants will aggregate about seven and a quarter millions, and the waters stocked, which have been specially selected for the purpose, will include the following Maine rivers: Penobscot, Androscoggin, Pleasant, Damariscotta, Dennys, Orland, Union, Georges, Medomak and St. Croix.

This work will be continued on a large scale annually until the humpback has been firmly established, and a great boon will thus be conferred on the fishing industry of Maine. In 1913 the humpback run in Puget Sound was valued at $4,000,000, the fish being used chiefly for canning. In Maine and other New England waters the humpback will be in greatest demand as a fresh fish.

The Bureau Veritas reports marine casualties during the year 1913 as follows: Total losses, 297 steamers of 111,992 tons, viz., 109 British, 33 American, 30 Japanese, 22 German, 22 Norwegian, 15 French, 12 Spanish, 11 Swedish, 7 Greek, 7 Russian, 7 Italian, 4 Chilean, 3 Belgian, 3 Danish, 2 Austrian, 2 Uruguayan, 2 Brazilian, 1 Argentine, 1 Chinese, 1 Turkish. The causes were: Stranding 181, collision 43, fire 10, foundered 30, abandoned 2, condemned 7, missing 24. Lost sailers, 362 of 45,003 tons, viz., 110 British, 76 American, 38 Norwegian, 28 French, 26 Swedish, 19 Russian, 16 German, 16 Italian, 11 Danish, 6 Portuguese, 6 Turkish, 3 Chilean, 3 Dutch, 2 Spanish, 1 Uruguayan, 1 Greek. The causes were: Stranding 203, collision 31, fire 6, foundered 32, abandoned 45, condemned 27, missing 18. The accidents reported during the year affected 4468 steamers and 1154 sailers. Furthermore, 95 steamers and 93 sailers were broken up and condemned.

THE PUBLIC HEALTH SERVICE.

The annual report of the Surgeon-General of the United States Public Health Service for the fiscal year 1913 really is only a mere outline of the work of the department for the year, the full accounts of its wide and varied activities being contained in numerous bulletins and other publications issued from time to time. In the one hundred and fifteen years of its existence the service has rapidly grown, especially during recent years, both in the extent of scientific work and in the practical application of the knowledge so gained to the welfare of the people. It is doubtful whether the average citizen has any real conception of the extent or the great value of the achievements of the service.

It is worthy of note that not one case of cholera occurred in the whole of the Philippine Islands during the year, and only a few cases of plague, a disease which was never allowed to arise to the dignity of a menace. Yet these diseases have been from ancient times two of the scourges of the earth. Smallpox, which formerly killed 40,000 people annually in the islands, occurred in such a small number of cases (and those among persons inaccessible to vaccination) that it is an item of only minor importance in the report for 1913. Yellow fever since its banishment following the Spanish war, through constant watchfulness, has never again gained a foothold anywhere in our possessions, and is only mentioned in connection with the strict quarantine maintained against Central and South American countries where the disease is always present.

Concerning the United States proper, highly interesting and significant of the practical activities of the service are the reports of the field investigations on pellagra, trachoma, malaria, Rocky Mountain spotted fever, typhoid fever, tuberculosis, parasitic diseases, pollution of navigable waters, sanitary administration, school sanitation and the hygiene of occupations. Much of this work was done at the request of and in co-operation with State health boards. The work also included laboratory investigations of many of the diseases primarily named as well as others; studies in connection with the supervision of viruses and vaccines, serums and toxins, the preparation and distribution of antirabic virus, the enforcement of the white-phosphorus-match law, etc. As a result of the investigations since 1906 by the service and by others, sufficient knowledge of typhoid fever is said to exist which, if utilized, would abolish the disease. It continues to prevail, however, and the department in future will endeavor, by studying local outbreaks, to stimulate interest in the adoption of measures for prevention, not the least of which is antityphoid inoculation. A great portion of the activities and of the forces of the Public Health Service are connected with the quarantine and immigration services, and the account of that work given in the report is of decided interest and importance. We have commented a number of times during the past year on the work of the immigration service, especially in connection with the administration or exclusion of the feeble-minded and the insane. This report as a whole, says the Journal of the American Medical Association, shows that an amazing amount of work of the most practical value has been accomplished by this service. For a body inadequately manned, and provided with insufficient appropriations to carry out a tithe of its possibilties of benefit, the United States Public Health Service has demonstrated anew its whole-hearted interest in humanity and its great power for good.

THE ROAD TO SOCIAL JUSTICE.

The American labor movement is a standing protest against social injustice. The American labor movement stands as a constant question-mark to all the claims of boasted civilization and progress. It is a constant demand made upon society for better, better, and still better conditions for the men and women who toil, who give their service to society. There may perhaps be some royal road to social justice, there may be some short-cut to it; but after a lifetime of closest touch with the movement to attain some degree of social justice; after a lifetime devoted to the study of the historic struggles of the peoples of all ages, and counting the progress which has been made, I cannot conceive that the labor organizations, either to-day or in the future, are mere expedients. I can conceive of no time in the future history and development of the human race when the labor organizations will be unnecessary. For, let your minds run riot, if you please, there can be no permanent institution on the face of the globe unless it will have as its foundation rock and administrative agency the organizations of the working people. If ever the highest ideal of social justice shall come to the working people and to the masses of the people of our country or any other country the whole civilized world over, it will be brought about by the much misunderstood labor organizations.—Samuel Gompers.

WAR ON SICKNESS.

War has been declared on industrial sickness by the American Association for Labor Legislation. Following the successful campaign for accident compensation which now has captured the principal States, a committee of the nation's experts who have been working quietly on plans for a year and a half, declares that sickness insurance must be made compulsory with emphasis on medical care in order that it shall lead to a campaign of health conservation similar to the "safety first" movement resulting from accident compensation.

The committee includes such leading authorities as Henry R. Seager, Miles M. Dawson, Edward T. Devine and Dr. I. M. Rubinow of New York; Charles R. Henderson of Chicago University, Henry J. Harris of the Library of Congress, and Carroll W. Doten of Boston, and has the co-operation of expert legislative draftsmen and leading representatives of workmen and employers.

The Association for Labor Legislation called the first American conference on Occupational Diseases in 1910 and on Social Insurance in 1913, and announces it is now drafting bills for a vigorous legislative campaign to initiate the movement for sickness insurance in the United States.

A Danish nerve specialist places his convalescent patients on top of a piano that they may be benefited by the vibrations as it is played.

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships. Fraternally yours,

LAKE SEAMEN'S UNION,
V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION

570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y.....55 Main Street
Telephone Seneca 936 R.

CLEVELAND, O.....1401 W. Ninth Street
Telephone Bell Main 1842.

MILWAUKEE, WIS.....133 Clinton Street
Telephone South 240.

ASHTABULA, O.....21 High Street
Telephone 552.

NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.

DETROIT, MICH.....7 Woodbridge Street, East
Telephone 3724.

SUPERIOR, WIS.....1721 N. Third Street
Telephone, New, Broad 385.

BAY CITY, MICH.....108 Fifth Avenue

OGDENSBURG, N. Y.....70 Isabella Street

CONNEAUT, O.....922 Day Street

SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue

PORT HURON, MICH.....517 Water Street

ERIE, PA.....107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

HEADQUARTERS:

71 Main Street, Buffalo, N. Y.

Telephone Seneca 48.

BRANCHES:

CLEVELAND, O.....1185 W. Eleventh Street

CHICAGO, ILL.....445 LaSalle Avenue

MILWAUKEE, WIS.....151 Reed Street

DETROIT, MICH.....27 Jefferson Ave., East

SUPERIOR, WIS.....1814 Fourth Street

OGDENSBURG, N. Y.....70 Isabella Street

BAY CITY, MICH.....108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.

HEADQUARTERS:

55 Main St., Buffalo, N. Y.

Telephone Seneca 2295.

BRANCHES:

CLEVELAND, O.....1401 W. Ninth Street

MILWAUKEE, WIS.....151 Reed Street

CHICAGO, ILL.....314 N. Clark Street

ASHTABULA, O.....74 Bridge Street

TOLEDO, O.....54 Main street

DETROIT, MICH.....7 East Woodbridge Street

PORT HURON, MICH.....517 Water Street

CONNEAUT, O.....922 Day Street

OGDENSBURG, N. Y.....70 Isabella Street

NORTH TONAWANDA, N. Y.....152 Main Street

SUPERIOR, WIS.....1721 N. Third Street

BAY CITY, MICH.....108 Fifth Avenue

ERIE, PA.....107 E. Third Street

SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue

UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS:

Ashland, Wis.
Ashtabula Harbor, O.
Buffalo, N. Y.
Duluth, Minn.
Escanaba, Mich.
Grand Haven, Mich.
Green Bay, Mich.
Houghton, Mich.
Ludington, Mich.
Manistee, Mich.
Erie, Pa.
Menominee, Mich.
Ogdensburg, N. Y.
Oswego, N. Y.
Port Huron, Mich.
Manitowoc, Wis.
Marquette, Mich.
Milwaukee, Wis.
Saginaw, Mich.
Sandusky, O.
Sault Ste. Marie, Mich.
Sheboygan, Wis.
Superior, Wis.
Toledo, O.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

would work without remuneration in the event of a boycott being levied. This, of course, took considerable of the scare out of the threat made the publishers, and they are standing true to their principles of refusing to be bullied into the conspiracy of attempting to beat down the working people. The editorial in full follows:

"The present labor difficulty in Stockton has developed one feature which, although for the time being the bright business men of Stockton seem to justify it as a 'war measure' (and a labor war is hell, the same as any other kind of war) yet the Record feels confident that these same business men, when the trouble is over, will realize and be honest and fair enough to admit is more far-reaching and dangerous in its tendency than the issues—important as they are—involved in the dispute between employer and employe.

"Reference is here had to the concerted, premediated and determined attempt to influence and control publicity which has been made from the very outset of the trouble. In their efforts to control the press in its news columns and bitterly to resent any expression of opinion in the editorial columns, the business men have gone far. Some day, when the heat of battle is over, the Record believes that in the light of reflection and meditation, they will see the real and deep-reaching significance of the thing they so determinedly endeavored to do.

"Not merely was it sought to influence and control the press, but a strong endeavor was made to restrain the pulpit.

"Now, the press and pulpit, if not free to work out their mission, if restrained or controlled or influenced by business, social or personal considerations, cease to be agencies of good, and to the full extent of their great power, become a pernicious and threatening influence. If they are to be bound and gagged at the behest of business, or money, or power, then they had better be destroyed or curtailed to the minimum, so that they can do the least possible amount of damage.

"So far as the Record is concerned, it lays no claim to infallibility of judgment. Neither does it think that its readers look for infallibility. But we believe that its readers do look for—and have a right to expect and demand—honesty of purpose and freedom of expression. There could be and is no greater undermining menace to any country, to any community, than a controlled press.

"The Record deems that it is not essential that it be always right, but it is essential—vitally so—that its expression be free, that it not be cowardly and afraid to give voice to its opinions, and that it speak for the general public good, as it understands it, mistaken thought its ideas may be.

"How intolerable it would be for the Record in any matter stirring so deeply the community as the labor controversy, to sit by with no opinion that it dare express and publish. It could not do it and be the Record. It could not do it and be a newspaper worth while. It could not do it and be true to its mission and to its profession. It could not do it and be deserving either of its own self-respect (and that is vital) or the respect of the community.

"Some day we expect the very people who are now speaking hot words of censure because the Record is—to use the current expression—making itself "obnoxious" by urging arbitration, be fair enough to admit that the Record, at least, is as entitled to its opinions as they are to theirs.

"And, finally, if the Record didn't have opinions and the courage to voice them it wouldn't be worth anybody's time to attempt to control or silence."

Trace Pellagra to Mills.

"It has heretofore been called by the laity 'corn bread disease,' but I think it should be called 'cotton mill disease,'" is the verdict of Dr. W. V. Garrett, who has been investigating the dreaded disease known as pellagra in and around Atlanta, Georgia.

The report says there is a cause for all this pellagra, and Dr. Garrett declares it is caused by the lowered vitality due to overwork and the insanitary condition in which the workers are thrown. He states that during the year he has investigated forty cases of pellagra in the vicinity of the Fulton Bag and Cotton Mills, whose textile workers are now on strike for decent working conditions, increased wages and the abolishment of child labor.

Dr. Garrett also says:

"I do say cotton mill work, as carried on by some mills in the South, where women and helpless children are forced to a machine by starvation, lashed to it, forced to remain there day after day, working long hours, until every watt of energy —both mental and physical—and every drop of blood is spun out of them and converted into dollars, leaving the unfortunate individual an easy prey to pellagra, tuberculosis and all other diseases, leaving them a burden to themselves, a curse to society and a charge to charity if they by chance miss the chain-gang or the insane asylum.

"From the investigation I have made, I feel safe to say that at least 75 per cent of all cases of pellagra existing in Georgia to-day are traceable to the mill districts."

Marked Gains for Typos.

General advances in every department of the International Typographical Union is the dominant sentiment of International President Duncan's report just issued. During the past year many new wage scales have been negotiated, and the following other gains are noted: Membership, 1804; new unions, 16; increase in funds, $132,408.24, making the total to date $929,355.80; increase in pension fund, $55,585.65; increase in mortuary fund, $49,441.96.

Discussing "Old Age Pension and Mortuary Features," President Duncan says:

"The manifest advantages of cheap and thoroughly effective management have from the outset warranted the belief that complete success awaited both these ventures. Time has shown the wisdom of the forecast. It is only needed to consider casually the heavy primal and constant expenses that must be borne by regular insurance companies to perceive the simplicity and security of our forms of relief. It is not the least worthy feature of these that promptness of payment is the invariable rule, and here, if anywhere, those who give promptly give doubly."

Arbitration is discussed as follows:

"Not by any means to be regarded as an entire novelty in the labor movement, the principle of arbitration, considering its boundless possibilities, must be conceded to have met rather tardy acceptance. Such is the force of habit that long after it was demonstrated beyond doubt that strikes were costly, provocative of retaliation, rarely completely successful, union men stuck to the ancient procedure. Ocular demonstration has slowly converted many advocates of the former method, and enough headway has been made to encourage the belief that arbitration once fairly tried will not be rejected. The experience of the International Typographical Union since its adoption of arbitration as an article of faith has brought the expected blessings, and it should be our constant endeavor not only to extend its scope, but to see that it shall never be said that in this most sacred of contracts we have ever done less than rise to the full appreciation of our obligation."

Record for Immigration.

Approximately 70,000 more emigrants entered the United States during the fiscal year ended June 30, 1914, than in any other year in the history of the country, according to figures obtained from Commissioner-General of Immigration Caminetti.

Without including June, the totals for which have not been received from various ports, the total number of immigrants reaching 1,254,548, as against 1,385,349 for the entire twelve months ended June 30, 1907, which held the record.

Italy was far ahead of all other nations in the number of emigrants, in the eleven-month period, the total from that country being 312,818. Poland came next, with 126,086. With the exception of China, England, and Russia, there was an increase of immigrants from every recognized nation in the world, these three showing a slight falling off.

The net increase in population from July, 1913, to May, 1914, as shown by the arrival and departure of aliens, was 262,389, the departures being 555,598, as against 1,146,752 admitted.

Strikes Decrease.

The Massachusetts State Board of Conciliation and Arbitration reports a decrease of more than 50 per cent in the number of labor strikes in Massachusetts in June of this year, as compared with the same month a year ago.

Last year in June 23 strikes involving 25 or more workers were brought to the State Board's attention. In June of this year there were only 11.

Four thousand one hundred and forty employes were thrown out of employment by the 23 strikes in June last year. Only 1,928 were directly affected by the strikes last month.

Although the number of strikes has been cut in half, it does not follow that the work of the Arbitration Board is lessened. Instead of the disputing parties resorting to strike or lockout, the controversies are referred to the board for determination.

BRITISH LABOR PROTESTS.

Ramsey MacDonald, Labor member of the British Parliament, on August 4 presented the voice of labor in the present war crisis. MacDonald expressed the opinion that England had no reason for entering into the European fracas other than its membership in the Triple Entente, which in the eyes of labor was no valid reason.

MacDonald's speech followed jingoistic appeals by Sir Edward Grey and John E. Redmond. He said:

"I would have preferred to remain silent this afternoon, but circumstances do not permit of it. I shall model what I have to say upon the two speeches to which we have just listened. The right honorable gentleman has delivered a speech the echoes of which will go down in history. However much we may resist the conclusions to which we have come we have not been able to resist the moving character of his appeal. (Hear, hear.)

"I think, however, he is wrong, and I think the government for which he speaks is wrong. I think the verdict of history will be that they are wrong.

"The effect of the right honorable gentleman's speech in this House will not be its final effect. There may or may not be opportunities for us to go into details, but I want to say to the House, and without reservation, that if the right honorable gentleman had come here to-day and told us that our country was in danger, then I do not care what party he appealed to or to what class, we would be behind him. We would vote him what money he wants, and we would go further, for we would offer him ourselves—if the country was in danger. (Cries of "But it is.") He has not persuaded me that it is, and he has not persuaded honorable friends with me that it is.

"I am perfectly certain that when the right honorable gentleman's speech gets into cold print to-morrow he will not persuade a large section of the country. If the nation's honor were in danger we would be with them. There has been no crime committed by statesmen of this character without those statesmen appealing to the nation's honor.

"We went into the Crimean war because of our honor; we rushed into the South African war because of our honor, and the right honorable gentleman is appealing to us to-day because of our honor.

"If the right honorable gentleman would come to us and say that a small European nationality like Belgium is in danger—(Cries of "It is invaded!")—and would assure us that he is going to confine the conflict to that quarter, then we will support him. But what is the use of talking about going to the aid of Belgium when you are really going into a European war which will not leave the map of Europe as it was before.

"The right honorable gentleman said nothing about Russia. We want to know about that and try and find out what is going to happen after this is all over. We are not going to go blindly into this conflict without having at least some rough idea of what is going to happen afterwards.

"At all events, so far as France is concerned, we can say solemnly and definitely that no such friendship as is described by the right honorable gentleman between one nation and another can ever justify one of those nations going into war on behalf of the other.

"If France is really in danger, if as the result of all this we are going to have the power, civilization and genius of France removed in European history, let the right honorable gentleman say so. It is an absolutely impossible conception.

"So far as we are concerned, whatever attacks may be made upon us, whatever may be said about us, we will take the action that he will take by saying that this country ought to have remained neutral (Labor cheers) because in the deepest parts of our hearts we believe that that was right and that that alone was consistent with the honor of the country and the traditions of the party that are now in office."

CANADIAN LABOR ORGANIZATIONS

The third annual report on labor organization in Canada, covering the year 1913, has been issued by the department of Labor. At the close of 1913 the numerical strength of organized labor in Canada stood approximately at 176,000, an increase of nearly 16,000 over the figures at the close of 1912. The estimated membership for each of the three years during which reports on organized labor in Canada have been issued has been as follows: 1911, 133,132; 1912, 160,120; 1913, 175,799.

These figures show an increase in membership of over 40,000 during the two years 1912 and 1913, and suggest a quite remarkable development during so brief a period. The figures indicate that the growth of union membership has been fairly distributed as between international bodies and those not international in character. The bulk of Canadian trade union membership is attached to international organizations. Of the total numerical strength of organized labor for 1913, the membership owing allegiance to international organizations reached the large proportions of 149,577, leaving for all other organized bodies a membership of 26,222. There were in Canada at the close of 1913, 2017 local trade union branches of all classes, 1792 having international affiliation, 199 of a non-international character and thirty-four independent local bodies. These figures show an increase of 154 in international local union branches, a decrease of twenty-six in non-international and an increase of six in independent bodies. International organizations having in Canada at the end of 1913 one or more local branches, numbered 101, an increase of two during the year. There are thirteen non-international organizing bodies in the Dominion, an increase of three as compared with 1912.

The total trade union membership of the world for 1912 stood at 12,094,490, a slight increase over the number reported for 1911, which was 11,435,498. The union membership during 1912 increased more rapidly in Great Britain than in Germany, the first-named country having an increase of over 800,000 and the latter slightly over 256,000, giving Great Britain nearly a half-million more of trade union membership than Germany. The United States stands third, but especially having regard to its much larger population, considerably below Great Britain and Germany. Australia is the most highly unionized country in the world.

Demand the union label upon all purchases!

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

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ABERDEEN, Wash., P. O. Box 34.

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GEORGETOWN, Wash.

SKAGIT RIVER FISHERMEN'S UNION.
FIR, Wash., P. O. Box 6.

COQUILLE RIVER FISHERMEN'S UNION.
PROSPER, Ore.

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LORING, Alaska.

ALASKA FISHERMEN'S UNION (Local No. 3).
PETERSBURG, Alaska.

ALASKA FISHERMEN'S UNION.

Headquarters:
SAN FRANCISCO, Cal., 59 Clay St.

Agencies:
SEATTLE, Wash., 84 Seneca St., P. O. Box 42.
ASTORIA, Ore., P. O. Box 138.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia

29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

Orders have been issued by the Pennsylvania railroad to put all shops in Altoona on full time. This order affects about 12,000 men.

Brewery workers in Ottawa, Canada, have agreed to continue a former contract with their employers, which expired last month. Organizer Kugler assisted, and he is now in Montreal, where a strike of this craft is in progress.

From the union's standpoint, the printers' strike in Tacoma, Wash., for higher wages has undergone marked improvements the past fortnight, and it is reported that the shops outside the union fold are having trouble securing "free and independents."

The Gary, Ind., division of the Amalgamated Association of Street and Electric Railway Employes of America has signed an agreement with the Gary and Interurban Railway Company. Seniority over the entire system has been conceded by the company.

A committee of strikers from the Haywood Bros. & Wakefield Co., at Wakefield, Mass., will endeavor to hold an interview with Governor Walsh for the purpose of urging the State executive to request the State Board of Conciliation and Arbitration to find out who is at fault for the continuance of the strike, which has been on for several months.

Miss Elizabeth Maloney, business agent of the Waitresses' Union of Chicago, told the Federal Commission on Industrial Relations that her organization was unqualifiedly against the "tipping" system. She declared that when a girl depends on tips for her living it is pretty hard to draw the line of propriety and the waitress sometimes can not afford to resent familiarity with her patrons.

The striking carpenters at Freeport, Ill., have accepted the peace propositions submitted by Judge Hurd of the Circuit Court, and it is predicted this strike will soon be ended. Only thirty carpenters are drawing strike benefits out of 160 who were originally involved. An injunction against the strikers has been dissolved, with the contractors ordered to pay the costs. It is believed this decision has been a factor in the peace movement.

In commenting on the victory of the metal polishers in their strike against the Indian Motocycle Company, President Daly, of the International Metal Polishers' Union, said: "Not only does this victory give tangible benefits to a large number of union workers, but it means the complete rout of the Connecticut Valley Manufacturers' Association, which for years has bitterly fought union labor. This association at one time maintained a blacklist, which contained the names of more than 8,000 union men."

Figures issued by the Ohio State Industrial Commission show the Ohio workmen's compensation premium rates to be the lowest in the entire country. The report says that where Ohio employers pay the State $1 in compensation premiums, Massachusetts employers pay $1.62; Michigan, $2.42; New Jersey, $2.16; Minnesota, $2.39; Wisconsin, $3.22; Illinois, $3.24, and New York from $2.50 to $3. With the exception of New York, the Ohio awards for injuries and deaths are declared to be the highest in this country.

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Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Alfredsen, Andrew	Naro, H.
Albers, Geo.	Nase, A. Knudsen
Anderson, Gust W.	Nielsen, H. J.
Anderson, Julius L.	Nordlof, Sigurd
Backman, A. A.	Norris, Ed.
Bodsten, S.	Ole, Johan
Christensen, Peder	Olsen, Martin
Cortz, C.	Olsen, O. P. -1141
Campbell, Frank D. M.	Olsen, Jorgen Paaso, A.
Danielsen, J. M.	Peitzon, Jacob
Eriksen, John	Petersen, J.
Eriksen, Egill	Peterson, O. -710
Evanger, Nils	Petterson, Carl
Eriksen, E.	Petterson, Harry
Giortz, P. V.	Plant, B.
Gueno, P.	Putta, V.
Gundersen, Lauritz	Rosen, E. H.
Garvey, Lawrence	Rasmussen, Arthur
Graae, P. C.	Riech, F.
Grahn, John	Riech, J.
Gustavson, Taivo	Rose, W. H.
Hager, P. B.	Scarlett, J.
Hopke, P.	Schankat, Hans
Hansen, H. O. -315	Schmideberg, R.
Hansen, Olaf	Simminghjem, G.
Hagger, F. W.	Skedsmoe, A.
Iversen, Ole	Saar, I. A.
Jakobsen, Thom	Samsing, Karl
Jensen, Chr. P.	Saunders, R.
Jacobson, A.	Sellars, W.
Johnsen, Emil	Sheppard, Stewart
Johansen, Geo. W.	Skubber, H.
Johannesen, Ludvik	Stone, C. L.
Johnson, Hilmer	Stover, Harry
Kristiansen, K. F.	Stuhr, H.
Kenny, James	Sundberg, K. K.
Kjorsvik, Johan	Sund, K. A.
Knutsen, Knut	Svensen, Ted
Kohlmeisher, O.	Sverd, Carl
Kristiansen, Nils	Totz, R.
Kristiansen, Peder	Tahlinen, M.
Kruger, J.	Thomsen, Alf.
Lundberg, Thorsten	Thorsen, Knut
Lilliland, G.	Tahti, Hjalmar
Larsen, E. B.	Tomis, Frank
Lind, Hjalmar	Toosen, Theo
Lutten, T.	Ullman, John
Luwold, Nils	Voldby, P.
McDonald, Wn.	Wenikke, A.
Manson, Sven	Wimmer, G.
Mattson, Rudolf	Wold, Statius
Merkle, G.	Wettland, Johan
Mikkelsen, K. -1620	

INFORMATION WANTED.

Jacob Rokus is inquired for by his brother, Henry John Rokus, and would like to communicate with him. The last I heard from him was in 1903 at New Orleans on British steamer "Michigan," where he was shipmate. He is 32 years old and was born near Rotterdam, Holland. Any information of his whereabouts will be very thankfully received by me at 55 Main street, Buffalo, N. Y.

Anyone knowing the whereabouts of Wilhelm Brannemann, born at Dockenhuden, Germany, in 1882, please communicate with Hans Martens, No. 1892, Sailors' Union of the Pacific, San Francisco.

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Tacoma Letter List.

Andersen, Anders	Kesber, Karl
Anderson, John	Linea, W.
Almkvist, Emil	Line, Wiktor
Berglind, Ed.	Loren, A. L.
Bjorklund, Eric S.	Murphy, Daniel
Carson, James	Nielsen, Niels -751
Corty, Caser	Nilsson, Teodor
Doering, E. W.	Nisse, Clemens
Englund, Gust. E.	Ogilvie, Wm. A.
Hansen, Johannes	Olsen, Martin E.
Isaksson, Karl	Paterson, John
Iversen, Iver	Swansson, August
Johansson, Charles	Wilbrandt, Harry
Johansen, Christian	Wene, K. J.
Karthauser, Otto	

INFORMATION WANTED.

John S. Bickel, a sailor supposed to be sailing on the Pacific Coast, is inquired for by his sister, who has important news for him. Address Laura Bickel, 8817 Birchdale Ave., Cleveland, Ohio.—5-13-14.

Carl Kristianson, who shipped on the bark "Nuana" in September, 1912, from Honolulu to San Pedro, was on the bark "Allen" and schooner "Kepeat" previously. Anybody knowing his whereabouts please notify his mother, Mrs. Anna Kristianson, Majornas, Route 6, M. 27, Littra B. Nystrama St., Goteborg, Sweden.—5-13-14.

Carl Julius Carlson, born in Sweden in 1877, is inquired for by his mother. There is about $2000 due him from his father's estate. Last heard of in September, 1902, on the Atlantic Coast. Previously sailed on the "Clifford" between St. Johns and New York. Address Fru Sophia Carlson, Klubbegard, Hallands Lan, Heberg, Sweden.

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Eureka, Cal., Letter List

Eriksen, Anton	Haldorsen, Adolf
Hansen, Harold	Lomas, Richard
Hansen, Harry	Lawrence, Harry
-1827 (Photo)	Thorssen, Fredrik N.

INFORMATION WANTED.

Andrew Wilne, native of Dundee, Scotland; about 28 years of age, dark complexion, last heard of about nine years ago, sailing as steward, also as fireman, is inquired for by his relatives. Address A. S. Milne, 1122 Rose street, Grandview, Vancouver, B. C.

The members of the crew of the barkentine "Mary Winkelman" who made the voyage in her to Mollendo, Peru, and arrived at San Francisco on her return trip on April 5, 1914, are wanted by the Charles Nelson & Co. at San Francisco, Cal.—6-24-14.

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Portland, Or., Letter List.

Anderson, A. -1645	Karlson, August
Anderson, Gust. -1808	Kluge, Frank
	Kelly, Patric
Andresen, Anton -1635	Laine, Frank
	Larsen, John
Andersen, Mike	Lewik, Karl
Bergman, Karl W.	Lutzen, Wald.
Berglund, Ed.	Mathson, Nils
Bjorkman, Chas.	Mathiassen, Sigurd
Brun, Mathias	Maass, R.
Bults, Ernest	Meckerman, Ernest
Bakkersen, Peter J.	Marx, Thorwald
Carlsen, J.	Mikalsen, Andreas
Christensen, H. P.	Moberg, Karl
Carlson, C. Erland	Nelssen, C. J.
Campbell, Frank	Nilsson, Axel
Dahl, Henry	Nielsen, Kristian
Deswert, William	Narberg, John
Day, Aca	Olsen, Arthur
Danielsen, Nils J.	Olsen, Ansgar
Edstrom, John	Olson, J. W.
Erman, A.	Olsen, John Andreas
Ekham, Frans	Phillip, Max
England, E.	Petterson, Einar
Freitag, Franz	Peterson, Hans
Fristrom, S.	Petersson, M.
Geiger, Josef	Pettersson, W. H.
Gordia, Piet	Pelz, Gottfried
Gynther, John	Pohland, Max
Gravier, Eugene	Petersen, John
Greil, Ben	Rautio, Jacob
Hansen, Max O.	Reincke, Herman
Henriksson, William	Rhodes, F.
Hellman, Albin	Schmidt, Hans
Henricks, Woldemar	Swanson, Carl O.
Hedlund, Albert	Simens, O. L.
Holm, Aage	Scott, James
Huneig, Hans	Schulz, Alfred
Hansen, H. F. C. C.	Wieprecht, Ernest
Johansen, Chris	Welsen, J.
Jansson, L. -2166	Walter, John
Johansson, Arvo	Woldhouse, John
Jacobson, A.	

Aberdeen, Wash., Letter List.

Andersen, -1118	McLean, H.
Arnell, John	Martin, James
Andersen, F. C.	Mackenzie, Hector
Andersson, Geo.	G.
Behn, Alfred	Malm, Gus
Bowen, J. J.	Nordgren, Chas.
Burkland, John	Oksanen, Juko
Breien, Hans	Olsen, Oswald, -1059
Butler, J. E.	Peterson, Axel
Christensen, Albert	Pettersen, Karl
Christensen, F. R.	Petersen, J.
Christensen, Hans P.	Pettersen, Olaf
	Peter, V.
Christiansen, -1093	Peterson, Nels
Ernandes, Frisco	Rundblad, Oscar
Eriksson, -333	Sim, Gunder
Elenius, Axel	Schmidt, Heinrich
Evanger, Nils	Simensen, Isak
Fuller, J. H.	Sorensen, -1607
Forde, S. C.	Scheftner, Bernhard
Graf, Otto	Sundberg, John
Heinig, Johann	Schacht, Hein.
Hansen, Ove Max	Sormato, Matti
Hansen, C. F.	Schlachtl, Alf.
Junge, Heinrich	Toves, H. C.
Jacobson, Arthur	Thorne, John
Johansen, Hans	Udby, Harold
Knudsen, R. E.	Walder, Olsen N.
Kinnunen, A.	Packages.
Kyrkslatt, L.	Glazer, Y.
Kristiansen, Nils	Gorgensen, Olaf
Loining, Hermand	Hansen, John
Lengtssen, Gottfried	MacGuire, O. F.
Laine, Herman	Solberg, Peter
Lorsin, G. L.	Stanners, W. S.
Larsen, Lars	

INFORMATION WANTED.

Alfred Petersen, a native of Bergen, Norway, age about 44, is enquired for by his brother, Randolf Petersen. Any one knowing his whereabouts please notify Sam Anderson, address 100 Steuart St., San Francisco, Cal. 7-22-14

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INFORMATION WANTED.

Frank Melson, who went as fireman on the S. S. "Maye" from Philadelphia to New Orleans, in May, 1913, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. G. W. Paruin, 4309 Westminster avenue, W. Philadelphia, Pa.

Charles Harold Allen, who has served as an apprentice in a British ship, age about 21 years, medium height, brown hair, last heard of in San Francisco November 9, 1911, is anxiously inquired for by his father. Please notify British Consul-General at San Francisco.

George Alfred Hall, last heard of on the Sch. "Sehome" in June, 1913, will please communiacte with his brother, Walter Hall. Address 790 18th street, Oakland, Cal.

Nils Edmund Johansen, a native of Tansberg, Norway, aged about 50, last heard of at Melbourne, Australia, is inquired for by his brother. Address, Martin Johansen, 839 Centennial avenue, Alameda, Cal.

Home News.

Professor Garret A. Droppers of Williams College was nominated by President Wilson on August 4 for Minister to Greece, vice George Fred Williams, resigned.

Guarded by forty express messengers and detectives, $10,600,000 in gold coin and $3,000,000 in silver bars, the treasure with which the steamer "Kronprinzessin Cecilie" put into Bar Harbor, Me., to avoid capture by English or French warships, arrived in New York by train. The money went to the Sub-Treasury to be held for New York bankers, by whom it was to have been sent to Paris and London.

President Wilson has submitted to the Senate the following nominations: Attorney-General James C. McReynolds, to be a member of the United States Supreme Court. Thomas Watt Gregory of Texas to be Attorney-General of the United States. No Democratic opposition to the nomination of McReynolds is looked for in the Senate, Administration leaders confidently predicting early confirmation.

The following resolution has been adopted by the U. S. Senate: "The Senate of the United States, dedicating itself to the principles of peace and good will among men, deeply deprecates the war between certain European powers, and expresses the earnest hope that existing differences may be speedily adjusted, to the end that the fearful destruction of human life and the great waste of property may be averted."

War prices for food in the United States called forth four investigation resolutions in the House of Representatives. All of the measures proposed inquiries into the reasons why, when American bumper crops are deprived of their foreign markets, the price of foodstuffs should go up in the domestic market. Representatives Moore, Kelly and Farr called on the executive departments to make the investigation, and Representative Donohoe of Pennsylvania proposed the creation of a special House committee for the task.

Underlying the great war in Europe is the desire of the monarchies to prevent their thrones being overturned by the rising tide of the movement for popular government, is the opinion of United States Senator Cummins. The Iowa Senator said he believed there was under the surface much as to the causes of the war which had not been explained. He said that with the sentiment increasing in Europe for popular government he could not help feeling that some of the monarchies of Europe thought it would tend to hold down the masses if they were plunged into war.

Deportations of undesirable aliens have been stopped everywhere in the United States pending the war developments. The only exceptions are in the cases of immigrants coming on lines not affected by the war, and these can only be ordered away after individual consideration of each case by the Washington authorities. All immigration officials have been instructed to refer every case to the Department of Labor at Washington, which is a roundabout way of heading off any action until more is known about conditions at sea. Incidentally, warrants of arrest with a view to deportation have been held up.

Domestic and Naval.

At the Norwegian port of Skein new quays are being constructed estimated to cost 258,000 kronen.

The well-known barkentine "Allanwilde," built at Bucksport in 1884, and owned by John S. Emery & Co., of Boston, has been sold by them to B. C. Elkins of St. John, N. B.

The Russian Government has definitely decided to construct the projected coal port at Alexandrovskipost, on the island of Saghalien. The cost of construction is estimated at 6,000,000 rubles, and the annual traffic is expected to amount to 5,000,000 poods of coal.

The Federal Court at Norfolk having transferred the steamer "Nantucket" to the Merchants and Miners' Transportation Company at its bid of $85,000 at United States marshal's sale, the Newport News Shipbuilding Company has begun repairing the damages sustained by collision with the Old Dominion Line steamer "Munroe."

At a meeting of Norwegian shipbuilders and engineers, a resolution was passed in favor of substituting the metric system instead of the English measurement at the Norwegian shipyards. It was argued that the reasons which had resulted in the adoption of English measures in days gone by had now, to a great extent, ceased to exist, and that it was time the change was made.

Following the example of Great Britain, Belgium will insure cargoes and cover all war risks on wheat shipped from American to Belgian ports. This announcement was made by Pierre Mali, Belgian Consul in New York, following the receipt of a cablegram from the Belgian Minister of Foreign Affairs. The cablegram asked that American wheat exporters be informed of the action taken.

Italy's merchant marine numbers 5,532 vessels of 1,269,382 tons, of which 839 are steamers of 762,274 tons, and 4,693 sailing vessels of 374,835 tons. It is stated that last year marked an improvement in the extent of Italian goods carried under the Italian flag. The ships entered or cleared in ports of the country bearing the Italian flag were largely in excess of the previous year, and the tonnage showed great increase.

In addition to the British fleet two French cruisers, the "Descartes" and the "Conde," are patrolling the Atlantic. The "Conde" is the largest of any of the foreign warships in American waters. They are reported to be hovering somewhere off the Florida coast to guard against hostile shipping from Gulf ports. The lanes leading up from South American ports are watched by the British cruiser "Glasgow," which was stationed off the River Plate recently.

The Lamport and Holt liner "Voltaire" has sailed from Belfast for Buenos Aires direct after a remarkable transformation, which, it is said, has cost something approaching $500,000. The vessel is now one of the largest frozen meat-carrying ships afloat, having no fewer than 19 insulated spaces, with a capacity for something like 75,000 carcases. She has been in the hands of Harland & Wolff for almost six months, during which time she was practically reconstructed. One of the biggest tasks, apart from the insulated sections, was the introduction of a new steel deck from stem to stern through the deep holds.

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Andersen, Nela
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Mr. Mills is speaking every Sunday at 8 P. M., at Scottish Rite Hall, San Francisco, and at 2:30 P. M., Rice Institute, in Oakland.

INFORMATION WANTED.

George Albert Vaughan, age 47, of Handsworth, Birmingham, England. Was in New York City in 1902; worked as steward on New York and South American boats. Important. Address, Rev. R. C. Cookson, 96 Monroe street, Brooklyn, N. Y.

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INFORMATION WANTED.

Henry Smallwood, a native of New York, is inquired for by his mother. Anyone knowing his present whereabouts please notify the following address: Mary Smallwood, Academy of the Holy Name, 200 Fair Oaks ave., Pasadena, Cal. 7-29-14

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INFORMATION WANTED.

Samuel Dickson, a seaman, aged about 40 years, son of Moffett Dickson, deceased, of Belfast, Ireland, or any person knowing his whereabouts, is requested to communicate at once with the undersigned in connection with a legacy. A. R. Smith, U. S. Shipping Commissioner, Philadelphia, Pa.

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When making purchases from our advertisers, always mention the Coast Seamen's Journal.

News from Abroad.

The American consul at Gibraltar has notified the State Department that the new German steamer "Schneefels," which runs from Calcutta to Boston and New York, has been brought to Gibraltar as a war prize.

A committee of five British lords has just decided adversely to the applicant in a claim for a pension for obesity made under the Workingmen's Compensation Act. The case was that of a Scotch coal miner, who had to lay off from work for some months because of an accident. When cured he had grown so fat that he could not work effectively and had to give up his job.

Increased pay has been granted the London "bobby" (policemen), to take effect on August 31st. Even at that, the most efficient police body in the world, at least when it comes to handling street traffic, is not well paid, according to the American standard, since the minimum will be $7.50 and the maximum $10 a week. This is an increase of five shillings. Proportionate increases are made in the salaries of the highest officers and in pensions.

The Japanese of British Columbia want to fight for the English cause with the Canadian contingent. The prime minister of the Dominion has received an application from a representative Japanese on the Pacific Coast stating that a large number of the men of his race, who saw service in the Russo-Japanese war, want to enlist in the Canadian expeditionary forces. He estimated that if given opportunity a regiment of 1000 Japanese will enroll themselves and don the Canadian uniform. As the first expeditionary contingent has been practically completed, the Japanese offer cannot be accepted. They may, however, be given a chance to serve in later contingents.

Pope Pius X died at the Vatican, at 1:20 o'clock in the morning of August 20. He had been ill for several days, but alarming symptoms did not develop until a few days before his death. Throughout the last day Drs. Marchiafava and Amici devoted their utmost energies to stimulating their patient and keeping him alive. The Cardinals were notified of the Pope's grave condition, and some of them who entered the sick room describe the impressive and heart rending scenes, especially when the Pontiff, rousing himself from time to time, spoke. Once he is reported to have said: "In ancient times the Pope by a word might have stayed the slaughter, but now he is impotent."

Icelandic patriots have designed a national flag which they propose to fly not only over Iceland but on all vessels registered in that country. If they had been content to make their flag a strictly local affair, for which permission had already been granted by the Danish King, all would have been well. But the Danish Parliament has now taken up the question of the marine flag on account of the activities of the Icelandic "independence" party. The people of Denmark are of a divided opinion as to Iceland. Some feel that the Icelanders are acting in a very ungrateful way in view of past favors, and others that to give Iceland its freedom would rid the country of a source of useless expense.

With the Wits.

"He flushed when I perused his countenance."

"Naturally, when he felt his face was getting read."

Teacher—Do you know, Tommie, when shingles first came into use?

Tommie—I think when I was between five and six years old, ma'am.

"Why does Smith always smoke his cigarettes in one of those long holders?"

"His doctor has warned him to keep away from tobacco."

"You just ought to hear the great things the phrenologist said about my head."

"Don't you believe him. There's nothing in it."

Miss Oldgirl—Oh, Mr. Lighthead, I've just seen eighteen happy summers!

Mr. Lighthead—Only eighteen happy ones? What an unhappy life you must have had!

"Your father has a lot of very fine chickens," observed the young man. 'Has he incubators?"

"No," said the sweet young thing just home from boarding school, "I think they're Plymouth Rocks."

Mrs. Todd went into a store to buy some spring ginghams.

"Are these colors fast?" she asked the clerk.

"Yes, indeed," he replied earnestly, "you ought to see them when once they start to run."

"Jane, I don't mind buying you presents on your birthdays."

"I'm glad to hear you say that."

"And I'm willing to remember you on Christmas and Easter and our own wedding anniversary."

"That's nice of you."

"But when you hint that I ought to remember also the anniversaries of your weddings to your two former husbands I think that's going too far."

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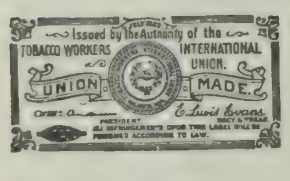
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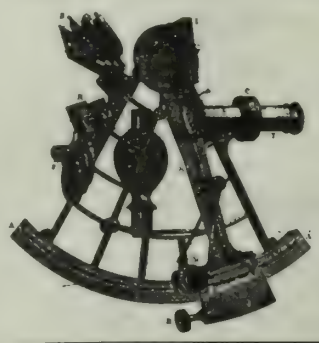
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COAST SEAMEN'S JOURNAL

FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XXVII, No. 51. SAN FRANCISCO, WEDNESDAY, SEPTEMBER 2, 1914. Whole No. 2293.

A KEY TO THE LABOR MOVEMENT.

Employers Organize But Workers Are Expected to Go It Alone.

When employers talk about the freedom of labor, it may be that some of them are really worried over the hostility of most unions to exceptional rewards for exceptional workers. But in the main that isn't what worries them. They are worried about their own freedom, not the freedom of wage-earners. They dislike the union because it challenges their supremacy. And they fight unions as monarchs fight constitutions, as aristocracies fight the vote. When an employer tells about his own virtues, he dilates upon his kindness, his fairness, and all the good things he has done for his men. That is just what benevolent autocrats do: they try to justify their autocracy by their benevolence. Indeed, the highest vision of those who oppose unions is that the employer will develop the virtues of a good aristocrat—a sense of noblesse oblige.

But, of course, wage-earners are not dealing with men inspired even by such a vision. Henry Ford is a sensational rarity among employers. No doubt there are some others, not so conspicuous. Now if workers faced only men with such an outlook, I don't think their problem would be solved, but it would take on a very different complexion. It is, however, an academic question, for the great mass of employers show no desire to make big concessions.

Employers Organize for Obstruction.

Employers are organized for obstruction. There is, for example, the National Association of Manufacturers, embracing four thousand individual employers who represent a capital of about ten billion dollars. Its constructive program consists of such attractive items as "unalterable antagonism to the closed shop," opposition to eight-hours' bills, and with mild emphasis hostility "to any and all anti-injunction bills of whatever kind." American civilization is also assisted by the National Council for Industrial Defense, an unincorporated body which employs a lobbyist at the rate of a thousand dollars a month. According to the proud words of its late president, this council, "In the number of members, in the capital which they control, and in the social, industrial and political influence which they exert. . . . is by far the largest and most powerful league of conservative and public-spirited citizens ever formed in any country of the world."*

There are also a number of national associations in various trades endeavoring to prevent wage-earners from submerging their individuality in unions. They have been known to refuse advertising to papers which were friendly to organized labor—on the highest grounds, of course, such high grounds being a refusal "to pander to the unthrifty class." They have been known to use the blacklist, though, of course, they do not approve of it. They have been known to place spies in labor unions to protect workers against themselves. They have been known to use what revolutionists call the "provocateur"; in Cleveland during the garment strike there was a glib, plausible person who talked dynamite in an effort to discredit the union. There has been some actual "planting" of dynamite, as at Lawrence; a little beating up, as at Calumet; kidnaping, private armies, gatling guns and armored trains, as in West Virginia and Colorado.

It is well known, of course, that newspapers make every effort to enable workingmen to reach public opinion, and make their appeal not to force, but to the national conscience. All civil rights are carefully guarded for workers, as in Paterson, Lawrence and the Southern lumber camps. Employers are precise in their desire to secure judges who have no bias whatever. And the voters are an active, intelligent body of imaginative democrats fighting at every step to see that justice is done.

The fact is that nothing is so stubbornly resisted as the attempts to organize labor into effective unions. Yet it is labor organized that alone can stand between America and the creation of a permanent, servile class. Unless labor is powerful enough to be respected, it is doomed to a degrading servitude. Without unions no such power is possible. Without unions industrial democracy has no meaning. Without democracy in industry—that is where it counts most—there is no such thing as democracy in America. For only through the union can the wage-earner participate in the control of industry, and only through the union can he obtain the discipline needed for self-government. Those who fight the union may think they are fighting its obvious errors, but what they are really against is just this encroachment of democracy upon business.

Unions Establish Industrial Democracy.

Now men don't agitate for democracy because it is a fine theory. They come to desire it because they have to; because absolutism does not work out any longer to civilized ends. Employers are not wise enough to govern their men with unlimited power, and not generous enough to be trusted with autocracy. That is the plain fact of the situation: the essential reason why private industry has got to prepare itself for democratic control.

I don't pretend for one moment that labor unions are far-seeing, intelligent, or wise in their tactics. I have never seen a political democracy that aroused uncritical enthusiasm. It seems to me simply that the effort to build up unions is as much the work of pioneers as the extension of civilization into the wilderness. The unions are the first feeble effort to conquer the industrial jungle for democratic life. They may not succeed, but if they don't their failure will be a tragedy for civilization, a loss of co-operative effort, a balking of energy, and the fixing in American life of a class structure.

The unions are struggling where life is nakedly brutal, where the dealings of men have not been raised even to the level of discussion, which we find in politics. There is almost as little civil procedure in industry as there is in Mexico or as there was on the American frontier. To expect unionists then to talk with velvet language, and act with the deliberation of a college faculty, is to be a tenderfoot, a victim of your class tradition. The virtues of labor today are frontier virtues; its struggles are for rights and privileges that the rest of us inherited from our unrefined ancestors.

Men are fighting for the beginnings of industrial self-government. If the world were wise that fight would be made easier for them. But it is not wise. Few of us care for ten minutes in a month about these beginnings or what they promise. And so the burden falls entirely upon the workers, who are directly concerned. They have got to win civilization; they have got to take up the task of fastening a worker's control upon business.

The Scab—"An Indigestible Lump."

No wonder they despise the scab. He is justly despised. Far from being the independent, liberty-loving soul he is sometimes painted, the scab is a traitor to the economic foundations of democracy. He makes the basic associations of men difficult. He is an indigestible lump in the common life, and it is he who generates nine-tenths of the violence in labor disputes. Democracies of workingmen have to fight him out of sheer self-protection, as a nation has to fight a mutiny, as doctors have to fight a quack. The clubbing of scabs is not a pretty thing; the importation of scabs is an uglier one. It is, perhaps, true that there is, as ex-President Eliot said, no such thing as peaceful picketing. There is no such thing as a peaceful coast defense or a gentlemanly border patrol. The picket-line is to these little economic democracies the guardian of their integrity, their chief protection from foreign invasion.

Without that security no internal growth is possible. As long as the unions have to fight for mere existence, their immense constructive possibilities will be obscured in the desperation of the struggle. The strike-breaker, then, is not only a peril to the union; he is a peril to the larger interests of the Nation. He keeps workingmen from their natural organization, deprives them of the strength that union brings, and thwarts all attempts to train men for industrial democracy. Instead of discipline and preparation for the task of the future, instead of deep-grounded experience in co-operative effort, we shall get, if strike-breakers, and blind legislators, and brutal policemen, and prejudiced judges, and visionless employers prevail, despair and hate and servile rebellions.

There are certain preliminaries of civilization which the great mass of workingmen have not yet won. They have not yet won a living wage, they have not yet won anything like security of employment, they have not yet won respect from the Government; they have not yet won the right to be consulted as to the conditions under which they work. Until they do, it is idle to talk about industrial peace, and folly to look for "reasonable" adjustments of difficulties. Reason begins when men have enough power to command respect; a co-operative solution of industrial problems is possible only when all the partners to the co-operation must listen to one another. Until labor is powerful enough

* See "Boycotts and the Labor Struggle," by Harry W. Laidler. John Lane Co.

to compel that, it cannot trust to the benevolence of its masters—it has to be suspicious, it has to cling to the few weapons left it, for labor is right in supposing that no national conscience and no employers' conscience yet exhibited is adequate.

There are certain occupations where workingmen have won these preliminaries of civilized life. The most notable example is in railroading, where the brotherhoods have become a real part of the industrial structure. They are so powerful that they can't be left out. More than that, they are so powerful that they don't have to be insurrectionary. It is the weak unions, the unorganized and shifting workers who talk sabotage and flare up into a hundred little popgun rebellions. Guerrilla warfare is the only tactics open to weakness. But where unions can meet the employers on a real equality, as railroad workers can, then you will find very little insurrectionary talk.

Radicalism versus Conservatism.

You will meet what radical labor leaders call conservatism in these powerful unions. That is a very interesting accusation. The railroad men have won wages and respect far beyond anything that the I. W. W. can hope for. They have power which makes the I. W. W. look insignificant. If the I. W. W. could win for the unskilled anything like the respect and responsibility that railroad men enjoy, it would have achieved something that might well be called a social revolution. The fact is that the railroad men are "conservatives" in the labor world, just as the Swiss are conservatives among the nations. They have won the very things which make rebellion necessary. If men are ground down in poverty, if the rights of assemblage and free speech, are denied them; if their protests are ineffective and despised, then rebellion is the only possible way out. But when there is something like a democracy, where wrong is not a matter of life and death, but of better and worse, then the preliminaries of civilization have been achieved, and more deliberate tactics become possible.

The I. W. W., the anarchists and the syndicalists know this. That is why the reformer is an object of special hatred amongst them. They say, quite rightly, that reform undermines the revolutionary spirit, and substitutes for flaming impatience and heroic moods concrete adjustments and grudging change. They say that only passionate revolt can redeem society from stagnant mediocrity. They prefer the atmosphere of temporary rebellion to the somewhat slow-footed and generally uninspired method of a clumsy democracy. Thus the I. W. W. makes no real effort to build up permanent unions. That is to say, it does not look with favor upon the cohesive power of funds and fraternal benefits. I have heard Haywood say that when a union had something to lose, the spontaneity of rebellion was gone. He hopes to unite wage-earners by militant feeling, rather than to knit them together by common discipline and common interests. The I. W. W. prefers revolt to solidarity—of course it imagines that it can have workers united and militant, too. But in practise it is quite ready to destroy union for the sake of militancy.

Syndicalists and anarchists half recognize the fact that only a small minority of the workers can be aroused to bitter revolt. So they have begun to sing the praises of a "conscious minority." In other words, they have abandoned the path of democracy, because it is incompatible with the temper they most admire. Workers who were really effectively organized would produce great changes in our social structure, but they would have to act with a deliberation that no temperamental anarchist can stomach. This is the paradox of the labor movement, that those who can't overthrow society dream of it, while those who could don't want to. If there is one occupation where syndicalist tactics might work, it would be on the railroads. A small minority could paralyze the country and precipitate a general strike. But American railroad men are not likely to do this, because they don't need to. They have a stake in the country, a genuine representation in public opinion, and they can at all times secure a respectful hearing. If that were taken away from them, if their unions were disintegrated, they, too, might take to conspiracy.

Power Makes for Peace.

It is a commonplace of radicalism that power makes for peace. It is deeply true of the labor movement that the alternatives before it are powerful peace and weak insurrection. Thus if the I. W. W. should succeed in organizing the unskilled on any extensive scale, the I. W. W. as we know it would have abolished itself. For the unions which were created would inevitably seek a different type of leader: men of administrative capacity who can wield power without exhausting it.

It is obvious, of course, that this assumption of power cannot go to indefinite limits. There are people concerned about industry besides the workers in it. The consumers will have a control, and the State, which, while it includes workers and purchasers is larger than particular groups of them, the State, too, will have a say about the control of industry. It is one of the immense problems of the future to adjust these conflicts and to reach some working plan. But that problem has only outlined itself dimly as yet. Labor is far from having achieved anything like its legitimate influence in the conduct of industry, and the best hope for future adjustment lies in the immense discipline that power will enforce upon the worker.

In this movement to eat into economic absolutism, very perplexing questions, of course, arise. What is the proper structure for a union? Shall it be organized by crafts, or occupations, or industries? With amalgamation or federations? How shall the unions be governed: by representatives or by direct vote? In fact, there is hardly a problem of constitutional government which doesn't appear in acute form among the workers. And in passing one might suggest that scholars who wish to see sovereignty in the making cannot do better than to go among the unions. They will find the initiative and referendum in constant use. They will find all phases of corruption and misrepresentation: the disappointments of indiscriminate democracy and the blight of officialism. There is a long history of bickerings over sectional interests as against national ones, home rule, revolution—for all of these matters are, in different phases, of course, the daily subject of union discussion.

The solutions are of very great interest to the Nation. For on the capacity of labor to develop an efficient government for itself hangs the decision as to how much responsibility the unions can afford to assume. It is the development of a citizenship in industry that the labor movement has before it. It will have to work out the intricate problem of popular control in relation to technical administration. Any useful kind of industrial training, then, has got to serve this need. It is obvious that mere skill at some one process is no preparation. Nor is a generalized knowledge of industry enough. There must be added to it an understanding of what may be called the political problem of labor, the questions that arise in its efforts at self-government, in its adjustments to the world that surrounds the industry.

Methods of Thwarting Organization.

There is nothing simple and perfectly reassuring ahead. With wage-earners about one-tenth organized, unionism has a gigantic problem before it. And there seems to be no limit to the methods by which organization is thwarted. Race is played against race, religion against religion; there are spies, blacklists, lockouts, thugs, evictions, the denial of free speech and the right to assemble. Things are done in America today which are more lurid than melodrama. After thinking of the promise of the labor movement, you have to turn to present realities, to that brutal struggle in West Virginia, for example, where a gatling gun mounted on a railroad car was run through a mining village at night, "spitting bullets at the rate of two hundred and fifty a minute."

You think of the powerful organizations ready to combat every sign of unionism, of the congestion of immigrants in the labor market, of the hostility of courts and newspapers to the preliminaries of industrial democracy. I don't know—no one knows—whether labor can realize its promise. The odds seem to be overwhelming. There is a real struggle, a trial of strength. It is not yet a matter of justice in which "there is much to be said on both sides." Labor is still fighting to be admitted to the sphere of human society, where it is possible to talk of adjusting difficulties. A few workers, like the skilled railroad men, have just about climbed in. But the great mass has not been made part of that world where decisions are made and policies formulated. The unions are fighting to give the wage-earners representation, and that is why the hopes of democracy are bound up with the labor movement. Bound up, not with its words and dogmas, but with the purpose which animates it. Labor needs criticism, needs inventive thought, needs advice and help. But no one can give any of these things who has not grasped with full sympathy that impulse for industrial democracy which is the key to the movement. Without this sympathy the crudity of labor is shocking, the intrigue of labor politics disgusting, the tone of labor discouraging. With an understanding that a new interest is rising to power you can, I think, find a glimmer of meaning in the bewildering intricacy of the whole matter.—Walter Lippmann in Metropolitan. (Copyright by the Metropolitan Magazine Company, New York City; reprinted by special permission.)

The number of rare minerals found to exist in Tasmania is constantly being added to, and the latest addition is molybdenite, which is used in the manufacture of "molybdenum steel," to which it gives a special hardness and toughness that makes it suitable for use in propeller shafts, guns, and boilers. It is also used, to lesser extent, in the making of pottery glass and other things. The price of molybdenite is now $2500 a ton, or nearly four times the present price of tin.

WOMAN WHO KEEPS SECRETS.

The woman in Uncle Sam's employ who is paid for keeping a secret—and, incidentally, seeing that the women under her also keep secrets—is Mrs. H. C. Daley, chief operator at the Capitol, says the Cleveland Plain Dealer. She has under her charge the telephone exchanges, including the long-distance wires, running to and from the various Congressional offices. Everything that this woman knows is absolutely sacred. Undoubtedly there are times when accidentally she has "cut in" on conversations of national—possibly international—importance.

Yet, no person has yet been able to get a word from her concerning her experiences. She has developed the power of silence to so great a degree that during the working hours she will not speak half a dozen words outside of the round of business, such as getting long distance calls, etc.

After the day's work is over Mrs. Daley absolutely refuses to permit the mention of her work. On any other subject she will talk freely. It is recorded that when one man, not knowing her, attempted to question her about her experiences at the Capitol phone she arose and walked from the room.

She declares that it is easy for women to keep secrets.

"Indeed," she said, "it is considerably easier for women to keep secrets than men. They, I really believe, are inclined to do a quantity of gossiping when they get together. But when a woman has become convinced of the sacredness of silence she will preserve it under any circumstances.

"Silence eventually becomes habitual. It is the natural outgrowth of practice that one should unconsciously form a habit and cling to it. Personally I have always been a believer in habit. One can feel a confidence when one has learned to do or not to do a thing that never comes by merely overcoming a desire to do it. Telephone operators rarely overhear conversations in the Capitol, I might add. It is only when something goes wrong, when a wire is crossed or something like that happens, that the secrets of the Capitol reach us. Then they are cut off, for I oversee this work and make sure that no operator attempts eavesdropping. The older operators never do. They reach the point in a little while where the thought of hearing a private conversation is violently distasteful."

The ancient Berbers who still live in the mountain territory of Kabylia were never conquered by Roman, Goth, Vandal, Arab or Turk. They made their first obeisance before the firearms of the French under the Second Empire. Through all these millenniums they have lived in their populous villages perched high on the tops of steep hills. Around them in all directions is a zone of trees, with pasture above, beginning at about three thousand feet, and the oft-conquered open valleys below. Here for unknown ages the Berber has lived among and from his trees. There are four staples of life in Kabylia—dried figs, olives, bread, and meat. For miles there is one unending succession of villages set in this open forest of figs and olives.

In a New York church there is an incandescent lamp that has been used seven hours a day for more than seven years, which is believed to be the world's record.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Labor Defended in Senate.

While the United States Senate, sitting as in committee of the whole, was considering the Clayton anti-trust bill, Senator Ashurst, of Arizona, took occasion to deliver a lengthy and vigorous speech in favor of the labor sections of the proposed law.

He declared that it was useless to disguise, dodge or evade the one great question that calls for settlement—the exemption of trade unions from trust classification. The Arizona legislator insisted that he had found no record to sustain the position of contrary-minded people, and read at length excerpts from the utterances of Senators Sherman, George, Hoar, Teller and others who protested, during the discussion on the original Sherman anti-trust bill, that there was no intention to include labor.

"It is idle," said Senator Ashurst, "merely to say labor has the right to a living and decent wage unless we supplement that assertion by granting labor the power to enforce its demand for a living wage. When I use the term 'living wage,' I do not mean a wage which will afford 'bread alone,' but I mean a wage which will afford proper food, clothing, shelter, some leisure time to devote to the family, to books, music, philosophy, and, in general, an opportunity to have sufficient respite from exacting toil to enjoy some of the idealistic, aesthetic and spiritual sides of life, which adds zest, grace, and beauty to human existence.

"It has been asserted that it is dangerous for laborers to possess the power to compel a compliance with their demands for a living wage. I reply that such power is indeed dangerous—to monopoly, oppression, tyranny, avarice, and greed—but is wholesome to the general welfare and to public tranquillity. Internal dangers to a State need never be apprehended from a general desire and effort on the part of the creators of wealth to promote their own efficiency, improve and exalt their own station, for if laborers were to refuse to try to improve their own condition it would be tantamount to their seeking wantonly their own self-destruction."

Senator Ashurst was just as emphatic in his advocacy of the sections of the bill which limit the issuance of injunctions. He said:

"The proper energies and reasonable activities of labor organizations have been greatly injured and hindered by the improper use and abuse of the injunction, because some courts have proceeded upon the hypothesis that labor power is property, such as mechanical and electrical contrivances, cattle, horses, and so forth. Some courts of equity have usurped jurisdiction and power to restrain laborers from doing the things they had a lawful right to do and which, in many instances, it was necessary for them to do to promote their own interests and rise above the conditions of serfdom; for instance, injunctions have forbidden laborers to use the public highways and have forbidden them peacefully to consider their own condition. Laborers have been forbidden by injunction to pay strike benefits or to exercise the right of free speech. Therefore, in order to prevent any further abuse of this judicial power, these provisions of sections 7 and 15 to 23 inclusive of the Clayton bill have been written in this proposed legislation, and are known as the 'laborers' bill of rights.'"

Need of a Universal Eight-Hour Day.

"I believe," said Secretary of Commerce Redfield, addressing the members of the American Association for Labor Legislation, "that when the factories are so run that our workmen go home without being fatigued from overlong hours we will be able to compete successfully against all comers in the markets of the world. I cannot afford to employ in a factory men who are half sick, who come to work after having bad breakfasts, who are partly poisoned; they would be economically unprofitable. And yet fatigue is part poison."

The above opinion is shared to-day by efficiency experts and sociologists and by the great majority of far-seeing employers, for we have reached a stage where the enormous drain on the national vitality caused by long hours of toil has become universally recognized as inimical to the public weal and hurtful to the interests of employers as well as employes.

Society which, owing to the swift rise of modern industrialism, had overlooked the human factor in it, dazzled by the wondrous possibilities presented by the new order of things, has at last come to its senses. It has grasped the fact, too long forgotten, that it is upon the well-being and efficiency of the toiler, the unit in the vast industrial maze, that prosperity, in the last analysis, rests. Consequently we have come to regard the laborer as a human being, not as a mere machine, and that he is entitled to his share of the ordinary and normal comforts of life—recreation, adequate rest and opportunities for self-improvement.

When a quarter of a century ago the American labor movement entered upon a campaign for a reduction in the brutally long hours of work which then prevailed, this point of view was not very popular, but nevertheless a determined stand on the part of the workers was instrumental in bringing down the fourteen and twelve-hour day to a ten-hour average. Opponents of the shorter day at that time said that the two, three and even four hours gained by the workingmen would be trifled away in dissipation and uselessness and that there would be a dead loss in economic effort. Time, however, has had its revenge upon such objectors, for the shelves of the public libraries are to-day filled with sociological literature, government reports and other data telling of communities of workers more healthy, more sober, more self-reliant and benefited in soul and body as a result of the hours won for them from the daily toil. Proof has been adduced also to show that the introduction of the shorter working day did not lessen production, for it rendered the laborer better fitted for his task; he worked more days, his newly-won leisure repaired the ravages of muscular exertion and consequently he developed into a more skilled and valuable member of society than he could otherwise become.

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeland Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts Maritimes de France, 33 rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22. Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S, Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Ingiaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

On the 13th of July invalidity pension came into force in the United Kingdom in accordance with the terms of the English national health act. In return for a contribution of 3½d. supplemented by 2½d. from the employers per week, the insured is entitled after 104 weekly contributions to a sick benefit amounting to 10 shillings for 26 weeks and then a possible 260 shillings annually as invalidity pension until he reaches the age of 70. Then the old age pension in a like amount comes into force.

The membership of the International Transportworkers' Federation has passed the first million mark. According to the latest figures the membership of the organizations affiliated to the I. T. F. number 1,054,506. The development since 1904 is as follows: 1904, 77,672 members; 1906, 207,231; 1908, 496,620; 1910, 467,918; 1912, 881,950; 1914, (1st of July) 1,054,506. As will be seen from these figures the I. T. F. developed slowly and surely. And the organizations not yet affiliated are gradually being convinced of the necessity of an international union of traffic and transportworkers.

We take the following from the "Neuer Weg": "Strikes and other economic struggles have been taking place in Palestine, the land of the first Christians. Recently very serious agricultural workers' strikes have taken place in which the employers acted just as they do in the so-called more civilized countries by using hunger, the boycott and organized strike-breakers in order to force the workers back to their work. It is interesting that the most backward Arabian workers have taken part in this strike. The first of May is celebrated more and more in Palestine. This year big meetings, social evenings, and concerts were held in a number of towns and colonies where the Jewish workers live. The stoppage of work on this occasion is said to have been almost general. The comrades who worked gave their day's wages to the striking agricultural workers. A Jewish Workers' Secretariat is engaged at the present time in Jaffa organizing the municipal workers."

In the month of September 114 persons will be charged before a jury in Zurich for their participation in a recent general strike. Among these are a number of well known trade-union leaders. The accused are charged with having incited a number of municipal employes on tramways to take part in the general strike and thus encouraged them to ignore their service regulations. A number of tramwaymen who will also be charged are said to have supported the comrades in a manner which subjects them to a penalty, in that they distributed the pamphlets in which the railway men were called upon to take part in the strike. The charges against all are similar and the possible penalties are fines varying from 40 to 100 francs, and in some cases two to three months' imprisonment. At the end of 1913 in addition to the Central Swiss Labor Secretariat there were ten local labor secretariats in Switzerland which existed for the purpose of giving free legal information, these are supported by the workers' organizations of the various districts. In the past year 28,906 persons sought information.

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INFORMATION WANTED.

Alfred Kupfer, born February 9, 1890, at Coburg, Germany, is inquired for by the German Consulate, 201 Sansome street, San Francisco, Cal.

Johannes Puun, born in Oesel, Arensburg, Russia, supposed to be sailing on the Pacific coast, is asked for by his mother. Anyone knowing his whereabouts please notify A. Lepp, Sailors' Union, San Francisco.

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, 84 Embarcadero, San Francisco, Cal.

$10.00 reward will be paid by Johnson & Higgins, 244 California street, for information locating John Anderson and George T. Nelson, who were members of the crew of the steamship "Asuncion" in October, 1908.

Nils Johnson, who was wrecked in the American bark "Oasis," Sept. 2, 1887, is inquired for by W. F. Hohenschild, Berkeley, Cal.

Heinrich Schel, born in Zingst, near Barth, Germany, is requested to communicate with Mr. A. Praast, 93 Diepe Straat, Antwerp, Belgium.

Alex McDonald, formerly of Dundee, Scotland, who has not been heard of for 22 years, but is thought to be sailing on the Pacific Coast, is inquired for by Jas. Perry, 30 Bridge End, Buckpool, Buckie, Eng. —5-13-14.

Fred Riley, a colored seaman, last heard from at Genoa, Italy, and at other times from ports in Australia and at Liverpool, England, is sole heir to his mother's estate. Anyone knowing his whereabouts kindly notify Mr. John E. Selkirk, Attorney-at-Law, 100 Erie Co. Bank Bldg., Buffalo, N. Y.—6-24-14.

Norman Hadley, a seaman, supposed to be sailing on the Pacific Coast, is inquired for by J. B. McCurdy & Co., attorneys, relative to an inheritance. Anybody knowing his whereabouts, please notify Chief of Police, San Francisco.

John Rebbetad, who was in the steamer A. F. Lucas in November, 1911, is inquired for by his brother. Address, Coast Seamen's Journal.

Carl Janson, age 36, born in Wastervik, Sweden; last heard of in Seattle six years ago. Anyone knowing his address please communicate with Erika Askenberg, 2280 86th street, Cleveland, Ohio.

INFORMATION WANTED.

Frederick Wood, a seaman, sailing on the Pacific Coast, is inquired for by his sister, Miss Lucy Wood, 108 Broughan street, Darlinghurst, Sydney, N. S. W., Australia. He is described to be tall, with dark curly hair and carries a scar on the nose. Anyone knowing his whereabouts kindly notify the office of Chief of Police, San Francisco, Cal.—6-24-14.

Anybody knowing the whereabouts of Arne Johnsen please notify O. M. Johnsen, Mosby, Christiand S., Norway.

Richard Ryan, who left the British steamship "Candida" at San Francisco in July last, is inquired for by the British Consul-General.

Fritjof Ellingsen, age 32, a native of Drammen, Norway, he was short, heavy set, dark hair, parted in the center, and good looking. Anybody knowing his whereabouts please notify Ed Knach, 171 Clipper street, city.

John Dickson, who left Greenock, Scotland, about 10 years ago, his last address was Melrose House, Lower Boxhill, Brooklyn, New Zealand, is inquired for by his mother. Anybody knowing if he is alive or dead please notify the Secretary of the National Sailors' and Firemen's Union, Greenock, Scotland.

William Walker, a native of Islandmagee, Antrim Co., Ireland, is inquired for by his nephew. Anyone knowing his whereabouts kindly communicate with John Walker, Geddis, 7 Willowbank St., Brooklands, Winnipeg, Manitoba, Canada.

W. Kahlberg, No. 688, and C. Monsen, No. 1964, are inquired for at the Standard Oil Company's office, at San Francisco.

Anyone knowing the whereabouts of John Burke No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

Johannes Larsen, age 22, born in Fitje, Norway, is inquired for by his brother, Ingolf Vestrick. Anybody knowing his whereabouts please notify his brother at 9 Mission street, San Francisco.

W. A. Goodrich, who left the British ship "Puritan" at San Francisco February 6, 1911, is inquired for by the British Consul-General at San Francisco.

William McGrail, of Baltimore, Md., who sailed on the Atlantic and Gulf Coasts as cook for a number of years, is inquired for by his brother, George McGrail, 603 Decatur street, New Orleans, La.

San Pedro Letter List.

Andersen, George	Lane, Gus
Andersen, K. P. -1717	Lindberg, Wm.
Andersen, Rasmus	Lindner, J. -1750
Andersen, Martin	Lundberg, T.
Anderson, Axel	Lyngard, Jorgen
Anderson, Gust. -810	Monterra, J.
Andersson, E. -1762	Mardisan, Andrew
Alexandersen, P.	Mesak, E.
Andersen, A. -1645	Madsen, Charlie
Bensen, Severin	Mikalsen, Andreas
Berndt, Hugo	Machada, Enrique
Bringsrud, Harald	Martinelli, Watler
Brien, Hans	Mennicke, Fritz
Berg, S.	Murray, Robert
Cirul, M.	Miller, Wm.
Christensen, A. -1095	Mayers, P. M.
Cotter, J.	Michaelsen, A. -1105
Christensen, H. -1336	Morris, M. H.
Centisan, Chas.	Nielsen, Edward
Carlson, Kalle	Nielsen, Chr.
Ceelan, John	Nikander, Dan
Clausen, J.	Nurhanen, E.
Dunn, Wm.	Neergard, A. -1165
Dreger, Jack	Olsen, A. O. -759
Evertsen, Olaf	Olsen, Jacob
Essen, Carl	Olsen, Harald
Ellingson, Ivar	Olsen, Ludvig
Enstrom, Carl M.	Olsen, Nick
Eklund, Sven	Olsen, Hans
Fasholz, Dan	Olsen, Ole Wilhelm
Folvik, Lewis	Osterberg, S. H. -1284
Felsch, Harry	Paader, Hugo
Ferem, William	Paul, Peter G.
Genesen, Charlie	Petersen, Aage
Grigoleit, E.	Paulson, Gustaf
Gunther, Dick	Pearson, Ed
Gustafson, Alf	Rytko, Otto
Hansen, Sigvorth	Ridnell, J. H.
Holmborg, Frank	Rantman, R.
Hansen, Thomas	Rutel, Ernest
Hansen, Marius	Shager, Ernest
Hingren, Hj	Schmidt, Louis
Holm, Arthur	Skaaner, Jack
Holmstrom, Fritz	Sandstrom, Ivar
Hansen, Hans -2219	Seversen, Chas.
Hansen, H. T. -1446	Stromsberg, Ivar
Hansen, Johannes	Stenroos, William
Hakonsen, P. O.	Svensen, Nick
Haro, Aarp	Swanson, E.
Harrold, Henry	Stolt, Axel
Ivarsen, Ivar	Steen, Ed
Johansen, Ed. -2240	Svendsen, S. -1717
Johnsson, Chas. A.	Schlachte, Alfred
Johansen, Emil	Steen, J. C.
Johannsen, Charlie	Sievers, G. P.
Johansson, N. A. -280	Simpson, L. C.
Johansson, Algot	Sandy, Oskar
Jensen, Oscar M.	Samuelsen, Victor
Karlson, Richard	Tell, Olaf
Kristiansen, N. -1093	Thompson, B. -282
Kremer, Sigurd	Tvedt, Olaf
Kalnamm, Andvey	Wrig, F.
Leideker, E.	Waddington, W. H.
Lang, Chas.	Zimmer, Walter
	Zunderer, Theodor

Packages.

Johansen, Nils A.

Honolulu, H. T.

Anderson, Anton	Johanson, John -880
Anderson, O.	Koskinen, Suttro
Anderson, Edvard	More, Walter
Burk, Harry -1284	Silver, Salin E.
Gusz, Henry	Ivertsen, Sigvald B.
Hansen, Eugen	Speckman, Mae
Hansen, Jens	Tomkin, Frank
Jorgensen, C. M.	

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INFORMATION WANTED.

Peter Bellenot, who last sailed on the S. S. "Mariposa" out of Seattle, Wash., about November, 1912, is inquired for by his mother, Mrs. Bellenot, 1406 Second street, West Berkeley, Cal. Anyone knowing of him kindly write at the above address.—6-24-14.

Pacific Coast Marine.

The schooner "Inca" from East London, bound for Port Townsend, will be intercepted off the Columbia River and sent in to load lumber at Prescott.

The salmon vessels "Llewelyn J. Morse" and "Santa Clara" left Bristol Bay August 23d for San Francisco and on August 25th were followed by the "Bohemia."

The salmon ships "Berlin" and "Levi H. Burgess" have sailed from the Nushagak River, Alaska, with salmon cargoes for Portland, according to wireless advices received by their agents at Portland.

Swayne & Hoyt, steamship agents and custom house brokers, have opened a branch office in Portland, with W. M. Brown as manager. They operate the Arrow line of steamers between San Francisco and the Columbia River.

The barkentine "Amazon," seventy-three days from Antofogasta, arrived at Port Townsend on August 24. Captain Hayes reports beating around off the entrance to the straits for eleven days in a fog. The "Amazon" will load lumber at Bellingham for Callao.

It is reported that the lights along the inside passage to Alaska have been extinguished by the Canadian government on account of the war and that vessels will be obliged to follow the outside route hereafter, in order to insure their safety, unless their pilots are familiar with the other route.

The steamer "Ancon," belonging to the War Department of the United States, made the first official passage of the Panama Canal from the Atlantic to the Pacific Ocean on August 22. The "Ancon" left Cristobal at 7 a. m. and reached Balboa, on the Pacific end, at 4 p. m., having navigated the waterway in nine hours.

The agents of the British steamer "Protesilaus," which was requisitioned by the Canadian government, have received word that the vessel has been released. The "Protesilaus" was to have been converted into a hospital ship. It is understood that she will begin loading again at Victoria, Vancouver and Seattle for the Far East and Europe.

Withdrawal from the Oriental trade and either the sale or charter of the steamship "Minnesota" to another line is being considered by officials of the Great Northern Steamshrp Company. It has been common rumor in Seattle since the European war began that the "Minnesota" was soon to be disposed of to England and would be operated by the new owners within the next few weeks.

From results of an overdose of laudanum taken to quiet his nerves, Captain J. D. Gunn, master of the Chilean bark "Lorton" at Port Townsend, was found dead on August 24 in his stateroom. He was born in Kilbride, Scotland, in 1881. Gunn arrived only a few days ago from San Francisco, relieving Captain Christopherson. The "Lorton" is under charter to W. R. Grace & Co., and was ready to sail for Callao.

The agents of Conference lines from Puget Sound to Europe have announced that, effective immediately, rates on canned salmon from Seattle to London and Liverpool would be advanced from 40s. 6d. to 50s.; lumber from 75s. to 100s.; whale oil from 40s. to 50s.; wheat and flour, from 40s. to 50s. Similar advances were made in rates on other commodities. The Pacific Oriental tariff bureau, in which all lines operating between Seattle and the Orient are represented, is considering a 25 per cent. increase in rates to the Far East.

Harry Stremmell, formerly skipper of the Pacific Navigation Company's fleet turbiner "Harvard," has been selected to go East to assume command of the new liner "Great Northern," one of two large steamers under construction for the Great Northern Railway's proposed service between San Francisco and Astoria. The steamer, which is now ready for commissioning, will be brought to the Coast via the Panama Canal. Captain C. H. White, a well-known Coast navigator, has succeeded Captain Stremmell in command of the "Harvard."

The force of the currents in the Golden Gate will be determined officially by the United States for the first time in the history of the port next month. Arrangements for the unique observations are now being made by Captain H. W. Rhodes, inspector of lighthouses. According to expectations the "rip" will be found to be more than six knots at times. The United States motorboat "Suisun" recently constructed, will be moored exactly in midchannel between Fort Point and Lime Point in fifty-six fathoms of water, and from it the observations will be made by means of a scientific instrument somewhat resembling a propeller of a steamer. The first test will be for thirty-six hours from September 12th to 13th, and a second for the same period from September 18th to 19th. The work will be in charge of G. K. Gilbert of the Geological Survey, who arrived recently from Washington. The data will be used in a study of the reclamation of waste areas adjacent to inland waters.

A vast amount of documentary evidence, fortified by oral testimony, has been presented by officers of the Pacific Mail Steamship Company to Commissioner H. C. Hall of the Interstate Commerce Commission at a hearing held at San Francisco, to show that the company, although owned by the Southern Pacific Railroad, will not come into competition with the railroad through the opening of the Panama Canal. The officers of the company directed their efforts before the commissioner to show that the Pacific Mail's business is only with ports in the Orient and along the west Mexican coast and South America. The examiner also entered into the question of the Southern Pacific's service on the Sacramento River, with a view to determine whether this is in violation of the Interstate Commerce Commission's rules that railroads must not own ship lines that compete with its own rail lines. It was said that the Pacific Mail Company has paid no dividends since 1898 and its floating material has but little value, some of its ships being over forty years of age.

After having been within fifteen miles of Wrangel Island, where the wrecked Stefansson exploring ship "Karluk's" crew has been marooned since last winter, the power schooner "P. J. Abler" found her gasoline supply running low and was compelled to turn about and head for Nome. This was the report made at Nome on August 26 by Captain Annevik of the "Abler," upon his return from a walrus hunting expedition into the Arctic. "There was no ice along the Siberian coast as far north as we went," said Captain Annevik, "but we could see a heavy pack surrounding Wrangell Island. We were within fifteen miles of the island when a heavy fog set in, and as our gasoline supply was runnning low, we dared not attempt to make our way through the ice-floes around the island, so turned about and came back to Nome. A strong northwesterly breeze has shifted the ice so favorably that the revenue-cutter 'Bear' on which Captain Robert Bartlett has gone to rescue his crew, will have no trouble reaching the island."

The steamer "Admiral Sampson," bound for Alaska, was rammed and sunk by the Canadian Pacific liner "Princess Victoria" at 6:30 o'clock a. m., on August 25. The "Princess Victoria" struck the "Admiral Sampson" at a quarter angle just abaft beam, and sliced almost three-fourths of the way across the "Sampson." The oil tank of the "Sampson" was cut in two by the "Princess," and the oil was set on fire. Immediately the middle of the "Sampson" and the interlocking bow of the "Princess" were enveloped in flames. The officers of both vessels had good control of their lifeboats, but those of the "Victoria" and some of those on the "Sampson" were lowered immediately, the latter containing passengers. The people on the "Sampson" began to leap into the water and were speedily picked up by the "Victoria's" boats and taken to the Canadian ship. The captain of the "Princess" held his boat in the gap of the "Sampson" until the latter began to settle in the water and then withdrew. The "Sampson" sank a few seconds later. Captain Moore, Quartermaster Marquist and Wireless Operator Recker stayed on the "Sampson" until they had seen all the others leave. Then they tried to lower a lifeboat, but they were too late and they were engulfed with the ship. The official list of deaths contain eleven names, eight members of the crew, two passengers and an alleged stowaway, but four other passengers are missing and are believed to have perished. As a result of the collision the Pacific Alaska Navigation Company has filed a libel suit of $670,000 against the "Princess Victoria."

DECKHANDS FOR STATE SERVICE.

The California State Civil Service Commission announces that applications for employment as Deckhands in the service of the State will be received at the office of the Commission, State Capitol, Sacramento, on or before September 19, 1914. The State employs Deckhands in connection with the Board of State Harbor Commissioners in San Francisco, at a salary of $80 per month. There are now five vacancies to be filled.

Candidates must have had at least one year's experience in some kind of employment connected with shipping within the last five years, and must be able to row a boat, go aloft, swim and splice lines in order to qualify for this examination.

Further information and application blanks may be secured from the State Civil Service Commission, State Capitol, Sacramento.

Applications must be properly executed and filed with the Commission on or before September 19, 1914.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

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N. TONAWANDA, N. Y., 152 Main St.
CONNEAUT HARBOR, O., 992 Day St.
ERIE, Pa., 107 E. Third St.
DETROIT, Mich., 7 Woodbridge St., East.
SUPERIOR, Wis., 1721 N. Third St.
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(Continued on Page 11.)

Coast Seamen's Journal

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Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, SEPTEMBER 2, 1914.

"CARDINAL PRINCIPLES."

The Federal Commission on Industrial Relations, at present in session at San Francisco, devoted two days to an investigation of the labor war at Stockton.

If there was ever any doubt about the inconsistency and hypocrisy of the so-called Merchants, Manufacturers and Employers' Association of Stockton it was dispelled at this formal and official investigation. This much at any rate is freely conceded by every person and publication not hopelessly biased.

One of the "cardinal principles" of the M. M. & E. Ass'n declares:

> This Association is formed to insure everyone in his right to earn a living regardless of his membership or non-membership in any organization.

How beautifully the would-be union-busters live up to this high-sounding principle was splendidly illustrated when Mr. Pliny E. Holt, of the Holt Manufacturing Company, gave his testimony.

When Mr. Holt had concluded his nice little speech no one was any the wiser, but when he was asked a few questions by Commissioner O'Connell, the fog began to roll away and everyone present understood distinctly what is really meant by an Open Shop. Mr. Holt said he never hired members of labor organizations if he could get "independent workers"—i. e., unorganized workers. If, however, a unionist should, perchance, secure employment in his factory, that unfortunate individual was always promptly advised to either relinquish membership in his union or accept the inevitable consequence—dismissal at the first opportunity.

This, then, is the manner in which the M. M. & E. Ass'n "insures everyone in his right to earn a living regardless of his membership or non-membership in any organization."

Another of the stated objects of the M. M. & E. Ass'n is:

> To oppose restriction of output, sympathetic strikes, lockouts and boycotts, and illegal persecution of individuals; all of which are a menace to the industrial progress of our community and our country and tend to the undermining of constitutional rights.

But while they dispensed to the world at large their platitudes about "Constitutional rights" they themselves indulged in a variety of bulldozing and boycotting that would put to shame all but the most brazen scoundrels. Quite a few examples of their contemptible methods were exposed to the light of truth at these public inquiries. One or two of these are of particular interest and significance, and are therefore related herewith:

Editor Irving Martin, of the Stockton Record, testified in regard to the means used to force the newspapers into supporting the employers in their fight against the unions. Mr. Martin was waited upon by committees, who intimated that all the merchants would withdraw their advertising, and he was warned that the banks would call his loans if he did not cease his neutral course and take an active stand against the labor unions.

Mr. F. L. Kinkaid, a Stockton capitalist and broker, testified that President J. A. Hough, of the First National Bank of Stockton, sent him to Editor Martin with a warning that unless he changed his newspaper policy he would be "jammed." The banker also told him that if the union men continued to withdraw their accounts from the banks, the latter would call every loan in any way connected with a union man.

Mr. Kinkaid further related how the M. M. & E. Ass'n had put the screws on merchants who had not joined the organization. He instanced one particular case wherein the manager of the New Method Laundry, a man named Eaves, was forced to join that Association against his will, because he was being squeezed on a $1,900 loan—the bank he owed demanding the money, and other banks refusing to help him out. After Eaves, under this pressure, joined the M. M. & E. Ass'n everything became peaceable, and his credit was immediately restored.

This, in brief, is the method by which the M. M. & E. Ass'n of Stockton insures every man in his "Constitutional rights."

Enough said about those self-styled saviors of society.

Labor unions are not without faults, and labor-unionists are not angels, but they are paragons of virtue when compared with union-crushing employers' associations and the smug gentry who advocate the Open Shop.

TWO KINDS OF WARS.

Most Americans are appalled at the awful sacrifice of human lives in the European war. There is something about that sudden, wholesale scientific slaughter of men which leaves an indelible imprint upon the average mind. Comparatively few, however, have the knowledge that another kind of warfare, although not known as such, is perhaps more deadly and claims more victims in the long run, than all the wars in which nations are arrayed against nations.

Through the accidents of industry in this country alone more than 35,000 men and women were killed during the past year, and approximately 2,000,000 other persons were more or less injured in the same space of time. This "peaceful" killing and maiming of workers goes on year after year in every civilized country of the globe. The grand total of human lives thus disposed of becomes all the more appalling when compared with the number of lives which are offered from time to time at the altar of the gods of war.

Wars between nations take place only occasionally, but the warfare in industry never ceases. In the "peaceful" struggle for commercial supremacy it has been found necessary (?) to kill and maim men, women and children—day and night, Sundays and weekdays—without intermission. Every time the clock struck the quarter hours last year a man, woman or child was killed in some industry other than a railroad. Every quarter of a minute during the year somebody else was injured in one of these industries. More than ten times as many persons were killed in 1913 in industrial work than there were Union soldiers slain outright at Gettysburg. So it will be readily seen that the war in industry has become a vital matter.

Most industrial accidents are preventable. Most dangerous machines can be made safer. Poisonous industries can be operated with a maximum of safety to the workers. Night work and twelve-hour shifts can be either wholly eliminated or greatly reduced. But the struggle for existence is keen and under the circumstances the workers, particularly the unorganized, are compelled to work in dangerous and unhealthy occupations. They must work or starve. So they choose the first of the two alternatives even if that entails constant serious risks to life and limb.

Some day, we hope, all wars will be a thing of the past. Some day in the yet distant future the workers will have to be consulted before they march to the battlefield.

Some day, we hope, things will be so arranged that industries can be conducted without the sacrifice of a single human being. That happy day will not come during this generation. Progress along those lines depends upon evolution—but we pride ourselves upon the fact that no human agency has done more to bring mankind nearer to that ideal than the trade-union movement.

HOUSE ADOPTS SUBSTITUTE BILL.

The Alexander substitute for the La Follette Seamen's bill (S. 136) passed the House of Representatives during the past week. The vote is said to have been unanimous, hence it is hardly conceivable that the substitute is anything like the La Follette measure.

A copy of the substitute has not been received at the hour of going to press, but information is at hand to the effect that the safety features contained in the original La Follette bill had been greatly weakened or entirely disregarded in the Alexander substitute.

If it should transpire that the organized seamen have failed in their struggle to secure greater safety of life at sea it will not be their fault. After all, the traveling public must necessarily furnish most of the victims for disasters of the sea. If recent "record" accidents upon the waters have not taught their lesson, the traveling public must continue to pay the price.

Freedom for seamen could probably have been secured a long while ago if the seamen had been willing to sacrifice safety. The Alexander substitute is now in the Senate and it yet remains to be seen whether safety or dividends will conquer.

If there were no servile men there would be no despotic governments.

NEW IMMIGRATION POLICY.

Fresh from 26 years of life in Japan, Professor Sidney L. Gulick has proposed a new immigration policy for the United States. His suggestion has already been laid before the Senate, and has also been put in the hands of President Wilson and Viscount Chinda, Ambassador from Japan, at their request.

Professor Gulick, in the Survey, explains his policy. He claims to have been the first exponent of the principle of regulating the influx of immigration according to the rate of its assimilation. This proposal is that the annual inflow from any country be limited to a percentage—not of those already in this country, but of those who have become naturalized and their American-born children.

He contends that all differential Asiatic treatment must be abandoned, and points out that the danger of an overwhelmingly Oriental immigration can be obviated by this percentage plan. He says:

Applied to Germany, this 5 per cent. rate would admit as many as 405,000 immigrants, whereas only 27,788 entered in 1912. From Great Britain 363,500 might enter, whereas 82,979 came in that year. Russian immigration would be diminished from 162,395 in 1912 to a possible maximum of 94,000, while immigration from Italy would fall from 157,134 to 54,850. From Japan 220 immigrants would be admitted, and from China 738.

If America proves to Asia that one white people at least does not despise the Asiatics as such nor seek to exploit them, but rather on a basis of mutual respect and justice seeks their real prosperity, Asia will discover that the "white peril" is in fact an inestimable benefit. And that change of feeling will bring to naught the yellow peril now dreaded by the whites.

We do not at all agree with Professor Gulick, but his proposition is at least worth while considering.

TWO NOTED VICTORIES.

The political policy of the American Federation of Labor is being vindicated in California. The slogan "support your friends and punish your enemies" has resulted in giving John I. Nolan, the faithful incumbent Labor Congressman from the Fifth District, three party nominations. John I. Nolan, who is a trade-unionist first, last and all the time, and one of the ablest and most efficient members of the Labor group in Congress, will therefore be in a most happy position in the future. In the past the reactionaries have roundly abused him for his refusal to follow the dictates of his party's caucus. In the future such criticism will fall short of the mark, because he can not very well be expected to obey any one party's whip when he represents all three.

John I. Nolan will take only one kind of program—he will always support and vote for Labor!

In the preliminary fight for the next State Legislature, organized labor has also won some noted victories. Witten W. Harris, editor of the Bakersfield Union Labor Journal, and one of the State's most intelligent and active workers in the trade-union movement, has done even better than our Labor Congressman. Brother Harris captured all four nominations for the Assembly—Republican, Democratic, Progressive and Socialist.

Here's success to Brothers Nolan and Harris. In their respective positions they will have a splendid opportunity to champion the cause of labor. And every one who knows them feels quite confident that both will more than "make good"!

THE COST OF WAR.

The present European war, according to estimates quoted in The Financial World (New York), is costing the nations involved a total of $25,000,000 a day—and those estimates take no account of the cost in human lives. In the same publication we find the following table, showing the cost of nine earlier wars in dollars and in lives:

Wars.	Duration in days.	Loss of Life.	Cost in Money.
England-France (1793-1815)	8,168	1,900,000	$6,250,000,000
Crimean War (1854-1856)	734	485,000	1,525,000,000
U. S. Civil War (1861-1865)	2,456	656,000	3,700,000,000
Franco-German (1870-1871)	405	290,000	1,580,000,000
Russo-Turkish (1877-1878)	334	180,000	950,000,000
U. S. Spanish War (1898)	101	2,910	*165,000,000
Boer War (1899-1902)	962	90,898	1,000,100,000
Russo-Japanese (1904-1905)	576	555,900	2,250,000,000
Balkan Wars	302	145,500	200,000,000

* United States only.

Another estimate, published in the New York Herald, places the daily cost to the nations now at war in Europe at $50,000,000 a day. The Herald writer goes on to say:

"The loss of untold thousands of lives of young men who are needed in the fields and workshops of Germany, France, Austria, Russia, and Great Britain, the nations engaged in the greatest war in history, will be equivalent, experts say, to the loss of billions of money in the crippling of industries all over Europe. The destruction of property of all kinds located in the pathway of the contending armies, not to speak of the destruction of costly warships, will foot up high in the billions, but how high even the most imaginative expert refuses to venture an opinion.

"When it is considered that in thirteen years the cost of maintenance of the armies and navies of the countries at war, as well as the cost of naval construction, has exceeded $20,000,000,000, some idea may be had of the expense attached to war and the preparations of European countries for just such contingencies as arose in Europe last week. The cost of the Panama Canal, one of the most useful aids to the commerce of the world, was approximately $370,000,000, but the expense of the preparations for war in Europe during the time it took to build the canal exceeded the cost of this gigantic undertaking nearly sixty to one.

"The wealth of the five nations at war is estimated at $270,000,000,000, and in thirteen years the cost of maintenance of armies and navies, naval construction and the like exceeded $20,000,000,000, or about 13 per cent. of the total wealth of the countries involved. The same money, if spent in the construction of railroads and extension of a merchant marine would have made all of these nations commercially the most powerful in the world. . . .

"This enormous expense which was incurred in preparation for war will now be rapidly increased to meet the expenses of actual warfare. The British House of Commons authorized war credits amounting to $1,025,000,000, while the German Reichstag voted $1,250,000,000. Austria and France have set aside vast sums for their respective war chests.

"In anticipation of trouble last year, Germany voted $250,000,000 for extraordinary war expenses and about $100,000,000 was spent on an aerial fleet. France has thus far spent $60,000,000 for the same purpose and American experts are now watching developments to ascertain if the money was judiciously spent.

Demand the union label upon all purchases!

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Aug. 31, 1914.
Regular weekly meeting came to order at 7 p. m., E. Ellison presiding. Secretary reported shipping slack. The next meeting of the Sailors' Union of the Pacific will be held Tuesday, September 8, Monday being a legal holiday.
JOHN H. TENNISON, Secretary pro tem.
Maritime Building, 59 Clay St. Phone Kearny 2228.

Victoria, B. C., Aug. 24, 1914.
No meeting. Shipping fair; prospects uncertain.
R. TOWNSEND, Agent.
518 Yates St.

Vancouver, B. C., Aug. 24, 1914.
No meeting. Shipping fair; prospects uncertain.
W. S. BURNS, Agent.
213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Aug. 24, 1914.
No meeting. Shipping dull; prospects uncertain.
H. L. PETTERSON, Agent.
2218 North 30th St. Tel. Main 808.

Seattle Agency, Aug. 24, 1914.
Shipping and prospects poor.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Aug. 24, 1914.
Shipping fair; prospects uncertain.
J. PEARSON, Agent.
P. O. Box 6. Tel. Main 557.

Portland Agency, Aug. 24, 1914.
Shipping and prospects poor.
G. A. SVENSON, Agent.
P. O. Box 2100. 44 Union Ave. North. Tel. East 4912.

Eureka Agency, Aug. 24, 1914.
No meeting. Shipping and prospects poor.
JOHN ANDERSON, Agent.
227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, Aug. 24, 1914.
Shipping slack; prospects uncertain.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Aug. 24, 1914.
No meeting. Shipping and prospects poor.
JACK EDWARDSON, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Aug. 27, 1914.
The regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping slow. Harry Pothoff was declared elected delegate to the California State Federation of Labor Convention to be held in Stockton October 5.
EUGENE STEIDLE, Secretary.
42 Market St. Phone Kearny 5955.

Seattle Agency, Aug. 20, 1914.
Shipping quiet. Agency established new quarters at Pier No. 1, Room 63.
LEONARD NORKGAUER, Agent.
Pier No. 1, Room 63. P. O. Box No. 214. Phone Main 2233.

San Pedro Agency, Aug. 19, 1914.
Shipping slow; few men ashore. Voted on election of delegate to the California State Federation of Labor Convention.
HARRY POTHOFF, Agent.
P. O. Box 54.

Portland Agency, Aug. 24, 1914.
No meeting. Shipping fair.
THOMAS BAKER, Agent.
27½ Second St., Bickle Bldg., Room 10. Phone Main 9731.

DIED.

Andreas Sater, No. 1011, a native of Norway, age 54, drowned in the wreck of the steamer "Admiral Sampson," in Puget Sound, August 26, 1914.

FACTS ABOUT COLORADO.

Since the strike of the Colorado coal miners began on September 23, 1913, the coal operators and other interests have seen fit to attack the United Mine Workers of America. To any controversy that calls for explanation from either factor, there must be two sides. It is not within the bounds of possibility that the Colorado coal operators in arguing their own cause can be expected to give that full measure of justice to which the United Mine Workers of America are entitled.

The real facts must be known that there may be a more complete understanding of the situation. With this object in view the Publicity Committee of the United Mine Workers of America, District 15, have submitted the following to the press:

Colorado is known today as the "Scarlet Letter Sister of States."

She bows her head in shame to the mourning survivors of the thirty-four men, women and little children whom she has allowed to be murdered and cremated through the complete domination of her executive, legislative, judicial and military arms by the large corporate interests.

For wanton disregard and criminal negligence of life, the Colorado coal operators have long been known.

Gerald Lippiatt, union organizer, was the first to pay the death penalty for fighting corporate greed in Colorado. He was murdered by George Belcher, a notorious Baldwin-Feltz thug, on the streets of Trinidad, August 16, 1913.

When, on September 23, 1913, eleven thousand two hundred and thirty-two of their employes struck to obtain their political and industrial freedom by the enforcement of then existing laws, the operators laid aside their former excuse that the murder of their men in the mines was "accidental" and set about to wilfully exterminate the strikers and their families.

More than one thousand gunmen, dregs of the large cities, "men" who earn their living at $3 to $7 a day shooting down the workers, were brought into the State. Among these were many of the Baldwin-Feltz detectives who had manned the "Bull Moose Special" in West Virginia and shot down men and women and babes at their mothers' breasts.

A. C. Feltz, Colorado head of these thugs, began at once the construction of an armored automobile in the shops of the Colorado Fuel & Iron Company.

Fitted with a machine gun and manned by five imported murderers, this "Death Special" was driven at top speed through the tent colonies, shooting among the women and children.

Matt Powell was killed October 9, 1913, when the gunmen attacked the Ludlow tent colony.

One of the most dastardly attacks made by these thugs was that at Forbes, October 17, 1913. The machine gun was trained on the tent colony. When the smoke cleared away, Luke Vorhonik was dead and a boy had been shot in the leg nine times.

On October 24, 1913, operators' gunmen, with their high-powered rifles, made an attack on the strikers in Seventh street, Walsenburg, Colo. Three union men, Kris Kokich, Andy Auvinen and Cisto Croci, were killed.

But the most infamous attempt to exterminate the strikers was made on April 20, 1914, when two companies of the operators' gunmen, who had recently been enlisted into the Colorado National Guard, and under the command of Major Pat Hamrock and Lieutenant K. E. Linderfelt, deliberately attacked the Ludlow tent colony.

Machine guns had been placed in position two days before. Using them like garden hose, the gunmen swept the tent colony filled with women and children, from one end to the other.

Louis Tikas, leader of the Greek strikers, and James Fyler were deliberately murdered while prisoners of these gunmen-militia. Charles Costa, Frank Rubino and John Bartoloti, strikers, were killed.

That night the tent colony was set afire with oil-soaked torches and burned to the ground.

Red Cross nurses who went to Ludlow to administer aid to the injured and take care of the dead were driven back by the gunmen-militia with explosive bullets.

Wednesday revealed the real horrors of this war of the operators by machine guns and high-powered rifles against the union miners who are striking to secure an enforcement of Colorado laws.

In one cave, the "Black Hole of Ludlow," were found the charred and distorted bodies of 11 little children and two women. Frank Snyder, 11, who had run from another safety retreat to get a drink of water for his sick mother, was found dead, shot through the head by the gunmen-militia.

The operators' thugs and the militia, driven mad by their lust for the blood of the strikers, then began a systematic campaign to completely exterminate them.

Two union men were killed at Aguilar, another at Forbes, three at Walsenburg. The arrival of Federal troops prevented further slaughter by these imported murderers of the Colorado coal operators.

The names of those who have been murdered and cremated by the gunmen of the Colorado coal operators in their attempt to prevent the coal miners from obtaining political and industrial freedom through collective bargaining and an enforcement of Colorado laws follow:

Murdered and cremated by the gunmen-militia in the Ludlow massacre, April 20, 1914: Elvira Valdez, 3 mos.; Frank Petrucci, 6 mos.; Lucy Petrucci, 3 yrs.; Joe Petrucci, 4 yrs.; Lucy Costa, 4 yrs.; Cloriva Pedregone, 4 yrs.; Roderlo Pedregone, 6 yrs.; Onafiro Costa, 6 yrs.; Mary Valdez, 7 yrs.; Eulala Valdez, 8 yrs.; Rudolph Valdez, 9 yrs.; Frank W. Snyder, 11 yrs.; Prunio Larese, 18 yrs.; Mrs. Patria Valdez, Mrs. Pedelino Costa, Louis Tikas, James Fyler, Chas. Costa, Frank Rubino, John Bartoloti.

Gerald Lippiatt, murdered by George Belcher, Baldwin-Feltz detective, on streets of Trinidad, August 16, 1913.

Matt Powell, killed when operators' gunmen attacked Ludlow tent colony, October 9, 1913.

Luke Verhonik, killed when Baldwin-Feltz thugs shot up Forbes tent colony with machine gun and high-powered rifles, October 17, 1913.

Kris Kokich, Andy Auvinen, Cisto Croci, murdered on Seventh street, Walsenburg, October 24, 1913, when operators' gunmen attacked strikers.

Gus Marcus, died in Walsenburg, January 5, 1914, from rheumatism contracted through inhumanity of Colorado militia.

Eugene Chavez, killed by gunmen at Hastings, March 14, 1914.

Nick Tomick, killed by gunmen at Aguilar, April 20, 1914.

Nick Loupakis, killed by gunmen at Aguilar, April 26, 1914.

Frank Angelo, killed by gunmen on hogback near Walsenburg, April 28, 1914.

Mike Linzini, George Bak, killed on streets of Walsenburg, April 28, 1914, when gunmen-militia turned machine gun down streets of town.

Steve Dtovaka, killed by guards at Forbes, April 29, 1914.

TO MEET THE DEFICIT.

The European war has restricted imports into this country, thus lessening receipts from import duties and causing a deficit in national revenue. A number of plans have been suggested to remedy this matter and the unfortunate part of it all is that the least desirable suggestions are the ones most likely to be adopted. Stamp taxes and increase in existing taxes are suggested. There is no excuse whatever for adopting these, nor any other indirect tax, since direct taxes are now constitutional.

Moreover, there is no need to meet the deficit through any kind of tax on industry or its products. The taxes of this kind that we already have, have helped considerably to check business, create unemployment and boost the cost of living. We surely want no more of such evils.

A sensible and reasonable suggestion to meet the situation has been offered in a bill by Congressman Warren Worth Bailey of Pennsylvania. Mr. Bailey proposes a tax on land values. In order to meet all quibbles concerning constitutionality, the bill provides for apportionment of the tax among the States in proportion to population. If adopted this tax will not fall on industry. On the contrary it will stimulate production of wealth and increase demand for labor, since it will force into use much valuable land now held out of use by speculators.

Mr. Bailey's proposed land value tax is the only suggestion to meet the deficit which, if adopted, will help to lower, instead of increase the cost of living. The withholding of large tracts of land has interfered with cattle raising to such an extent that the supply of cattle has diminished and enabled the Beef Trust to boost the price of meat. This fact has been recognized by the National Retail Meat Dealers' Association, which in a recent convention at Chicago, asked Federal aid to open these lands once more for cattle raising. Such a tax as Congressman Bailey proposes on the value of these lands will do much toward opening the lands to cattle raisers.

That is but one instance of many that may be cited of the superiority of Bailey's bill. Congress will fail in its duty if it should reject so beneficial a measure and adopt instead some kind of tax that will intensify existing evils.

Experiments with wireless have shown that signals vary closely with the inverse of moonlight intensity.

Demand the union label upon all purchases!

SEA FOOD RESOURCES.

With the question of food prices in the United States made more difficult by the war situation in Europe, officials of the Government are pointing with emphasis to the unlimited supplies of fish to be found on the four sides of the country, in the Atlantic, the Pacific, the Gulf of Mexico and the Great Lakes, and to the fact that if Americans would turn to fish as Europeans have long ago done, much would be done to reduce prices, particularly in the meat line.

"We have scarcely begun to utilize our fisheries," says M. E. Pennington, chief of the food research laboratory of the bureau of chemistry, department of agriculture. "There has been much talk in recent years about poultry raising and egg production. These require time, but the supply of fish is literally in sight and may be had for the catching. This requires some capital and trained labor, but it is infinitely simpler than the hatching, feeding, housing and preparing for market of poultry.

"One of the greatest difficulties in the way of utilizing our fish resources is the ignorance of the American people, especially of the native well-to-do people, regarding the kinds of food fish, their desirability as food and the methods of cooking which tend to enhance their food value.

"There is a common belief that fish does not furnish us with as much high grade food material as meat. Analysis of meat and fish, however, show an encouraging similarity of food values, and disprove this old belief.

"It is interesting to note that the alien population of the United States are the fish consumers of the Nation. They have brought fish-eating habits with them from nations where fish, not meat, is the more common food. While we have done comparatively little to stimulate our fisheries, the older nations have expended, and are now expending, every effort to gather the crops that the waters yield so abundantly, and to deliver them cheaply and in prime condition to their people, not only along the coast, but to extreme inland towns.

"England knows she can produce only a portion of her meat supply, but she believes she can produce all her fish supply, and also export to other countries.

"In Germany the price of fish is considerably below the price of meat, and the fisheries are encouraged in every possible way by the Government.

"In Germany, also, the Government has educated the people regarding the different kinds of fish and their desirability as food.

"The United States sends to Germany some of its best fish, especially salmon, for which she is, in normal times, our best customer. Between 1905 and 1910, inclusive, we sent to her more than $11,500,000 worth of fresh and cured salmon, most of which came from our north Pacific waters.

"Norway also has a growing fishing industry, and necessarily so, since her agriculture seems to be practically at a standstill.

"Canada, for 1911 and 1912, reported a fish industry totaling $34,667,872. Never before had the value reached the $30,000,000 mark. Canada sends fish to practically the whole importing world, and is awake to the resources of both sea and inland waters.

"The size of the fish industry in the United States has not been reckoned with certainly since 1908. In that year the amount of our fish and fishery products, exclusive of Alaska, was 1,893,454,000 pounds; including Alaska we produced 2,111,267,415 pounds. The Atlantic coast produces 69 per cent. of this total, if Alaska is excluded, and the Pacific coast ranks second with 13 per cent. of the total. The fresh water fisheries also produce 13 per cent.

"The Alaskan fisheries have developed very rapidly during the past few years, both in quantity and breadth of distribution. In 1912 the value of all Alaskan fish and fish by-products was $18,877,480, a gain of more than $7,000,000 in four years.

"All Europe, excepting Russia, is forced to depend upon the sea fisheries for the bulk of the supply. The United States not only has its great length of coast on the east and on the west, but it has also the Gulf of Mexico on the south and the Great Lakes on the north, sources from which the inland territory may readily be supplied. These waters are practically inexhaustible."

HIS REWARD.

Under the head "Down and Out in Good Shape," the United Labor Bulletin, published in Denver, had the following in a recent issue concerning one James H. Peabody, former Governor of Colorado:

"A gentleman of the road, not connected or overly sympathetic with the present coal strike, or the aims of organized labor for that matter, tells me he was in a Canon City barber shop the other day when an individual smoking a cob pipe and having every appearance of being on the hummer good and proper passed, and it was noted that the passersby scarcely noticed or spoke to him.

"My friend said he thought he recognized in the fine example of a complete wreck a former Governor of the State, one Peabody, and asked the tonsorial performer if it was not the delectable person. He was informed that it was, and the information further given that he was completely down and out; that his fortune, position in business and society had vanished; old-time friends passed him by with scarcely a sign of recognition; his fraternal associations were dissipated; his home had gone, and it was a question how he scraped enough together to pay house rent, let alone live.

"It was ever thus; whom the big interests can seduce from official rectitude to serve them are thrown aside and forsaken as soon as the title of place and power have fallen away and they can serve no more. Colorado is full of such living monuments, who forgot the oath of fealty to the whole people and adjusted their glasses as the vision magnified the cause of the powerful. And I suppose there will be more to follow. Governor Ammons, study well the fate of your predecessor of but twelve short years ago."

A fireproof cement to close cracks in furnaces is made of seventy-five parts of wet fire clay, three parts black oxide of manganese, three parts white sand and one part powdered asbestos.

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,
V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION

570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y.....55 Main Street
Telephone Seneca 936 R.
CLEVELAND, O.....1401 W. Ninth Street
Telephone Bell Main 1842.
MILWAUKEE, WIS.....133 Clinton Street
Telephone South 240.
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SUPERIOR, WIS.....1721 N. Third Street
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DETROIT, MICH.....7 East Woodbridge Street
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NORTH TONAWANDA, N. Y.....152 Main Street
SUPERIOR, WIS.....1721 N. Third Street
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Saginaw, Mich.
Sandusky, O.
Sault Ste. Marie, Mich.
Sheboygan, Wis.
Superior, Wis.
Toledo, O.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

In the original campaign for a shorter workday the soundness of the principle involved was proved so conclusively that when in recent years the progressive intensity of application under modern methods of labor and speeded up machinery convinced those interested that a reduction below the ten-hour figure was not alone desirable but absolutely necessary in the interests of human welfare, the movement for the eight-hour day immediately met with a measure of popular approval and went forward steadily until today there are comparatively few even among employers who believe that a longer working day is in keeping with advanced standards of labor. Wherever introduced the eight-hour day has resulted in a further increase in the efficiency of the workers, an improvement in the general average of health, and has had a wholesome effect on the habits and mode of living of the workers collectively considered.

It is admitted that our productivity in industry is amply sufficient to yield in wages what will permit wage workers to support their families in comfort in conformity with American standards of living. It is also admitted that eight hours are as many as a man of average endurance can retain his physical and mental balance, doing justice to his work and preserving his powers unimpaired during the normal working period of a lifetime.

We have also the testimony of the medical profession that ten hours in a modern industrial pursuit strain the nerves and weaken the general physique of even strong men. Ever since the revolution wrought by the introduction of machinery our industrial system has been constantly changing and growing more complex, necessitating a corresponding measure of adaptability on the part of the workers in the interests of their personal welfare. The advance of efficiency methods and the introduction of schemes of "scientific management," together with their inherent tendency toward a more intense specialization in factory and workshop have greatly increased the drudgery of toil—so much so, in fact, that this phase of the question is one of the strongest arguments in favor of the eight-hour day. Labor-saving machinery has not so much improved the condition of the worker as it has increased the hardships of his lot. Both efficiency methods and improved machinery have tended to practically eliminate the human factor which made the labor of former ages endurable and interesting. In modern industrial labor there is little left for the average worker but the monotonous drudgery of commonplace toil, which is altogether divorced from anything which would foster initiative and creative effort. One result of this is that the man who works in a shop or factory eight hours to-day works harder than the man who labored twelve or fourteen hours in days gone by. In the past his work gave him some play for the creative faculty, but the modern machine and modern methods have taken that opportunity away.

The success of the eight-hour day wherever introduced in trades or callings and on government work is one of the strongest arguments in favor of efforts to apply it universally. Its advantages have been sufficiently tested and it is conceded that the shorter work day is an inestimable boon to all who enjoy it. This newly acquired leisure has given the worker opportunity to take an interest in the larger things of life; to interest himself in civic affairs and have a normal amount of healthy recreation. One direct result has been a lowered death rate among the workers and a decrease in the time lost through illness in various occupations. Every trade union which pays a death benefit is able to show a marked decrease in the mortality of its members since the inception of the eight-hour day.

The eight-hour day has not adversely affected industry from the standpoint of production, its advantages in that connection far outweighing its disadvantages. In addition it is a matter of common knowledge that workers, with the aid of new machinery, within the present generation have in nearly all occupations vastly increased production. A host of employers are on record to show that shorter hours are both practicable and profitable, as the benefits obtained from increased efficiency of the worker more than compensate for the slight shortening of the day's work. In 1899 the owners of the great Leiss optical goods factory at Jena, Germany, introduced the eight-hour day and then made careful records of the results. In 1903 it was announced that although the aggregate number of hours worked had decreased 15 per cent., the output per hour had increased 16.2 per cent. At Liege it was found in a sulphuric acid establishment, similar to a foundry, that shortening the working day from eleven hours to ten, from ten to nine, and so on gradually down to seven and a half, resulted in each case in an increase of the output. In 1894 the hours of labor of about 43,000 workmen in British government factories and workshops were reduced to forty-eight per week; of this number 18,600 received a reduction of five and three-fourths hours per week, and 24,300 had their time reduced two and one-half hours a week. With no change in piece rates, the workmen were able to earn as much as formerly. Day workers received an increased hourly rate of pay to make their earnings per week of forty-eight hours equal to those per week of fifty hours. It was not found necessary to increase the number of day workers. Countless instances of a similar nature showing results of investigations in this country could be cited in addition, and we might point to a whole continent—Australia—made happier and richer as a result of the eight-hour day.

It is not maintained that in all cases and in all branches of industry productivity would be uniformly greater or even as great by shortening the hours of labor as would be possible under unrestricted hours of toil, but it is universally acknowledged that it is much more essential to conserve the vitality of a nation and safeguard the health of its workers—men, women and children—rather than the profits of an isolated employer. Continued fatigue on the part of the workers is the greatest drain on our national vitality and the greatest abuse in our national life that needs correction. However much long hours of toil may inflate commercial profits, the injury they inflict will in the end deplete the vital resources on which national efficiency depends, for

> Ill fares the land to hastening ills a prey,
> Where wealth accumulates and men decay.

But the eight-hour day does pay the employer, for it is now recognized as a business axiom that workers whose minds and bodies are not taxed to such a degree that they are injured by the poison of fatigue are a strong asset in any industry.

The eight-hour movement is in line with all modern humane movements to make life fuller, healthier, happier and brighter. The world is beginning to recognize, and rightly, that life should be more than a struggle for subsistence—that with the progress which has been made in science and the application of scientific principles, labor should be relieved of unnecessary burdens, and the workers be allowed leisure in which to cultivate their minds and enjoy something of the pleasures of a world which they have done so much to beautify. The value of a universal eight-hour day as a means to that end cannot be adequately estimated, and it now needs but a little concerted action to put it universally into effect. The eight-hour day is a vital need of the times; public opinion calls for it; as the late President McKinley said a number of years ago: "The tendency of the times the world over is for shorter hours of labor—shorter hours in the interest of health, shorter hours in the interest of humanity, shorter hours in the interest of the home and the family."—The Carpenter.

Mr. Kindel an "Outcast"?

Under the caption, "Outcast Kindel," the Free Press of Trinidad, Colo., in a leading editorial, says:

"The Democratic Congressional assembly in the First District (Denver) took occasion to harpoon and lampoon one George Kindel, present Congressman from that district but declared by the Democrats to be a man without a party, a political waif, a foundling on every doorstep, waiting for some kind soul to take him in and further feed him on the political pap he loves.

"Kindel was verbally man-handled as an agitator, a disturber of prosperity, an enemy to progress, and a loud and rampant seeker after notoriety. It was shown that he had been a Republican, a Democrat, a Republican once more and a Democrat again, only at last to turn back to Republican on his fourth feat of ground and lofty tumbling. But all this time he had been a most vociferous and pestiferous nuisance.

"When nominations were called for in this assembly on last Thursday, this man Kindel did not get a vote. The only thing he received was a vigorous tongue-lashing.

"Yet this is the man who has been telling Washington that Colorado was filled with outlaws who were posing as coal mine strikers. This is the man who, more than any other, has spread the State's humiliation, taking sides against honest labor and telling representatives of other States that the men on strike were guilty of every crime in the category. This is the man who visited the Southern strike zones, spent about an hour therein and departed to peddle his malicious lies and to bear false witness against upright citizens.

"And to-day what is he? Thrown out of his party; branded as a homeless political wanderer; shown up as a huckster of political falsehoods and unholy doctrines. The Democrats cast him out. The Republicans don't want him. The Progressives would turn him out as a scourge.

"Who are the outlaws now?"

A bath tub with all its customary fittings is concealed within a couch that has been invented for houses of limited room.

ONE MAN'S VIEWS.

The Panama Canal is an accomplished fact. Farewell, a long farewell, to old Cape Horn. It is now many years since last I bucked the icy seas and roaring westerlies that hold almost constant sway in that desolate region. But the memory of those bygone days will linger with me till I go below for keeps.

It was a rough life. But it was a man's life, in which the stage and the settings lent themselves only to the playing of a man's part. There was a touch of the primeval in it which appealed irresistibly to the "abysmal brute" which abides in all of us and is ever and anon breaking through our thin veneer of civilization. The lure of Cape Horn was "the call of the wild" which always and everywhere awakens a responsive echo in the souls of virile men.

And virile and stout-hearted were the men who sailed the old windjammers around Cape Horn. They were of a race not yet weakened by the inroads of a steam-heat and hot-water civilization such as afflicts the world today. A hard and rough lot, may be, but manly; and manliness, after all, is the whole works, the two ends and the bight, of a man.

And now it is all over. Never again will my tired senses be lulled to sleep by the clashing roar of wind and waves. Straining spars and rushing waters overhead will no more disturb me in my watch below. The sough of the gale fiercely beating against taut shrouds and fiddle-stringed braces is now but a memory. For me the familiar old call to arms, "Turn out an' shorten sail," will never sound again. Hushed forever is the music of lusty voices making the murky welkin ring with the strains of "Rueben 'Ranzo" and "Haul on the Bowline." Gone are the glories and romance of white wings and square-rigged seamanship. Closed for aye is the most entrancing chapter in the annals of the sea. Farewell old shipmates, true comrades one and all. Farewell ye stately clippers. Fare thee well, Cape Horn.

The National Old Age Pension, a weekly paper, has been launched at Humboldt, Kans. The publisher is evidently one of those misguided "slushy sentimentalists" who believe that old folks should be pensioned instead of chloformed. A proposition so unbusinesslike as that is bound to fall flat with a level-headed people like ours. Chloroform is cheap, but it takes money to provide pensions.

The power to issue money should be taken from the banks and restored to Congress and the people. I sincerely believe that private banking institutions are more dangerous than standing armies.—Thomas Jefferson.

Wonder what Jefferson would say were he alive today. According to an esteemed contemporary this is how the banks put it over on the dear people in this day and generation:

The way the Washington patriots are relieving the situation caused by the European war is truly pathetic. They lend millions to the privately-owned banks for practically nothing. The banks lend it to the people at eight per cent. Relief at eight per cent! That's clear, isn't it? It would be unpatriotic and unbusiness-like, you know, for the people to own the government and the banks, and lend this money to themselves and borrow it from themselves. That would eliminate the eight per cent., you see. Blessed eight per cent.! And then what would the poor rich loafers do?

Bumper crops. Breadlines forming in New York and other Eastern cities. Hearst doping it out that the war in Europe is going to make us all rich over here. Unemployment problem leading topic of discussion among economists. High cost of living mounting still higher. Prosperity, what aileth thee?

"Private enterprise," after all, is only a fair weather affair. When it comes right down to brass tacks it takes the state to do big things, and do them efficiently. That is because the state has the equipment and machinery with which to meet any emergency that may arise. Once the people get this made thoroughly clear to them the sphere of "private enterprise" will be narrowed to the things which by their nature do not fit into big scale operations. And then we will have the co-operative commonwealth.

In this, perhaps the darkest hour in the world's history, have you heard of any Christian church calling upon its members to refuse to enlist for war? No; "peace on earth, good will to men" may be very good gospel, but where would the churches get off if that sentiment were to become universally realized? Men who love peace and respect their neighbors' rights as their own do not, as a rule, need praying for.

Isn't it about time for some enterprising capitalist editor to bring out some funny stuff under the heading, "Humors of the War"? The humorous sense of the capitalistic-minded can always be depended upon to be duly tickled by the prospect of making easy money—even bloodmoney.

The European war will mean the greatest impulse for Socialism that history records. It will mean an end to all kings with real powers and an end to all bullying bureaucracies.—Chauncey M. Depew.

A great war leaves a country with three armies—an army of cripples, an army of mourners, and an army of thieves.—German Proverb.

The "watchful waiting" policy has proven so successful that we may expect any day now to hear from Hearst that he "saw it first."

The long and the short of capitalism resolve themselves for most of us into long hours of labor and short rations.

Millions for ships but not one cent's worth of consideration for the Seamen's bill.

Will the evolution be from "government by gunmen" to civilization by gunmen?

High living and strong drink bring forth low ideals and weak purposes.

If you see it in the "Monarch of the Dailies" maybe it isn't so.

An ounce of prevention is worth a ton of "investigations."

F. H. Buryeson.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

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The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia

29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

Machinists employed in several large overall factories in Detroit are on strike. It is claimed the Garment Workers' Union has indicated to their employers that they will not work with non-union machinists. The strikers are demanding a higher wage rate.

The executive board of District 17, United Mine Workers of America, has voted to instruct all local unions under the district jurisdiction to affiliate with the State branch of the A. F. of L. This means that 150 new unions will join the West Virginia State Federation of Labor if the instructions are followed out, which will undoubtedly be the case.

The State Supreme Court of Michigan has denied the application for benefits under the State conpensation law, made by Mrs. Augustus Adams, of Detroit, whose husband died of lead poisoning, which disease he contracted while employed in a paint plant. The court held that where employes become ill because of some occupational disease they are not entitled to compensation under the present law.

"Does unionism pay?" is answered by officers of the Amalgamated Association of Street and Electric Railway Employes of America, who announce: "For the first six months of the present year, our records show wage increases to 19,300 members of fifty-four locals, equal to an annual aggregate of $1,410,000. During the six months, through the International association, there were paid 211 death and disability benefits in the sum of $102,888."

The "union forward" movement in Philadelphia is bringing large numbers of workers under the banner of the American Federation of Labor. At an open meeting of the Metal Polishers' Union, nearly 100 new members were enrolled. The carpenters, machinists and other crafts report immense gains. The textile workers are taking advantage of the enthusiasm, as are also the teamsters. A new union of riggers, with 100 members, has been organized and chartered by the Structural Iron Workers.

Carpenters in Montreal have won their strike and secured a three-years' contract, which calls for 45 cents an hour, an increase of 2½ cents over the old rate. A compromise was effected on the question of hours. The men wanted an eight-hour day, but the contractors claimed that Montreal's rigorous winters made it necessary to rush work in the summer. It was finally agreed that the hours would be nine in summer and eight in winter. The contractors agree not to give work to any subcontractor who does not employ union men at the standard wage rate.

More than two-thirds of the hotels and restaurants in Pueblo, Colo., have agreed to the new scale of the cooks and waiters on the same wage basis. Men workers shall labor ten hours, and women workers eight hours a day. Waiters employed steadily will receive $10 a week and waitresses $7. Extra waiters will be paid $2 a shift and waitresses $1.30. In first-class houses male head cooks will receive $18, and female head cooks $14. Second and night cooks will receive $15 and $12 for men and women, respectively. In second-class houses male head cooks will receive $15 and female head cooks $12.

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Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Alfredsen, Andrew	Naro, H.
Albers, Geo.	Nase, A. Knudsen
Anderson, Gust W.	Nielsen, H. J.
Anderson, Julius L.	Nordlof, Sigurd
Backman, A. A.	Norris, Ed.
Bodsten, S.	Ole, Johan
Christensen, Peder	Olsen, Martin
Cortz, C.	Olsen, O. P. -1141
Campbell, Frank	Olsen, Jorgen
D. M.	Paaso, A.
Danielsen, J. M.	Peitzon, Jacob
Eriksen, John	Petersen, J.
Eriksen, Egill	Peterson, O. -710
Evanger, Nils	Petterson, Carl
Eriksen, E.	Petterson, Harry
Giortz, P. V.	Plant, B.
Gueno, P.	Putta, V.
Gundersen, Lauritz	Rosen, E. H.
Garvey, Lawrence	Rasmussen, Arthur
Graae, P. C.	Riech, F.
Grahn, John	Riech, J.
Gustavson, Taivo	Rose, W. H.
Hager, P. B.	Scarlett, J.
Hopke, P.	Schankat, Hans
Hansen, H. O. -315	Schmideberg, R.
Hansen, Olaf	Simminghjem, G.
Hagger, F. W.	Skedsmoe, A.
Iversen, Ole	Saar, I. A.
Jakobsen, Thom	Samsing, Karl
Jensen, Chr. P.	Saunders, R.
Jacobson, A.	Sellars, W.
Johnsen, Emil	Sheppard, Stewart
Johansen, Geo. W.	Skubber, H.
Johannesen, Ludvik	Stone, C. L.
Johnson, Hilmer	Stover, Harry
Kristiansen, K. F.	Stuhr, H.
Kenny, James	Sundberg, K. K.
Kjorsvik, Johan	Sund, K. A.
Knutsen, Knut	Svensen, Ted
Kohlmeisher, O.	Sverd, Carl
Kristiansen, Nils	Totz, R.
Kristiansen, Peder	Tahlinen, M.
Kruger, J.	Thomsen, Alf.
Lundberg, Thorsten	Thorsen, Knut
Lilliland, G.	Tahti, Hjalmar
Larsen, E. B.	Tomis, Frank
Lind, Hjalmar	Toosen, Theo
Lutten, T.	Ullman, John
Luwold, Nils	Voldby, P.
McDonald, Wn.	Wenikke, A.
Manson, Sven	Wimmer, G.
Mattson, Rudolf	Wold, Statius
Merkle, G.	Wettland, Johan
Mikkelsen, K. -1620	

INFORMATION WANTED.

Jacob Rokus is inquired for by his brother, Henry John Rokus, and would like to communicate with him. The last I heard from him was in 1903 at New Orleans on British steamer "Michigan," where he was shipmate. He is 32 years old and was born near Rotterdam, Holland. Any information of his whereabouts will be very thankfully received by me at 55 Main street, Buffalo, N. Y.

Anyone knowing the whereabouts of Wilhelm Brannemann, born at Dockenhuden, Germany, in 1882, please communicate with Hans Martens, No. 1892, Sailors' Union of the Pacific, San Francisco.

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Tacoma Letter List.

Anderson, John	Line, Wiktor
Almkvist, Emil	Melgail, M.
Corty, Casar	Murphy, Daniel
Dobbin, Harry	Nilsson, Teodor
Doering, E. W.	Nielsen, C. V.
Englund, Gust E.	Olsen, Martin E.
Hansen, Johannes	Paterson, John
Iversen, Iver	Pettersson, C. H.
Johansson, Charles	Voss, H.
Johannsen, Christian	Whermann, William
Karthauser, Otto	Wilbrandt, Harry
Linea, W.	

INFORMATION WANTED.

John S. Bickel, a sailor supposed to be sailing on the Pacific Coast, is inquired for by his sister, who has important news for him. Address Laura Bickel, 8817 Birchdale Ave., Cleveland, Ohio.—5-13-14.

Carl Kristianson, who shipped on the bark "Nuana" in September, 1912, from Honolulu to San Pedro, was on the bark "Allen" and schooner "Kepeat" previously. Anybody knowing his whereabouts please notify his mother, Mrs. Anna Kristianson, Majornas, Route 6, M. 27, Littra B. Nystrama St., Goteborg, Sweden.—5-13-14.

Carl Julius Carlson, born in Sweden in 1877, is inquired for by his mother. There is about $2000 due him from his father's estate. Last heard of in September, 1902, on the Atlantic Coast. Previously sailed on the "Clifford" between St. Johns and New York. Address Fru Sophia Carlson, Klubbegard, Hallands Lan, Heberg, Sweden.

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Eureka, Cal., Letter List

Eriksen, Anton	Haldorsen, Adolf
Hansen, Harold	Lomas, Richard
Hansen, Harry	Lawrence, Harry
-1827 (Photo)	Thorssen, Fredrik N.

INFORMATION WANTED.

Andrew Wilne, native of Dundee, Scotland; about 28 years of age, dark complexion, last heard of about nine years ago, sailing as steward, also as fireman, is inquired for by his relatives. Address A. S. Milne, 1122 Rose street, Grandview, Vancouver, B. C.

The members of the crew of the barkentine "Mary Winkelman" who made the voyage in her to Mollendo, Peru, and arrived at San Francisco on her return trip on April 5, 1914, are wanted by the Charles Nelson & Co. at San Francisco, Cal.—6-24-14.

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Carlson, C. Erland
Campbell, Frank
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Edstrom, John
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Gravier, Eugene
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Mikalsen, Andreas
Moberg, Karl
Nelssen, C. J.
Nilsson, Axel
Nielsen, Kristian
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Olsen, John Andreas
Phillip, Max
Petterson, Einar
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Petersen, John
Rautio, Jacob
Reincke, Herman
Rhodes, F.
Schmidt, Hans
Swanson, Carl O.
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Toves, H. C.
Thorne, John
Udby, Harold
Walder, Olsen N. Packages.
Glazer, Y.
Gorgensen, Olaf
Hansen, John
MacGuire, O. F.
Solberg, Peter
Stanners, W. S.

INFORMATION WANTED.

Alfred Petersen, a native of Bergen, Norway, age about 44, is enquired for by his brother, Randolf Petersen. Any one knowing his whereabouts please notify Sam Anderson, address 100 Steuart St., San Francisco, Cal. 7-22-14

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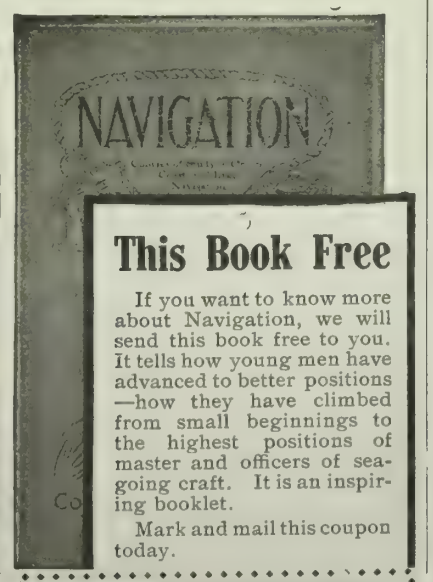
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Home News.

Senator Thomas P. Gore was nominated to succeed himself by the Democrats at the State-wide primary in Oklahoma on August 5.

Thirty-eight killed and twenty-five injured was the result of a collision on August 5 near Joplin, Mo., on the Kansas City Southern railway.

The percentage of the total imports and exports of the United States carried by American ships to and from the United States in the fiscal year 1913 was 8.9 per cent.

Forty foreign nations and forty-two States and territories are getting ready for the Panama-Pacific International Exposition at San Francisco. Work on the entire 635 acres is rushing ahead.

The voters of Toledo, Ohio, endorsed on August 4 a proposition to issue $8,000,000 in bonds to take over the car lines and plants of the local street railway company. The majority in favor was about 1,200.

Officials of the Panama-Pacific International Exposition have received notification from the government at Washington that all United States Government exhibits will be shown in the $500,000 Government building. The available space in other exhibit palaces has been greatly oversubscribed and this will relieve the congestion for the Exposition palaces.

An eight-oared rowing regatta in which the principal cities of the United States will be represented by crews is the latest proposal that comes from the East to the officials of the Panama-Pacific International Exposition. The plan is favored and such cities as Boston, Philadelphia, New York, Baltimore, Cleveland, San Francisco, Portland, Seattle, Los Angeles and Tacoma are expected to enter boat crews.

So far the increased demand for coal expected from regions which ordinarily draw their supply from Great Britain has not materialized to any great etxent, chiefly owing to the lack of arrangements for financing exports, as in the case of grain and cotton. The expectancy of such orders is, however, strengthening the market; for otherwise the heavy decrease in the quantity of coal sold as bunkers would react upon prices and force a general lowering of quotations.

Mails for all countries are still going forward with regularity. Officials of the Postoffice Department have announced that there is frequent mail communication between the United States and Germany and Austria. There has been no serious interruption of the mails into the heart of the war district. Mails for Germany and Austria are being despatched three or four times a week, by way of Italy, Norway or Holland. They arrive promptly, according to advices received by this government.

It has been announced that the European war would not affect the Panama-Pacific International Exposition. President Moore in a recent interview said: "Today the preparations have gone too far. The Exposition practically is completed and its domestic and foreign participation too well assured for anything to prevent the Exposition from being a magnificent success. Even though all Europe should be ablaze with war the Exposition will be heralded to the world as the greatest and most comprehensive exhibition ever held."

Domestic and Naval.

The first warship to pass through the Panama Canal was the Peruvian destroyer "Teniente Rodriquez," which made the voyage on Tuesday, August 18.

The Spanish Minister of Marine has made a public statement to the effect that it is the intention of the Government to bring under its control the whole business of shipbuilding and of provisioning the fleet, and that, to this end, new shipyards would have to be laid down for the construction of both war and merchant vessels.

The oil tank steamship "Gulflight," built for the Gulf Refining Company, was launched from the shipyard of the New York Shipbuilding Company, Camden, N. J., August 8. The new vessel is 392 feet long, 51½ feet beam and 30½ feet depth of hold, and has a carrying capacity of 2,200,000 gallons of petroleum in bulk. She is constructed on the Isherwood system and will be ready for delivery in September, being intended for Texas oil trade. A sister-ship, the "Gulfstream," is building at the same yard.

The United States steamer "Mayflower" is stationed at the Virginia Capes to see that no outgoing steamers from Norfolk, Newport News, Baltimore or other Chesapeake Bay ports leave for foreign ports without being properly cleared, and that they carry no contraband of war. As each vessel clears from Norfolk or Newport News for foreign ports, a radiogram is sent to the "Mayflower," giving the name of the vessel and to what port she is bound and whether an examination has been made or not.

One of the ironies of the present European conflict is that a congress of the International Association of Marine Underwriters was to be held September 16 and 17 next at Schweningen, the most important subject on the agenda being a report by Herr A. Duncker, of Hamburg, on the "Liability of Underwriters for War Risks." A summary of this report reached this side just before the outbreak of war and it is given below for its historical interest, as this question is bound to be settled after the conclusion of the present conflict.

In the course of the inquiry held at Newcastle into the foundering of the "turret" steamship "Turrethill" in the North Sea last May, with the loss of twelve lives, the master, Captain James Thomson, remarked "that he never thought it likely that the vessel would turn quickly over, but since it happened he had recognized that once the decks of a 'turret' steamer were submerged she would have no resisting force to prevent her from turning over." This opinion is confirmed by previous disasters which have happened to this now obsolete type of boat.

The Norwegian-America line announces that it has expedited its schedule of sailings by six to seven days with the purpose of providing three sailings within the period of a month to enable Americans stranded in Europe to return more expeditiously to this country. Steamers from New York will make Bergen their only port in Europe. This change in schedule starts with the sailing of the "Bergenstfjord" from Bergen on August 29. She will make her return trip September 15, about six days in advance of what it would otherwise have been.

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San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Aaguist, Thorwald
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Ad, Theo.
Abolin, Chris.
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Albertson, Chris
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Eckhoc, Otto
Edlund, Konrad
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Crosman, Geo.

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Hubertz, Emil

Jacklin, Carl
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Jacobsen, John
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Kaare, P. Juhl
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O'Connor, W. F.
Ohman, P. W.
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Jones, Berthon
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Klebingat, Fred
Klinker, C. J.
Knappe, A.
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Knudsen, David
Kohne, Ernst
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Koski, David
Krause, Ernst
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Kristiansen, L. P.
Kristionsen, Wilhelm
Kristjan, A. W.
Kroeger, Henry
Kruger, Gustaf
Kuhn, John

Langmenius, Wm. L.
Larson, L. O
Lewis, Roy E.
Liisten, Chas.
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Limmer, E.
Line, W.
Linhquist, G.
Lohne, E.
Long, H. W. M.
Lorense, W.
Love, S. C.
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Lundlad, Ernst

McGoldrich, J.
McKeating, R.
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Melander, G. L.
Mersman, A.
Meyer, W.
Michaelson, John
Miller, Herman
Mogelberg, Harry
Monsen, Martin
Moore, C. C.
Morris, Benjamin
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Mueller, A. R.
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Petersen, John A.
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Petersen, Victor
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Petrew, A.
Petz, Fritz
Pillson, Eduard
Poppe, F. G.
Porath, Ben

Prannels, W.
Prinz, Carl

Raalsen, Fred
Ramberg, B. A.
Rasmussen, Ernie
Raymond, Frank L.
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Renvall, Anselmi

Saar, John
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Salger, Julius
Saller, H.
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Sancherd, Vincent
Sander, Robert
Sanders, J. R.
Sandseter, Paul
Sandseth, O.
Sanlos, Ben
Scheffler, Hugo
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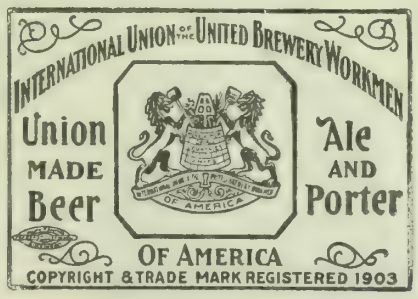
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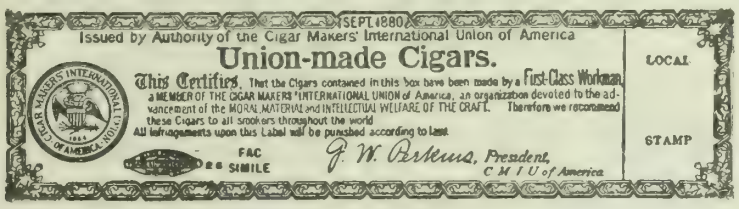
Henry Smallwood, a native of New York, is inquired for by his mother. Anyone knowing his present whereabouts please notify the following address: Mary Smallwood, Academy of the Holy Name, 200 Fair Oaks ave., Pasadena, Cal. 7-29-14

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Samuel Dickson, a seaman, aged about 40 years, son of Moffett Dickson, deceased, of Belfast, Ireland, or any person knowing his whereabouts, is requested to communicate at once with the undersigned in connection with a legacy. A. R. Smith, U. S. Shipping Commissioner, Philadelphia, Pa.

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News from Abroad.

Dr. Roque Saenz Pena, President of the Argentine Republic since March 12, 1910, died on August 9 at Buenos Aires. Vice-President Victorino de la Plaza will be his successor.

War measures authorizing the Canadian government to make bank notes legal tender, empowering it to deal stringently with aliens and voting $50,000,000 for war, were passed by the Senate, in session at Ottawa.

It has been announced that all the big ships of the Atlantic fleet have been withdrawn from Mexican waters, leaving only small craft for patrol duty or for crossing the Gulf to Dominican or Haitian waters.

According to the returns prepared by the South Manchuria Railway Company, the exports of bean cake from Daiven, amounted to 555,428 tons in 1913, as compared with 469,089 tons in 1912. Of this total, 492,985 tons were sent to Japan, either for use as manure there or for transhipment to the United States.

Of 294 local taxing bodies in New Zealand, 132 raise all local revenue through taxation of land values exclusively. The population of the 132 single tax districts has increased 25 per cent. since the law granting local option in taxation was adopted in 1896. The population of the remainder of the colony has increased but five-eighths of one per cent.

The London Daily Express estimates that the number of large German vessels captured at sea by the British, French and Russian warships totals 200, with a tonnage of 1,000,000 and a value of $300,000,000. The paper says that there are still remaining at sea about 500 German ships liable to capture at any moment. These have a total tonnage of 2,700,000 tons and a value of $700,000,000.

A new treaty with Nicaragua has been signed by Secretary Bryan and the Nicaraguan Minister, General Chamorra. Under it the United States agrees to pay Nicaragua $3,000,000 for perpetual interoceanic canal rights and for naval bases in Fonseca Bay and Little and Big Corn Islands. The clause was omitted, contained in previous treaties, granting to the United States the right to intervene in case of internal disorder.

The importation of coal in Hongkong during 1913 was the heaviest in the history of the port, the large volume being due to the large shipping tonnage entering and clearing and the increasing use of fuel industrially. The total imports for the year amounted to 1,487,750 tons, compared with 1,240,144 tons in 1912 and 1,261,672 tons in 1911. Shipments from Japan amounted to 1,523,564 tons, compared with 906,857 tons in 1912 and 932,856 tons in 1911.

According to a dispatch from Constantinople, Turkey has paid $20,000,000 for the German cruisers "Goeben" and "Breslau." Great Britain, France and Russia have sent a sharp demand to Turkey for the immediate repatriation of the officers and crews of the German cruisers "Goeben" and "Breslau." It is reported that the two cruisers were met by a Turkish vessel outside and escorted into the Dardanelles. There is no official confirmation of the actual purchase of the cruisers by Turkey, but the report to that effect is generally credited.

With the Wits.

Mrs. Potts—How do you know I was spying in your house through my opera glasses?

Mrs. Kettles—I saw you through my own opera glasses.

"What is the name of this dangerous microbe that is transmitted by kissing?" asked Mrs. Gabb as she laid down the newspaper.

"Marriage," grunted Mr. Gabb.

Distressed Damsel—Oh, sir, catch that man! He wanted to kiss me.

Passive Pedestrian — That's all right. That's all right. There'll be another along in a minute.

In the sixth grade the teacher was questioning the boy about Napoleon's disastrous invasion of Russia and the subsequent retreat from Moscow.

"What did the French do then?" she asked.

"They ran away," said the boy.

"Yes, that is what they did," said the teacher, "but 'ran away' is hardly the correct phrase to use. What should you have said?"

The boy's face lighted up with understanding.

"They beat it!" he exclaimed proudly.

A young fellow who was an inveterate cigarette smoker went to the country for a vacation. Reaching the small town in the early morning, he wanted a smoke, but there was no store open. He saw a boy smoking a cigarette, and approached him, saying:

"Say, my boy, have you got another cigarette?"

"No, sir," said the boy; "but I've got the makings."

"All right," the city chap said. "But I can't roll 'em very well. Will you fix one for me?"

"Sure," said the boy.

"Don't believe I've got a match," said the man, as he searched his pockets.

The boy handed him a match.

"Say," the boy said, "you ain't got anything but the habit, have you?" —Lippincott's.

An Invitation

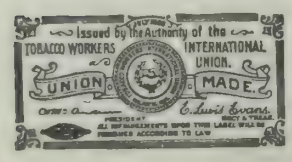
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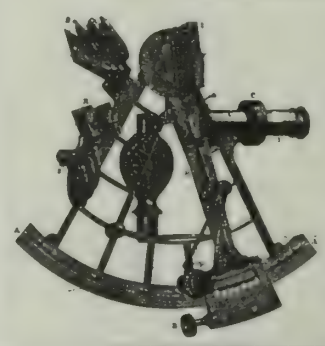
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VOL. XXVII, No. 52. SAN FRANCISCO, WEDNESDAY, SEPTEMBER 9, 1914. Whole No. 2294.

CONGRESS DEBATES SEAMEN'S BILL.

All Representatives Agree Upon Urgent Need for Safety Legislation.

As already announced, the House of Representatives on August 27 unanimously adopted the amended Seamen's bill (S. 136). Two hours of debate preceded the final vote, and practically an entire issue of the Congressional Record is devoted to that subject.

Quite a few of the speeches were above the general average, and excerpts from these addresses, giving different points of view, are given herewith:

Mr. Bryan, of Washington: Mr. Speaker, the Seamen's bill has had quite a history. There has been quite a lot of agitation, there has been quite a deal of interest manifested in this particular measure. The bill that was sent over by Senator La Follette in most of its features met with my approval, and I believe it meets with the approval of those who seek safety at sea and who seek to benefit the seamen, those who are engaged in work on vessels upon the ocean. I know that bill S. 136 suits them better than the substitute we are now considering, but after the London conference, and after great and careful consideration on the part of the chairman of this committee and the committee, it was deemed advisable to materially amend the safety provisions as well as other features of the La Follette bill, which is, in fact, practically the original Wilson bill, and all sides have agreed, so far as I know, that the best that can be done for all interests at this particular time is for the members of this House to vote for this bill and pass it, and let it go to conference in the state that it is in. I am quite sure that before the debate is concluded, although it is to be quite brief, a different position will be taken as to foreign vessels, and the argument will be advanced here that this bill instead of favoring foreign nations will offend foreign nations, so that the House will have both sides of the argument to consider, and members may take their choice of the two arguments.

Regulation of Shipping Essential.

I believe that it is absolutely essential that we become very positive in the matter of regulating the shipping, by water, of this country. I believe these shipowning interests have had their own way in matters too long and too exclusively, and that the giving to such an interest its own way is injurious to all concerned. I believe the water shipping of this country illustrates that particular proposition. We have our railroads under regulation, and we are proud of our railroad system, and the more we regulate that system and the nearer we get to Government ownership of the railroads the prouder we will be, but the ships of the ocean are not under regulation. They are freer from Government control or the authority of any Government than any other industry, and the result is that this great interest has become the spoiled child of industry. These shipowners come in here and make all kinds of demands from the Government whenever they need help, but at all other times they fly in the face of all regulation, and have little regard or consideration for anything else than the matter of profits. To illustrate, we have now the shipping interest entirely broken down. They have entirely fallen down upon the ocean in the matter of carrying our commerce and our passengers abroad, and they want all kinds of protection and aid. The requests toward paternalism that they are asking now are almost revolutionary when compared with what those gentlemen generally stand for in matters of governmental activity. The rankest socialism these suggestions would be called if they came from an ordinary public man. They want the United States Government to enter into war-risk insurance, and we are going to have to do it, no doubt, because they can not assume the risks incident to the traffic that is assigned them, notwithstanding the fact that in times of peace they have come before this Congress and asked to be relieved of all liability, and have had their requests so nearly granted that the liability laws of this country are such that a ship can go on the ocean, become a wreck, sink to the bottom of the sea, and the owners, no matter how negligent they are, thus oftentimes make actual profit out of their wrecks; even the insurance money for the full value of the ship they are permitted to pocket, notwithstanding valid claims of ordinary liability. They say our laws in this country are not liberal to the shipping interests, but when the "Titanic" went down in the Atlantic Ocean her liability under British laws was something like $3,000,000, but under American laws only about $96,000, and we had the spectacle of the English officers of that corporation begging for American liability tests rather than English, although it floated the English flag.

American Laws "Criminally Liberal."

In other words, our law provides that when a ship goes down the owner is responsible only for the current freight and passenger charges and for the value of the ship. Of course, if the ship is at the bottom of the sea, it is valueless, and under American laws, which are criminally liberal, that condition prevails.

They want us now to go into the Government ownership of a lot of ships; but it is proposed that those ships shall not participate in the coastwise trade. We are going to have to consider these things; and the bill that is offered provides that the United States Government shall invest twenty-five or thirty million dollars, as a starter, in ships for freight and passenger traffic, but that these ships shall not have the right to engage in the coastwise trade, except to the Philippine Islands and certain islands of the Pacific Ocean. That is the kind of arrangements the shipping interest is always asking. The spoiled child of industry, it wants everything in sight.

The other day we passed an emergency law which provided for American registry of certain foreign-built but American-owned ships; but when the bill came back from the Senate it provided that these ships should have the right to take part in coastwise traffic, and this feature was further amended in conference. One would naturally expect an American-owned American-registered ship, carrying the American flag, would have that right; but no, the proposition of admitting those American-owned and American-registered ships to the coastwise traffic brought on such a storm of protest from multimillionaires who own that monopoly that it was defeated in the Senate.

That is the kind of protection the shipowners have been asking all along, and they have been getting that kind of protection, too; but the sailors, the seamen—the men who work upon the ships—have been neglected, and the reason why the seamanship of our country has been degraded; one of the great reasons is because we accept the standards of foreign nations, because we permit foreign nations to fix the rules under which men may work on the vessels, and then, as they come into our ports, we enforce their laws. The various party platforms adopted last time proclaimed against the arresting of sailors and permitting seamen to be arrested for desertion; this promise was especially implied in the Progressive and Democratic platforms. This bill wipes that mediaeval system out and redeems that promise that was made not only by the Democrats but by other parties for a number of years back, and for that reason the bill ought to pass. We are breaking a little bit—not very much, it is true—into the privileges that have always been given to the vessels that sail the ocean. We go to work and chart the seas, and build lighthouses, and make every arrangement to protect them in case of wreck, and then we organize our Navy to protect them against the enemy in all of the ports of the world at public expense.

Foreign Ships Fix American Standards.

We license the officers of the vessels, and with every kind of Government aid and the expenditure of Government money we protect the traffic of those vessels; and yet, when it comes to the matter of fixing rates, when it comes to the matter of regulating them, or the matter of saying what kind of rates they shall pay, to say how the ships when in our ports shall be manned, there comes a cry from some who believe we are working an injustice and trying to break down the American merchant marine. The reason why the American merchant marine has been broken down is because we have not established American standards, but have permitted the foreign ships to fix the standard. We permit them to come to our ports with any kind of labor, and if a man quits the vessel and refuses longer to work under the contract under which he has been employed, if he desires to have a little of the freedom that everybody else has under the American flag and under the American Constitution, we use our United States marshals and our courts and the judges upon the benches in our courts to put those men back on the ships or arrest them and put them in jail because they did not want longer to work under that kind of employment. We have provided in any other employment that a man can quit if he wants to do so, that anywhere else they can select their master, but on a ship they can not. This bill will work a benefit to the seamen of the country in wiping out that practice. I believe the requirements here as to safety will be such as will make the American ships more safe,

and if we enforce these rules and enforce them in our ports as to the carrying of lifeboats and the way they have to be manned, we will be able to maintain for American ships a standard and get for them the shipping and passenger traffic that they will not get in any other way.

It is futile to say a ship because it flies some other flag can do as it pleases in our ports. We do not allow anybody else to do as he pleases in our ports simply because he is a foreigner. We require the foreigner to obey our laws. We require foreign nations to recognize our sovereignty when they come here, and when these shipowners come ad advertise for passengers, when they propose to take Americans abroad, they ought to be required to leave our ports under a standard of safety established by our sense of right and our sense of justice. We ought to stand in all cases for American standards, because foreign nations are able to employ men and make contracts that are not recognized under our Constitution. We have found that American shipowners are very patriotic until it comes to the proposition of profit. When it is found that an American ship can make a little bit more by going under the Japanese flag or the Russian flag or the Belgian flag they at once forget their patriotism, the shipowner forgets the land of his birth, forgets his obligation to his native land, dries up about Old Glory and my flag and your flag, and runs up a foreign flag because he can make more pennies by hiring men who do not have the privilege of American liberty and the American Constitution. Are we, as an American nation, going to enforce that kind of unconstitutional, revolting, and outrageous—except to toll takers—arrangements? Not at all. We are going to require Mr. Shipowner to obey our laws while in our ports, or else stay out.

Bowdle Speaks of "Irony and Fatuity."

Mr. Bowdle, of Ohio. Mr. Speaker, what irony and fatuity seems to preside over some of the efforts of us men. Warring nations are trying to make the sea unsafe, while we are to-day trying to make the sea safe.

The expression "safety at sea" gives us a thrill. We actually think that we, with ink and paper, are the makers of it. We are not. Experience makes such safety, at sea and elsewhere, as may be obtainable, and then the law follows after, declaring to be necessary the thing found to be sensible. In this the law, as usual, is a kind of ex post facto performance—but good at that.

About 90 per cent. of all good things in this bill are actually in maritime practice now, as the result of the "Titanic" disaster—I mean in relation to life-saving apparatus.

But the bill is good simply in that it tends to unify the practices touching safety. The "Titanic" disaster started this whole subject. The criminal neglect disclosed there aroused the world in never-to-be-forgotten fashion. What happened so startled the companies that in their advertisements and literature they are now careful to accent the fact that "there are lifeboat accommodations for all." The "Titanic" was a good deal like the individual life; it had everything aboard but lifeboats.

How much safety at sea can we get? Well, compared with the number of persons carried, safety at sea is greater right now than safety on land. Time would fail me to list those companies, commencing with the Cunard Company, which show pompous lists of millions carried and not a life lost. But the two late disasters —"Titanic" and "Empress of Ireland"—aroused us. We are now determined to prevent certain negligences which some claim were at the bottom of those accidents.

But, how much safety can be created at sea? The question really is, What is the best apparatus for saving life when it becomes necessary to abandon the vessel after a disaster? This, I insist, is the real question. But some will say, Why not prevent those accidents just as doctors are trying to prevent disease? Well, everybody is now trying to prevent accidents at sea and elsewhere, and a good deal of progress is being made; but this bill before us has to do with methods of getting away after a disaster; that is, we are trying to make such accidents as are still likely to occur safe accidents.

How to make maritime accidents safe—this is the question. But why not abolish accidents, when we have so much paper and ink still idle?

Let me consider this: We can not abolish fog by law. Icebergs will not melt under the heat of congressional wrath. And great vessels will continue to make records through fogs and mists; and, without making records, vessels will sometimes continue to strike each other amidships and wound themselves in a way that will allow but few to be saved—which was the "Empress's" case—and such disasters will continue to be fearful and more fearful as we continue to build and use these insane leviathans.

I should like to make accidents at sea and elsewhere as safe as possible, and the boats properly manned are the best we can do, but let us not deceive ourselves with the idea that this or any lgislation can make the sea safe.

In trying to make accidents safe, or safer than they are at present, I want to call attention to some facts which must continue to make the accidents which do occur more and more appalling.

The great size of boats tends to danger.

Effective control of the captain becomes impossible in boats of such length.

In the matter of fire at sea we have, with steel ships and steel housings and metal furniture, reduced the danger to a minimum. But this is the internal danger, when the great dangers of which we have been speaking are external dangers, due to fog, collision, stranding, and so forth. And mark you, Mr. Speaker, the reduction of these internal dangers—fire and explosion—has in a very curious way actually increased certain external dangers. Let me explain. In days when everything was wood a sinking vessel left the sea strewn with a vast mass of wreckage, some of it approximating to small rafts. Today a liner prides herself on almost the entire absence of wood. If the accident today precipitates numbers into the water without time for preservers, there is no hope even for swimmers unless the coast is near and safe. Even if preservers can be put on, there is no wreckage from the modern liner's deck which would allow the unfortunate to raise himself sufficiently out of the water for an hour, and thus help him to retain enough heat to support life for that two or three hours within which help might come. What a boon it would have been to the "Titanic's" passengers if, at that awful moment—a moment whose awfulness is without parallel in the history of horrors—there might have been a simple load of common lumber on her deck, which floating off with those heroes cast into the sea would have afforded rafts for the support of hundreds of the stronger. Indeed, a few nails and a load of lumber would have made a good raft in that last hour when every boat had gone. But, no, that boat of enervating and idiotic luxury had no simple thing aboard. And for lack of simple things it and they died, as many others have died for lack of simple things.

But my point, I think, is clear, that all-steel vessels, with all-metal equipment, while reducing internal dangers often serve to increase external dangers. In other words, it is a very curious fact that a kind of permanent ratio of marine danger seems to be maintained.

It comes to this: How can a mad race for luxury and speed be made safe? Of course it can not be made safe, on sea or land or in the air. No legislation can make it safe. We can create a sort of poor relative safety only.

If men and women demand 23 knots speed to Europe, they must accept certain dangers which science can but little abate.

If they demand a welter of foolish luxuries on land or sea, they must accept that danger which always attends the lack of simple things and simple living.

Great vessels with Russian baths, and Turkish baths, and plunge baths, and squash courts, and racquet courts, and lounges, and palm rooms, and Pompeiian rooms—with the hideous size and power required for all this—must present dangers to those who use them past comprehension. For me, I should not, with my observation of ships, ride a nautical knot on one of them. And I blush for that enervated life of my countrymen which demands them.

Of course in discussing this matter I have not touched upon the vast waste of our best coal now going on, for these ocean racers require trainloads of hundreds of cars of coal for a single voyage, a waste never to be replaced, and all in order to push our luxury-loving people at breakneck speed over the seas and into Paris a day or two sooner.

But I think I see signs of returning sanity. Several forces are operating. First. Our people are becoming conscious of the dangers. Second. The great cost of operating these monsters is troubling their owners. Third. Our rich are pausing to consider whether their riotous display of luxury has not in it elements of danger in this democracy of ours. Fourth. The inability of these great ships to use the ports of the world—outside of two or three ports—and the general desirability of having ships which can be easily switched on to any route—a desirability now accented by this war. Fifth. The difficulty of managing in times of danger a vast concourse of passengers distributed over 500 feet of a 900-foot vessel, increasing danger to life—a thing very observable to one who studies the loss of the "Titanic." All these things, I say, are tending to a return to sanity. Meanwhile we can help by refusing to use such vessels.

To those who look to the House's Committee on the Merchant Marine for the creation of safety at sea, I say, "Gentlemen, we have done our best under the circumstances of a wild desire on the part of our people for great size, great speed, great luxury, and great everything. It is the best that we can do, and at that we have been able to require but little more than experience has already induced vessels to adopt."

I trust that marine accidents will henceforth all be as polite as that recent one between the "Praetoria" and the "New York," where they came together in the daytime, almost bow on, so that they kissed hard, sheered off, one leaving her anchor on the deck of the other as a memento of a warm contact.

I can not end this address, Mr. Speaker, without a word of admiration for Mr. Andrew Furuseth, who has represented the seamen of this country throughout our long hearings. We are indebted to him for much information. I know lawyers, a plenty, with incomes of ten thousand a year and much more, whose advocacy of any cause has never been as forceful as the advocacy of plain, hard-handed Andrew Furuseth. I did not at first agree with many of his propositions, but since reading the account of the "Titanic's" loss, especially that in the remarkable book of Col. Gracie, I have come to see the meaning of his position. And these words may be applied with the same propriety to Mr. Olander and Capt. Wescott, his associates. [Applause.]

Manahan Points to Weak Spots.

Mr. Manahan, of Minnesota. Mr. Speaker, the difficulty of getting comparative safety at sea under modern conditions as the result of intelligent legislation is not as great, in my judgment, as might be indicated by the address of the distinguished gentleman from Ohio [Mr. Bowdle] to which we have just listened. Nor do I concur in his view that, left to themselves, the shipowners have, as a matter of voluntary care, approximately met the requirements of this bill. I believe that the shipowners, to a certain degree, have met the demands of the public for a greater degree of safety, but nevertheless I am convinced that it is of very great importance that we legislate in a way that will compel men who undertake to transport passengers at sea to do their plain duty.

Now, I am in favor of this bill and propose to vote for it, but not on the theory that as regards the safety at sea it is an improvement on the La Follette bill, for which it is a substitute. I think in that respect this bill is still weak in certain portions, and I am hopeful that when the matter goes to conference with the Senate that this weakness will be removed.

Regarding the provisions of the bill as they affect the life of the seamen, inasmuch as they lift the seamen from a condition of serfdom to that of liberty and a fair condition of life as laboring men, the bill is a splendid tribute to the intelligence and the patriotism of the men who undertook to formulate it. But regarding safety at sea, some provisions ought to be modified and, as I say, I hope they will be modified in conference.

The provision of the bill which exempts from its terms vessels operating in bays and sounds is, to my mind, a dangerous provision, because there are bays and sounds, as a simple scrutiny of the map of the United States will disclose, in which there is quite as much danger to navigation as there is upon the open sea. I believe that provision ought to be modified.

Regarding lifeboats, too much generosity has been shown to the shipowners. It is not, in my opinion, fair to the traveling public, who are obliged to use the Great Lakes, to provide during the season of greatest travel, in the summer time, as this bill does, that only 20 per cent. of the passengers shall have lifeboat provisions and only three-tenths of the passengers shall have pontoon or life-raft provisions, leaving the balance without any protection whatever. I come from the Northwest and am familiar with conditions on the Great Lakes, and when I say that the waters of Lake Superior all the year around are practically ice cold, it is obvious that a provision for 20 per cent. of lifeboats in case of accident is entirely insufficient.

I believe also that the provision which limits the application of the law to vessels sailing outside of the 20-mile limit is an unreasonable concession to shipowners, because there is, in my judgment, quite as much danger in the open sea 19½ miles from shore as there is 100 miles from shore. But as I say, outside of these provisions, which are concessions to the stern demands, as I may express it, of shipowners, the bill is a very good bill, and the substitute is entitled to the vote of this House.

Regarding the difficulty of making the bill I might express this thought: That any remedial legislation will always be difficult while we permit men engaged in large business to exercise influence against legislation which will in the slightest degree cut off the dividends of that business.

The opposition to the La Follette bill and to this bill regarding the lifeboat provision has not been opposition based upon an intelligent consideration of the dangers at sea, but opposition which has its support in the matter of the earning capacity of the vessels. Without question if it were not for the greedy desire of these men who own these ships, regardless of public safety, to increase their dividends, they would not undertake to carry more passengers than they could protect and provide for in case of accident; but for the sake of dividends they sacrifice the rights of the public to a competitive degree of safety, and I have little sympathy with arguments that are based upon the proposition that the business requirements of these great companies require a certain degree of jeopardy to be borne by the traveling public.

And that is why I am so much in sympathy with the project, now shortly to be called before the House, of having this Government itself undertake to place upon the sea vessels of its own, either directly under it or by some corporation which it controls, because I am satisfied that if this Government intelligently and patriotically provides for a line of vessels to ply between our coasts and foreign shores and between the cities of our own coasts it will demonstrate in a few years that it will be pos-

(Continued on Page 10.)

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

LABOR'S CAUSE ESPOUSED BY UNITED STATES SENATORS.

The labor sections of the Clayton anti-trust bill have been the theme for several stirring speeches in the Senate on behalf of labor. Senator Hughes, a member of the Labor group, has attracted attention because of the masterful manner in which he has conducted himself in running debates with opponents of the sections and his ability in presenting and defending the principles of trade unionism. The following excerpts from the speeches of Senators Hughes and Cummins indicate the vigor with which the cause of labor is being pleaded:

By Senator Hughes.

While we are speaking of class legislation, where could we find a more beautiful illustration of the ease with which class legislation is accepted when certain powerful interests are involved than the spectacle exhibited in this body the other day, when a statutory monopoly was permitted to continue its exactions, permitted to continue to mulct the American people for carrying their goods, even in the face of a great exigency, a great war emergency? Here was a little selected class of American citizens who have the privilege of operating vessels plying from port to port in the United States, while an American ship, flying the American flag, sailing from the port of Liverpool, for example, to the port of New York and discharging her cargo there, can not pick up another cargo at the port of New York and carry it to a Gulf port in order to pay its expenses for that part of the trip, but must confine its operations to American commerce transported abroad. Why? Because if it were permitted to engage in the coastwise trade it would interfere with the privilege of a class of American citizens who own and operate coastwise ships and a class of American citizens who build those ships for those men to own and operate.

We are under no illusion over here. There is not a State in the Union, so far as I know, that has an act of this kind or one so liberal as this. (English trades dispute act.) We know that it is not even attempted here to come within miles of it; and it is known that even if we did we still would leave these men subject to the various jurisdictions in which they live and operate. No; we prate about the American workman in our political platforms and we excuse the system of tariff robbery on the ground that the robbers are going to hand their plunder down to the workers. There is only one way in which they can be compelled to hand it down: there is only one weapon that will permit an American workman to plunge his hand into the employer's pocket and get his share of the loot that has been wrung from the American people, and that is the strike. One of these conspiracies, one of these combinations and agreements that may be in restraint of trade is the only weapon he has had, but you have given his employers themselves many; you have permitted them to capture this loot and you have said you have done so on behalf of these American workmen. That is what you said; your platforms reek with it; there is not a platform that you have adopted for the past 25 or 30 years that does not say that. You pride yourselves upon be-

(Continued on Page 11.)

By Senator Cummins.

Labor organizations brought together for the purpose of enhancing or advancing wages, bettering the conditions of labor or lessening the hours of labor, can not in the very nature of things be a restraint of trade or commerce.

Then, why should not these workingmen and workingwomen combine, associate themselves together, in order that their wages may be increased and the conditions under which their labor is performed may be bettered? There is no danger, Mr. President, that the workingman or the workingwoman will ever receive more than an adequate compensation for the labor performed. There is a potential competition always confronting wageworkers that will inevitably reduce the compensation far below the point at which it should in equity and in good conscience rest. These men and women grow hungry, and they must eat; they must clothe themselves; they must support their families; and these necessities compel them to work at whatsoever wages they may be able to secure. Idleness for any great length of time and among any great proportion of them is absolutely unthinkable and impossible.

For these reasons, Mr. President, I have never been one of those who have had any fear of combination among wageworkers. I believe that it ought to be the policy of this Government to encourage such combination and association. I believe we ought to lend a helping hand to their efforts to advance their condition in life, knowing that with all their energy and with all the assistance we can give them they will never be advanced in fortune or in property beyond the point necessary for comfort and happiness.

This is the beginning, I think, of all consideration of this subject. I do not see how any one can investigate it without first learning and pondering upon the facts that I have so meagerly stated.

Let us take the next step. We have been debating this bill, and I have heard the subject debated a thousand times, upon the hypothesis that the labor of a human being is of the same quality and order as a bale of cotton, a barrel of flour, or a bushel of corn. I repudiate the parallel and the comparison. It is because we have been in the habit of thinking of labor as a commodity that we have fallen into many mistakes which now impair and mar, I think, both legislation and judicial opinion. The labor of a human being, whether it be of the mind or of the hand, is not a commodity. While we are in the habit, I know, of saying that a workingman has nothing to sell but his labor, it is a con-

(Continued on Page 11.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeland Bldgs., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts Maritimes de France, 33 rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22. Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhaven 14c, Rotterdam.

ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S, Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers.

The Victorian government is trying to import labor from Italy.

Light hundred and fifty summonses have been issued in New South Wales against Newcastle miners who refused to work the afternoon shift at five collieries.

The membership of the German Metal Workers' Federation stood at 544,934 and the funds at 18½ million marks (over 13 million in the central fund) at the end of 1913.

A dispute has arisen between the Amalgamated Engineers and the Railway and Tramway Association in New South Wales over the question to which union railway engineers should belong.

The members of the Amalgamated Society of Engineers in New South Wales have decided not to work with non-unionists. The blacksmiths are co-operating with the engineers, and a joint defense committee has been formed.

A new clause has been inserted in ship's articles in New South Wales in connection with the Seamen's Compensation Act. It is stated that it provides that sailors injured when outside the three-mile limit of the Australian coast can claim compensation under the commonwealth law.

The newly established Portuguese National Centre "Uniao Operaria Nacional" drew up rules for the reforming of the reactionary legislation dealing with meetings and societies, etc., which has been in force up to the present. This first congress was held in Tomar. The government which at present is at the helm, has now placed a bill before the houses of parliament in which the law dealing with meetings of societies is maintained in all its old severity, in spite of the fact that the minister president a short time ago declared to the house that the principles of the Uniao should serve as a basis when drawing up the bill. A resolution of protest was drawn up by the national organization against this breach of faith. The government was reminded of the unfulfilled promise to grant its approval to the re-establishment of the workers' organization which had been arbitrarily dissolved in certain places in accordance with the present law.

The Danish government statistical office has recently issued a report containing the results of an official inquiry into the subject of household expenditure of urban and rural families of the wage-earning and small farmer classes in Denmark. The main purpose of the inquiry was to obtain statistical data for judging the proportions in which the costs of various kinds of goods and services are presented in the total yearly expenditure of typical families of each of these classes. For this reason the classification of families throughout the report has for its basis, not the income, but the expenditure of the family. (A similar inquiry was held in the year 1897, but was confined to the families of the wage-earning classes.) A general comparison between the urban and the rural working-class budgets shows that the general level of food prices is about 20 per cent. higher in Copenhagen and 10 per cent. higher in provincial towns than in rural districts, and that the families of country workpeople obtain more for their money of virtually all food commodities than do the families of urban workers.

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INFORMATION WANTED.

Alfred Kupfer, born February 9, 1890, at Coburg, Germany, is inquired for by the German Consulate, 201 Sansome street, San Francisco, Cal.

Johannes Puun, born in Oesel, Arensburg, Russia, supposed to be sailing on the Pacific coast, is asked for by his mother. Anyone knowing his whereabouts please notify A. Lepp, Sailors' Union, San Francisco.

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, 84 Embarcadero, San Francisco, Cal.

$10.00 reward will be paid by Johnson & Higgins, 244 California street, for information locating John Anderson and George T. Nelson, who were members of the crew of the steamship "Asuncion" in October, 1908.

Nils Johnson, who was wrecked in the American bark "Oasis," Sept. 2, 1887, is inquired for by W. F. Hohenschild, Berkeley, Cal.

Heinrich Schel, born in Zingst, near Barth, Germany, is requested to communicate with Mr. A. Praast, 93 Diepe Straat, Antwerp, Belgium.

Alex McDonald, formerly of Dundee, Scotland, who has not been heard of for 22 years, but is thought to be sailing on the Pacific Coast, is inquired for by Jas. Perry, 30 Bridge End, Buckpool, Buckie, Eng. —5-13-14.

Fred Riley, a colored seaman, last heard from at Genoa, Italy, and at other times from ports in Australia and at Liverpool, England, is sole heir to his mother's estate. Anyone knowing his whereabouts kindly notify Mr. John E. Selkirk, Attorney-at-Law, 100 Erie Co. Bank Bldg., Buffalo, N. Y.—6-24-14.

Norman Hadley, a seaman, supposed to be sailing on the Pacific Coast, is inquired for by J. B. McCurdy & Co., attorneys, relative to an inheritance. Anybody knowing his whereabouts, please notify Chief of Police, San Francisco.

John Rebbetad, who was in the steamer A. F. Lucas in November, 1911, is inquired for by his brother. Address, Coast Seamen's Journal.

Carl Janson, age 36, born in Wastervik, Sweden; last heard of in Seattle six years ago. Anyone knowing his address please communicate with Erika Askenberg, 2280 86th street, Cleveland, Ohio.

INFORMATION WANTED.

Frederick Wood, a seaman, sailing on the Pacific Coast, is inquired for by his sister, Miss Lucy Wood, 108 Broughan street, Darlinghurst, Sydney, N. S. W., Australia. He is described to be tall, with dark curly hair and carries a scar on the nose. Anyone knowing his whereabouts kindly notify the office of Chief of Police, San Francisco, Cal.—6-24-14.

Anybody knowing the whereabouts of Arne Johnsen please notify O. M. Johnsen, Mosby, Christiand S., Norway.

Richard Ryan, who left the British steamship "Candida" at San Francisco in July last, is inquired for by the British Consul-General.

Fritjof Ellingsen, age 32, a native of Drammen, Norway, he was short, heavy set, dark hair, parted in the center, and good looking. Anybody knowing his whereabouts please notify Ed Knach, 171 Clipper street, city.

John Dickson, who left Greenock, Scotland, about 10 years ago, his last address was Melrose House, Lower Boxhill, Brooklyn, New Zealand, is inquired for by his mother. Anybody knowing if he is alive or dead please notify the Secretary of the National Sailors' and Firemen's Union, Greenock, Scotland.

William Walker, a native of Islandmagee, Antrim Co., Ireland, is inquired for by his nephew. Anyone knowing his whereabouts kindly communicate with John Walker, Geddis, 7 Willowbank St., Brooklands, Winnipeg, Manitoba, Canada.

W. Kahlberg, No. 688, and C. Monsen, No. 1964, are inquired for at the Standard Oil Company's office, at San Francisco.

Anyone knowing the whereabouts of John Burke No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

Johannes Larsen, age 22, born in Fitje, Norway, is inquired for by his brother, Ingolf Vestrick. Anybody knowing his whereabouts please notify his brother at 9 Mission street, San Francisco.

W. A. Goodrich, who left the British ship "Puritan" at San Francisco February 6, 1911, is inquired for by the British Consul-General at San Francisco.

William McGrail, of Baltimore, Md., who sailed on the Atlantic and Gulf Coasts as cook for a number of years, is inquired for by his brother, George McGrail, 603 Decatur street, New Orleans, La.

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INFORMATION WANTED.

Peter Bellenot, who last sailed on the S. S. "Mariposa" out of Seattle, Wash., about November, 1912, is inquired for by his mother, Mrs. Bellenot, 1406 Second street, West Berkeley, Cal. Anyone knowing of him kindly write at the above address.—6-24-14.

Pacific Coast Marine.

It is estimated that fifty thousand barrels of California crude oil are now used annually by vessels plying the great Yukon and tributaries, from St. Michael, Alaska, to White Horse, Y. T.

Receipts of the Panama Canal for its first week, ending August 22, were $150,000, but this includes payments made in advance for ships on their way to the Canal, service for which is still to be rendered.

Charter rates for lumber have dropped from $4 to $3.75 for Washington and Oregon ports to Southern California. The $4 rate has been maintained for several months in the face of the fact that about thirty steam schooners are tied up.

Thirty natives of Chile, members of the crews of the German freighters "Serapis" and "Alexandria" of the Kosmos fleet, which are interned at San Francisco because of the war, left for their South American homes on the Pacific Mail steamer "City of Para."

One of the results of the European war is a growing shortage of coal at Hawaii, which is entirely dependent upon shipping for her fuel supply. Virtually all the coal brought to Honolulu for commercial purposes has been carried in foreign bottoms from Newcastle, N. S. W.

Masters of steamers plying daily between British Columbia and Puget Sound ports complain bitterly at being held up and searched by the U. S. revenue cutter "Unalga," and several protests have been made to the Collector of Customs. These steamers operate on schedule to connect with trains and the delay caused by being searched inconveniences passengers.

The San Francisco Board of State Harbor Commissioners has awarded a contract for the construction of pier 37 to the Healy-Tibbitts Construction Company, at $204,300, the lowest of five bids received. Chief Engineer Newman reported that the Healy-Tibbitts Construction Company had been ordered to begin at once work on pier 35. The Board approved a contract of Hyde-Harjes & Co. for repairing pier 23.

The Department of Commerce has received advices from the lighthouse inspector at Ketchikan, Alaska, that under the appropriation made August 1, 1914, for additional aids to navigation in Alaska, nineteen new lights and other aids will be established this season if weather permits. The inspector is now on an inspection trip to the westward and on his return will recommend additional lights which will be needed.

Shipowners engaged in the frozen meat trade between New Zealand and the United Kingdom will not use the Panama Canal, although the new route would mean a saving of about 900 miles compared with the passage via Magellan. The reason advanced is that the extra cost of refrigeration, owing to the longer time the steamers would be in the "hot water" zone, coupled with the canal dues and the time spent in passing through the canal, would more than absorb any saving in mileage.

A report was received by the marine department of the San Francisco Chamber of Commerce that the Norwegian freighter "Cuzco," which has been grounded at Marrowstone Point, was floated with the assistance of the United States revenue cutter "Arcata," and arrived at Seattle on September 3. The "Cuzco," which came from the West Coast of South America with a general cargo of South American merchandise, including a quantity of maize, will load lumber and flour for West Coast ports.

The first off-shore lumber fixtures to be reported since the outbreak of the European war are announced in the recent issue of the weekly freight circular of the Shipowners' Association of the Pacific Coast. They are the schooner "Ariel," Grays Harbor to Brisbane at 42s. 6d., and the Schooner "Fearless," Gray's Harbor to Suva and Levuka, on private terms. Coastwise lumber rates are fluctuating, says the circular. The rates to this port from northern points are as follows: From Mendocino ports and Humboldt Bay, $2.75; from Coos Bay, $3; from Gray's Harbor, Willapa Harbor, Columbia River and Puget Sound, $3.25.

Flying the Panama-Pacific Exposition flag the American-Hawaiian freighter "Arizonan," the first vessel to arrive at the Golden Gate from the Atlantic by way of the Panama Canal, steamed into San Francisco Bay on August 29. The "Arizonan" made the trip from Norfolk to San Francisco in twenty-five days and was fourteen days from Cristobal, the Atlantic terminal of the big ditch, to the Golden Gate. Captain Patterson reported a pleasant and uneventful voyage. The "Arizonan" was locked through the Canal with the "Missourian," which also arrived at San Francisco during the past week. The "Arizonan" brought 12,000 tons of coal for the Government.

The steam-schooner "Scotia" went ashore about 15 miles north of Port Harford in the night of August 27-28. According to members of the crew, the "Scotia," which was en route from San Pedro for San Francisco in ballast, drove ashore in a dense fog. As soon as it was seen that little could be done to save the old craft an attempt was made to make a landing somewhere along the beach and notify the owners of the disaster. The small boat headed for Port Harford, but because of the heavy surf which pounded on the beach it was found impracticable to attempt a landing. The night had been passed in the boat, when the steamer "Arizonan" was sighted and the mate stood off to intercept her. Captain Bergmark, Chief Engineer Harry Raymond and several other members of the crew came ashore later in the day. The "Scotia" was built at San Francisco in 1888 and was owned by J. R. Hanify & Company. Her gross tonnage was 181.

Ernest de Koven Leffingwell, the Arctic explorer who has been engaged in scientific studies west of the Mackenzie River, is on the steam whaler "Jeanette," which left Point Barrow for San Francisco August 21. Captain Otto Nahmens, former member of the Canadian Arctic expedition, is also a passenger on the "Jeanette." Leffingwell and Captain Nahmens reached Point Barrow in a dory from Flaxman Island, making the journey in thirty-nine days. Captain Lane of the gasoline schooner "Polar Bear," which was frozen in the ice last winter, arrived at Point Barrow from Herschell Island August 25 and reported having caught eight bowhead whales. The whaler "Herman," Captain Pederson, was on the whaling grounds at Bailey Island when the "Polar Bear" turned west. Sprague Brooks, the Harvard ornithologist, who has been with the Stefannson expedition during the summer, arrived at Point Barrow from Demarkation Point on the schooner "Anna Olga," and transferred to the revenue cutter "Bear." Captain John Backland, with the four-masted schooner Holmes, went aground at Sea Horse Island, near Point Barrow, but was pulled off by the "Bear" and reached Point Barrow August 25. The crew of the "Transit," Captain Backland's fine schooner that was crushed by the ice last fall, were waiting for him.

The first contingent of the returning fleet of salmon packets has arrived at San Francisco and from now on the vessels will be making the home shores of the Golden Gate daily. The first salmon vessel to reach here was the schooner "Premier," Captain Larsen, which arrived on September 3, twenty-eight days from Naknek, with 2197 barrels of salmon to the Alaska Packers' Association. She was followed by the ship "Star of Lapland," Captain Thompson, seventeen days from Naknek with the banner cargo of the season, 121,984 cases; and the ship "Indiana," Captain Thompson, twenty-four days from Nushagak, with 55,000 cases. The vessels also brought home a small quota of cannery hands, but the main body of workers will arrive by the later vessels, which are already under way south. According to reports the season just closed has been satisfactory at most of the canneries and the pack is equal to the record packs of past years. On account of the demand for salmon in England and Europe, the Alaska Packers' Association is using every means to save time in getting the fleet in from sea. As soon as the vessels are reported towboats are dispatched to bring them into the harbor without delay and the work of discharging will progress with more than customary rapidity. Canned salmon, it is reported, will form the bulk of the cargoes to be dispatched from here to Europe and England during the next few months both in American and foreign ships.

DECKHANDS FOR STATE SERVICE.

The California State Civil Service Commission announces that applications for employment as Deckhands in the service of the State will be received at the office of the Commission, State Capitol, Sacramento, on or before September 19, 1914. The State employs Deckhands in connection with the Board of State Harbor Commissioners in San Francisco, at a salary of $80 per month. There are now five vacancies to be filled.

Candidates must have had at least one year's experience in some kind of employment connected with shipping within the last five years, and must be able to row a boat, go aloft, swim and splice lines in order to qualify for this examination.

Further information and application blanks may be secured from the State Civil Service Commission, State Capitol, Sacramento.

Applications must be properly executed and filed with the Commission on or before September 19, 1914.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

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(Continued on Page 11.)

Coast Seamen's Journal

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BY THE

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, SEPTEMBER 9, 1914.

HUMPHREY PLEADS FOR THE JAPS!

The Honorable William E. Humphrey of Washington, known to most of his constituents as "Chinese" Humphrey, and retaining his seat in the House of Representatives against the expressed wishes of more than two-thirds of the voters in his district, has again delivered an oration upon the Seamen's bill.

When the opportunity presented itself, during the debate upon the Seamen's bill, the Chinese lover from Washington simply could not resist the temptation to take another slam at the thousands of native and naturalized American seamen who have made the fight for freedom of seamen and greater safety of life at sea. Then, after grossly libeling the white men who earn their livelihood on American ships, he proceeded to eulogize his Asiatic pets and predicted that Japan would declare war within thirty days—if the Seamen's bill were placed upon the statute books and enforced.

"Chinese" Humphrey's heart bleeds for all Asiatics. He does not specialize upon Chinese. Here are his own words with reference to the Japs:

> I think we have not always shown that proud and sensitive people the consideration and courtesy that we should. I do not believe Japan wants war with this Nation; but I do not delude myself by believing that they would not declare war if they thought they had sufficient provocation. This bill is in violation of our treaties; it is in violation of the spirit of fairness and friendship we owe to other nations. I say to this House to-day that if you place this law upon the statute books and attempt to enforce it we will have war with Japan inside of thirty days. Certainly the other nations of the world will look upon us with suspicion if we enact such legislation just now. I have too much confidence in the President of the United States and in his intelligence and patriotism to believe that he will ever sign this bill or attempt to enforce its provisions at this most inopportune time. I believe that when it goes to him he will have the patriotism and courage that President Taft had when a similar bill came to him, and that he will refuse to sign it.

It is fortunate, indeed, that "Chinese" Humphrey does not voice the sentiments of President Wilson.

Tainted patriotism of the Humphrey variety received its quietus when the Taft forces were so overwhelmingly repudiated by the electorate of the country in 1912.

The fact that the House, after listening to Humphrey's whine, passed the substitute Seamen's bill by unanimous vote would seem to indicate that the statesman from Seattle does not control many votes—not even his own!

THE SUBSTITUTE SEAMEN'S BILL.

Copies of the amended Seamen's bill are at hand and it appears that the differences between the La Follette bill and the House substitute are quite far-reaching.

The two bills are alike in so far as they repeal statutes and provide a means of abrogating or amending treaties under which American seamen are arrested, detained, and surrendered back to their vessels under treaties with foreign nations, and under which the United States arrests, detains and delivers to their vessels any foreign seamen who may desert—that is, violate their contract to labor—within the jurisdiction of the United States. They are further alike in this, that the seamen on foreign vessels in American ports and American seamen in foreign ports have a right to demand and receive one-half of the wages earned, excepting in this, that the La Follette bill provides that the money shall be paid within two days after demand therefor in any port where a vessel loads and discharges cargo; while the substitute has no such provision, but provides that such demand may not be made oftener than every sixth day. Hence the substitute may be so construed that half pay may be withheld until the vessel is about to leave, thus leaving no time to have the right enforced.

The Senate bill provides for the absolute prohibition against payment of advance or allotment to original creditor, and makes it applicable to all vessels within the jurisdiction of the United States. The substitute adds the following proviso:

> Provided, that treaties in force between the United States and foreign nations do not conflict therewith.

If the conferees do not eliminate this proviso it will permit some merchant vessels to pay advance in ports of the United States, while it will be prohibited to American vessels and to some foreign vessels, and the vessels who have this right will always be able to obtain cheaper crews than those who have not. It is a special privilege conferred upon some nations' vessels that will work to the disadvantage of other nations' vessels, including American vessels, and it is a serious and crying evil, under which the seamen have too long suffered and under which the crimping system has flourished. To strike it out means equalizing the condition to all vessels and to wipe out the crimping system, in so far as American ports are concerned.

Section 2 of the substitute deals with the hours of labor and working conditions, both at sea and in port. The exemption of bays or sounds will, unless modified or stricken out, permit the undermanning and overworking of a large number of vessels trading along the coast. Bays and sounds are indefinite terms. A bay may be nearly sheltered or wide open to the ocean. It may be small or large. One need but look at the map of the United States to realize that this expression should be stricken out. It was evidently put in to preserve the present working conditions in those places, but the present working conditions has been responsible in the past for such disasters as the "General Slocum," the "Monroe," and others.

The La Follette bill provides there shall be no unnecessary work on Sundays or legal holidays. The committee substitute provides specific days as holidays, leaving out very many State holidays. This will cause friction that might much better be avoided by permitting to the men the enjoyment of such holidays as shall be celebrated in ports of the United States where the vessel happens to be at the time.

Section 13 of the substitute corresponds to Section 12 of the La Follette bill. In dealing with individual efficiency, the difference between the two does not seem material. But in the matter of safety the difference is great.

The La Follette bill provides lifeboats for all and two able-seamen or men of higher rating for each lifeboat. The substitute leaves this matter out of Section 13 and introduces a Section 14 in which it seems to deal with vessels of the United States. And then it goes on to determine what is a seaworthy lifeboat, what is a proper pontoon-raft, the number of boats that are to be carried, the number of rafts that are to be carried, specifying the waters, and treating the open sea differently within the twenty-mile limit than outside of the twenty-mile limit, permitting vessels within the twenty-mile limit a certain time of the year; that is, from May 15 to September 15, to run with 30 per cent. of its passengers and crew without either boats or rafts. For the same period it provides 20 per cent. of boats, 30 per cent. of rafts, and 50 per cent. of the passengers to be without either means of safety on the Lakes. And this in spite of the experience of the "Monroe," the "Empress of Ireland," and the tremendous losses of human life on the Lakes within the last five years.

In place of two able-seamen or men of higher rating for each boat, there is a provision for what is called "Certificated lifeboat men." This is an innovation on shipboard, so radical and fraught with such consequences, both from the point of view of safety and of discipline. The preparation and training of the certificated lifeboat men is such that the qualifications may be attained after a week's training in smooth water drilling with an empty boat, obviously an ineffective preparation for the most difficult and most important of the work that a seaman has to perform, namely, the saving of human life in case of disaster.

The substitute provides that "a licensed officer or able-seaman" is to be placed in charge of every boat or raft. This means that an engineer will be placed in charge of a lifeboat. There is nothing in his work that prepares him for this. It will be done over his protest and to the serious endangering of human life. It should read, "a licensed deck officer or able-seaman." There surely ought at least to be one man in the boat who is accustomed to the sea and knows enough about it to work with it for the safety of himself and those who are in the boat with him.

The Senate has already refused to concur in the House amendments, and a conference committee is now wrestling with the two measures, trying to evolve something that will satisfy both the Senate and the House. So it yet remains to be seen whether safety or dividends will conquer!

Demand the union label upon all purchases!

KAISERISM VS. CZARISM.

The current issue of our esteemed contemporary, "The Seaman" of London, has a red-hot editorial leader in which it expresses the opinion "that Germany has deliberately provoked the unjust war" and calls upon all members of the British Seamen's Union "to help assist the government to the utmost of their power."

For some time past "The Seaman" has devoted a great deal of space to combat the steady advance of Asiatics on British ships. But in the war issue there is not a word upon that rather delicate subject. With the outbreak of the war, "The Seaman's" slogan has suddenly been changed. It used to be "Asiatics must go," but now it is "Kaiserism must go"! The Lascar and the Jap are evidently no longer dreaded. For years they were referred to as wage-crushers, but now they are honored (?) allies.

Think it over, brother editor of "The Seaman," and read and digest the following from the pen of your fellow-worker who edits the London "Labor Leader," under date of August 20:

There is still no popular enthusiasm for the war. From all over the country we receive reports denoting an entire absence of Jingoism. The people regard the conflict not as a holy crusade, but as a hellish calamity. They may think it inevitable, perhaps, they certainly think its issues beyond their understanding and control, but they have no mind for flag-waving and boastful shouting—they are dumb with the horror of the thing. The temper of the public is an encouraging and reassuring sign. It may be that British victories on land and sea will arouse temporary enthusiasm, but deep down in the hearts of the people is a realization of the horror of war such as there has never been before, and, when the black night of fratricide has passed and the dawn of fraternity has come, that realization will, we believe, have grown into a determination to sweep into oblivion the scheming chancelleries of Europe, with all their suspicion-breeding ramifications, and to establish in their place a permanent federation of interdependent states.

This is the kind of stuff we like to quote, but it is so different from the "call to arms" which appeared in "The Seaman."

It is all very well to wax patriotic and declare that "Kaiserism must go." But how about the Yellow Peril, and how about "Czarism"?

LABOR DAY REVERIE.

BY SAMUEL GOMPERS.

One day of the year is set apart as the day of the workers of America. That day was made possible and given significance by the labor movement. No other force in all the world has done more to bring hope and betterment to the victims of power.

Look down the ages. Wherever there was oppression of those who toiled with their hands there was the labor movement. Down the ages marched the millions who bore the burdens, yet who were denied opportunity and who suffered injustice. But they marched steadily onward and upward—they marched out of bondage into the realm of freedom.

The meaning of every movement is its ideals. Not every close range view of the movement will show whither it tends or what it means. But the sweep and the scope of this movement as it surges irresistibly through the ages reveal its ideals and show what it has been worth to human beings. Steadily the movement has freed them from the power of the masters and has brought more and more freedom into the lives of the people. For freedom must start within the individual and proceed outward. It must first be in the hearts and minds of individuals and then it can be manifest in their deeds and relations to each other.

The purpose of the movement is the great ideal sought by all the seers. The methods by which the ideal is to be made real are practical and material. By organization the workers secured definite and shorter workdays. The gain sounds very commonplace, but when translated in terms of human lives its purpose becomes one with the vision of greater human freedom and opportunity. Increased wages mean increased opportunities to live. The stomach must be satisfied before the mind can grapple with problems of work or reach out after the ideal. Every new agreement that provides for better physical protection of our people makes possible greater ideal development and a more able and resourceful nation.

Progress for the working people has come from organization. The unions have been the schools of the common people. They have taught them their rights, pointed out their possibilities, and shown them that they hold their future in their own hands. The unions have been the enemies of things as they are, the champions of things as they may be.

The extension of the labor movement through organization means better living for the numbers now deprived of their rights and opportunities. The unions carry cheer and comfort into the dark places where the workers are seemingly hopeless. They go to those whose very bones are weary with much labor and whose minds are made numb and dumb with the struggle for daily existence. The unions gather such into their folds, make of them independent, free creatures with hope. As the unions increase in number and in strength, their possibilities for further helpfulness to greater numbers of the heavily oppressed increase in proportion. This Labor Day, 1914, finds the trade-union movement stronger than ever before. It finds the trade-union movement making new and more successful attempts to organize those who have never been organized—the wage-earning women and the unskilled workers. As the work of the federated unions becomes greater, its successes become greater and of greater consequence to all humanity.

We have done much, but the future looms big with opportunity and duty. The welfare and the hope of the people are bound up with the manner in which we shall deal with the possibilities that lie in our hands. Let us acquit ourselves as men and women worthy of the rights and freedom that we inherit from the past and mindful of the ideals entrusted to our safekeeping; let us carry on the great work of human freedom during the years to come. We are charged with the responsibility of forming more and greater unions, for they are the agents of justice. Organization results in free, better-paid workers, able and capable to order their own lives. It protects the lives and insures the welfare of the men, women and children of our time, and makes brighter and better days for the countless millions yet unborn.

Labor Day at San Francisco was celebrated with an impressive ceremony. In addition to the splendid program at the Stadium in Golden Gate Park, several thousand unionists gathered at the new Labor Temple, on Sixteenth and Capp streets, to witness the laying of the corner-stone. Governor Johnson of California was the orator of the day.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Sept. 7, 1914.

Owing to the postponement of the regular meeting on account of Labor Day, a synopsis of the minutes of the regular meeting held on Tuesday, September 8, will be published in next week's issue.

JOHN H. TENNISON, Secretary pro tem.

Maritime Building, 59 Clay St. Phone Kearny 2228.

Victoria, B. C., Aug. 31, 1914.

No meeting. Shipping fair; prospects uncertain.

R. TOWNSEND, Agent.

518 Yates St.

Vancouver, B. C., Aug. 31, 1914.

No meeting. Shipping fair; prospects uncertain.

W. S. BURNS, Agent.

213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Aug. 31, 1914.

No meeting. Shipping dull; prospects uncertain.

H. L. PETTERSON, Agent.

2218 North 30th St. Tel. Main 808.

Seattle Agency, Aug. 31, 1914.

Shipping and prospects poor.

P. B. GILL, Agent.

84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Aug. 31, 1914.

Shipping fair; prospects uncertain.

J. PEARSON, Agent.

P. O. Box 6. Tel. Main 557.

Portland Agency, Aug. 31, 1914.

Shipping and prospects poor.

G. A. SVENSON, Agent.

P. O. Box 2100. 44 Union Ave. North. Tel. East 4912.

Eureka Agency, Aug. 31, 1914.

No meeting. Shipping and prospects poor.

JOHN ANDERSON, Agent.

227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, Aug. 31, 1914.

Shipping slack; prospects uncertain.

HARRY OHLSEN, Agent.

128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Aug. 24, 1914.

No meeting. Shipping and prospects poor.

JACK EDWARDSON, Agent.

P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Sept. 3, 1914.

The regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported fair for waiters, for cooks very slack. The full Shipwreck Benefit was ordered paid to sixteen members wrecked on the S. S. "Admiral Sampson."

EUGENE STEIDLE, Secretary.

42 Market St. Phone Kearny 5955.

Seattle Agency, Aug. 27, 1914.

Shipping quiet; plenty of men ashore.

LEONARD NORKGAUER, Agent.

Pier No. 1, Room 63. P. O. Box No. 214. Phone Main 2233.

San Pedro Agency, Aug. 27, 1914.

No meeting. Shipping very slow; few men ashore.

HARRY POTHOFF, Agent.

P. O. Box 54.

Portland Agency, Aug. 31, 1914

Shipping quiet.

THOMAS BAKER, Agent.

27½ Second St., Bickle Bldg., Room 10. Phone Main 9731.

DIED.

Carl Marquard, No. 1103, a native of Germany, age 39, drowned in the wreck of the steamer "Admiral Sampson," in Puget Sound, August 26, 1914.

REVISING NAVIGATING LAWS.

Recommendations for a thorough revision of the navigation laws of the United States have been placed before a special committee of twelve appointed at a recent session of the grain shipping conference, of which Seth Low of New York is chairman. The recommendations were discussed at some length, during which it was shown that New York and interests from the Pacific Coast were not in strict agreement. In the main, however, the tentative plans for the revision of the navigation laws were approved and the subcommittee recommended to continue its work by preparing a bill for Congress.

The sub-committee working on this revision is composed of J. A. Farrell, P. A. S. Franklin, Bernard N. Baker and Robert Dollar. Chairman Low said that he expected to call his committee together again, possibly the latter part of this week or the first of next, at which time it is hoped to have a more comprehensive measure to place before it on the question of revising the navigation laws.

The report made by the sub-committee was as follows:

After we have permission to import foreign-built ships and give them the American flag the next and all-important consideration is that we must have our laws amended and changed so as to permit us to successfully operate our ships in the foreign trade in competition with those of all nations. The American shipowner asks no advantage of any kind or description over foreign competitors, but we must be put on a fair competitive basis; therefore the following changes are essential and necessary:

1. Page 30 of navigation laws:

   The measurement to be changed to conform to the standard of Great Britain, so that the American ships will have the same measure.

2. Page 54, section 62, of the navigation laws:

   Any officer serving on foreign ships that will be transferred to the American register shall be entitled to serve in a like capacity for one year. At the expiration of one year, if he shall have declared his intention of becoming an American citizen, then on examination he can get American papers.

3. Apprentices:

   Any ship carrying American boys as apprentices should have a rebate from her tonnage dues amounting to fifty dollars a year for every apprentice carried.

   Note.—A foreigner can become a citizen and get a license in one year. A native born boy will have to serve from three to four years before he can get a license.

4. Safety of life at sea:

   Page 116, of navigation laws, fusible plugs. Inasmuch as these are not required or used by the ships of any other nation, these should be abandoned.

   Page 118, section 128, of navigation laws: In importing ships it will be impossible to have the plates stamped previous to the construction of the boiler; therefore, this should be modified so as to accept stamping and certificate of the nation under whose supervision the boilers are built; in other words, the steamer as she stands with her country's certificate shall be accepted.

   Page 119, section 131, of navigation laws: Our law provides that once a year there shall be applied a hydrostatic pressure equal to one and one-half the steam pressure. Except Canada, this is not required by any other nation; therefore, this should be given up except in the case where the inspector thinks the boiler from any cause has been weakened.

   Note.—The well-known partiality of the Steamboat Inspectors towards the shipowners is full reason for this inspection of boilers to be continued.

5. Page 123, section 139, of navigation laws:

   All steel ships should have the bulkheads run from the tank up to the main or weather deck. All such vessels should have a watertight double bottom. No vessel that will be built hereafter to carry passengers shall be permitted to do so without having double bottom.

   Note.—The double bottom should run up to the load line at least, and there should also be longitudinal bulkheads in every ship carrying passengers.

6. Page 132, section 139, of navigation laws:

   Vessels not permitted to carry passengers, or those having a passenger certificate for a limited number, should be allowed to carry workmen from one place to another in the United States, where they will be required to handle cargo or while doing repair work on the ship.

   Note.—Provided there are berths and lifesaving apparatus enough for all there would be no objection, but the usual custom on the Pacific Coast has been to herd those men like cattle on the deck or in the hold of the vessel, with not enough lifeboats or life preservers on the ship.

   Page 134, section 140, of navigation laws: The law at present is that when a ship's inspection certificates expire she must stop at the United States port that she is in, even if there are not any inspectors there, but have to come from a distance. All vessels should be permitted to go to their home port for inspection, provided that the time occupied does not exceed fifteen days; owners then are able to look after and superintend the repairs, which generally can be done cheaper and quicker at the home port than at other places.

7. Page 136, section 141 of navigation laws:

   This provides that the licensed officers must point out all the defects and imperfections known to them, in the hull, equipment and boilers. This should read that on the arrival at any port they shall immediately communicate with the owners and report any defects or imperfections in the ship as well as to report to the inspectors.

   Note.—And if they report too often the owners would be in a position to get them out of the ship.

8. Page 136, section 141:

   After the licensed officer has signed articles he should be compelled to proceed with the ship unless through sickness or some reasonable cause.

   Note.—There is a bill in Congress at present introduced by the licensed officers to that effect, and the shipowners fighting this particular clause.

9. Page 166, section 183, of the navigation laws:

   This section provides that it will be illegal for any person to board a ship until she is completely moored, without permission of the master. This should read that no person should be allowed to board a ship at anchorage or dock or any place where she is, without first having obtained the permission of the master or the officer in charge. The penalty provided for in this section should remain.

   Note.—This is simply a slap at the Agents of Officers' Associations and the Union agents.

   Pages 118 and 119, section 129 of navigation laws, revised edition, April 5, 1913: This provides that the local inspectors shall designate the number of officers and engineers' crew that are necessary for the safe navigation of the ship. On American ships they have been putting on considerably more men, especially in the engine-room, than are carried by foreign ships. The number of men that they should put on, should be limited to the same number all similar foreign ships are permanently carrying.

   Note.—Machinery in modern vessels is continually being increased, and in most foreign vessels they carry engineers for the deck machinery and for auxiliary machinery. This they do not do in American vessels, therefore the engine-room crew must be larger. Most of the inspectors are for years in their positions and do not know anything of how many men are required for the safe navigation of the vessels in a modern vessel.

10. On page 2 of the revised statutes, which require that all ships of a thousand tons or over shall carry three mates. This should be changed to read three thousand tons.

    Note.—This section requires three mates only if the ship's run is over 500 miles from the port of departure to the port of destination, and should read all vessels where the run exceeds over 500 miles should carry three mates and on runs of over a thousand miles they should carry four mates.

11. A temporary Register.

    Rules and regulations should be laid down so that, as in the present crisis caused by the European war, a ship should be able to obtain the American flag without any delay while in a foreign port to bring her temporarily to this country.

    Note.—This is too ridiculous a request to waste any answer to it.

12. A continuous discharge certificate book should be carried by all men in the merchant marine service, which is a certificate of character and efficiency, showing on what ships the man has served and the time. This is essential, as it will make it easier to get efficient and competent men.

    Note.—The same kind of book should also be carried by the shipowners, open to the employees; this is also essential, as it will inform the employees whom it is advisable to work for and whom it is not.

    It does not seem creditable to any man with common sense that the shipowners should wish to put all kinds of restrictions on the officers and crews of their vessels, and wish to keep them down to the level of a slave, hedged in by laws that have been in vogue 100 years ago, yet those same men are intrusted by the shipowners and expected to take good care of millions' worth of property and hundreds of lives, and when an accident occurs, to be the last to leave the vessel and sacrifice their lives in the interests of the public and for the benefit of those same shipowners.

13. Where licensed officers and engineers combine to compel us to put more men on board of the ship than the ship li-

cense calls for, some drastic measures should be taken to deal with licenses.

Note.—Where the shipowners compel their officers and men to sleep in dog holes and give them the choice between breaking the United States law, or being summarily discharged there should also be some drastic measures taken.

W. T. DUERRBECK,
Secretary Masters, Mates and Pilots of the Pacific.

A REAL LIFEBOAT.

On some sixty vessels flying the flags of Norway and the United States, there is installed a type of lifeboat which uniquely meets the ideal requirements. The boat is the invention of Captain Ole Brude, an experienced mariner. The Brude boat is built of steel with a deep double bottom in which can be carried both drinking water and water ballast; it is equipped with a lowering center-board to facilitate sailing, and is globular in shape by which it is possible to protect the passengers from the sea and the weather. Because of its form, method of construction, and heavy wooden guard, the boat is exceptionally strong. It is noncapsizable, virtually non-sinkable, and, with persons inside, has been dropped without harm from a height of nearly forty feet. When the two circular hatches are closed, the boat, pro tem., is as snug as a submarine. A boat of this type is in fact a lifeboat and liferaft combined, and has an inside seating capacity for thirty persons, but can carry and support forty-five more outside. A boat of this type crossed the Atlantic in midwinter a few years ago under sail, and weathered several severe gales on the journey. The four men aboard of her suffered no inconvenience despite the bitter weather. It was the successful conclusion of this convincing practical test that gave the Brude boat its first recognition. This is the character of lifeboat that should be generally provided for all ocean-going steamers, as it is a lifeboat in the fullest sense of the term.—Scientific American.

LAND STILL UNTILLED.

If all the arable land of the United States which is not under plow could be put into one huge farm it would cover all of the United States east of the Missouri and Mississippi Rivers, says Leslie's Weekly. According to statistics which have been compiled by the Department of Agriculture this vast acreage of land that should be used but is not, totals 832,000,000 acres, which is equivalent to the combined area of the States of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Maryland, Delaware, Virginia, West Virginia, North Carolina, South Carolina, Georgia, Florida, Alabama, Mississippi, Tennessee, Kentucky, Ohio, Indiana, Illinois, Michigan, Wisconsin, Iowa, Minnesota, North Dakota, South Dakota and Montana. This gives a striking account of the vast territory which still can be used to feed the hungry millions, not only of the United States, but also of the world. In other words, for every 100 acres that are now tilled, about 375 may be put into crops when the country is fully developed.

An extensive deposit of asphalt of high quality has been discovered in the Philippines.

DOINGS OF ELECTRICITY.

Transatlantic telephony is promised for the near future.

A new motor-driven lifeboat is fitted with a wireless outfit.

Minneapolis is planning an electrical and household show.

Electricity is superseding all other forms of power in mining work.

The electric cigar lighter has been adapted for the automobile.

There are said to be 37,000 electrical vehicles in use in the United States.

Floor finishing and polishing machines are now driven by electric power.

Engineers estimate the available water power of Oregon as more than 13,000,000 horsepower.

Electric vehicles are now being used on the streets of London for sprinkling and sweeping.

The Panama Canal is lighted along its entire length with electricity, for lighthouses, buoys, etc.

Each year a million dollars' worth of horses die in New York City. Their value would buy 1000 electric trucks.

Jersey City has a new "white way" which was opened April 1 consisting of 67 ornamental arc lamps.

The Canadian Pacific will electrify the five-mile tunnel now being bored through the Selkirk Mountains, near Rogers Pass, B. C.

The first Chinese daily newspaper in New York City has made its initial appearance and is printed entirely by electric power.

An electric machine has been perfected to count and wrap coins, of different denominations, in suitable packages for ease in handling.

Many new types of electric heaters designed to heat the water in the cooling radiators of gasoline automobiles have been recently patented.

Another steam railroad is being electrified in Japan. Twelve electric locomotives will be used to haul the trains over the mountain railroad at Usui-Tage.

There has just been issued by the British Government a return of shipping casualties and loss of life for the year ending June 30, 1913, which deals with Merchant Shipping 1912-13. It appears from the tables that for the year 1912-13 the number of vessels registered in the United Kingdom which were totally lost at sea was 169 (including 10 missing vessels), with a net tonnage of 128,865 tons, and that during the last twenty years the yearly average number has been 235 (including 23 missing vessels), with a net tonnage of 148,834 tons. The figures relating to loss of life include the lives lost not only through the total losses of vessels, but also through sea casualties of all other kinds to merchant trading vessels registered in the United Kingdom. For 1912-13 the numbers of lives lost were 361 crew (including lascars) and 61 passengers. During the last twenty years the yearly average numbers have been 714 crew (lascars included) and 209 passengers. The average death rate among seamen employed at sea (excluding lascars) from all causes, including disease, for the year 1912-13 was 4.2 per thousand.

Peru will be given an aviation school by private subscription to a government fund.

NOTICE TO SEAMEN.

IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships. Fraternally yours,

LAKE SEAMEN'S UNION,
V. A. OLANDER, Secretary.

LAKE DISTRICT, I. S. U. of A.

HEADQUARTERS:

LAKE SEAMEN'S UNION

570 West Lake Street, Chicago, Ill.

BRANCHES AND AGENCIES:

BUFFALO, N. Y.....55 Main Street
Telephone Seneca 936 R.
CLEVELAND, O.....1401 W. Ninth Street
Telephone Bell Main 1842.
MILWAUKEE, WIS.....133 Clinton Street
Telephone South 240.
ASHTABULA, O.....21 High Street
Telephone 552.
NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.
DETROIT, MICH.....7 Woodbridge Street, East
Telephone 3724.
SUPERIOR, WIS.....1721 N. Third Street
Telephone, New, Broad 385.
BAY CITY, MICH.....108 Fifth Avenue
OGDENSBURG, N. Y.....70 Isabella Street
CONNEAUT, O.....922 Day Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue
PORT HURON, MICH.....517 Water Street
ERIE, PA.....107 E. Third Street

MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

HEADQUARTERS:

71 Main Street, Buffalo, N. Y.

Telephone Seneca 48.

BRANCHES:

CLEVELAND, O.....1185 W. Eleventh Street
CHICAGO, ILL.....445 LaSalle Avenue
MILWAUKEE, WIS.....151 Reed Street
DETROIT, MICH.....27 Jefferson Ave., East
SUPERIOR, WIS.....1814 Fourth Street
OGDENSBURG, N. Y.....70 Isabella Street
BAY CITY, MICH.....108 Fifth Avenue

MARINE COOKS AND STEWARDS' UNION.

HEADQUARTERS:

55 Main St., Buffalo, N. Y.

Telephone Seneca 2295.

BRANCHES:

CLEVELAND, O.....1401 W. Ninth Street
MILWAUKEE, WIS.....151 Reed Street
CHICAGO, ILL.....314 N. Clark Street
ASHTABULA, O.....74 Bridge Street
TOLEDO, O.....54 Main street
DETROIT, MICH.....7 East Woodbridge Street
PORT HURON, MICH.....517 Water Street
CONNEAUT, O.....922 Day Street
OGDENSBURG, N. Y.....70 Isabella Street
NORTH TONAWANDA, N. Y.....152 Main Street
SUPERIOR, WIS.....1721 N. Third Street
BAY CITY, MICH.....108 Fifth Avenue
ERIE, PA.....107 E. Third Street
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue

UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

RELIEF STATIONS:

Ashland, Wis.	Ogdensburg, N. Y.
Ashtabula Harbor, O.	Oswego, N. Y.
Buffalo, N. Y.	Port Huron, Mich.
Duluth, Minn.	Manitowoc, Wis.
Escanaba, Mich.	Marquette, Mich.
Grand Haven, Mich.	Milwaukee, Wis.
Green Bay, Mich.	Saginaw, Mich.
Houghton, Mich.	Sandusky, O.
Ludington, Mich.	Sault Ste. Marie, Mich.
Manistee, Mich.	Sheboygan, Wis.
Erie, Pa.	Superior, Wis.
Menominee, Mich.	Toledo, O.

CONGRESS DEBATES SEAMEN'S BILL.

(Continued from Page 2.)

sible for great companies operating as private corporations not only to carry passengers at a cheaper rate than they now charge but to provide for every essential thing necessary to protect the public and passengers who are compelled to travel upon the seas. I believe that the rates have been excessive, and that the safety provisions have been inadequate under the private ownership of these great steamship companies, solely as a result of greed, and not as a matter of construction or intelligent operation.

Therefore I welcome the opportunity brought upon us by the war abroad of having our Government as a government undertake the public service of transportation, and undertake it under such conditions as will make a demonstration that the great private-ownership carriers upon the sea, as upon the land, have been exploiting the public as a result of greed, without regard to necessity, and with scant respect for the ordinary rights of man. [Applause.]

Minority Leader Favors Bill.

Mr. Mann, of Illinois: Mr. Speaker, I shall vote for the bill which is now before the House, and I want to congratulate the gentleman from Missouri [Mr. Alexander], chairman of the committee, and the gentleman from Massachusetts [Mr. Greene], the ranking Republican on the committee, as well as the rest of the committee, on bringing before the House a bill unanimously agreed upon.

In the last Congress the House passed the seamen's bill after a long discussion, and with a good many amendments. I supported the bill at that time, as most of the other members did. It went to the Senate, and the Senate passed the bill in the very last days of the Congress. President Taft gave it a pocket veto. Possibly what is now occurring is a justification of what President Taft did in declining to sign the bill, because the present bill is very different from the former bill. I supported both of them. I supported the bill in the last Congress with more knowledge of what it contained than I have as to the present bill. I do not profess to be qualified to judge of the technic of seamanship or the technic of the requirements of vessels at sea; but I can see that in this measure there is an enlarged liberty to the seamen, whatever effect it may have upon the shipowners.

There is one thing in this bill which I regret has to be in it at this particular time. That is the requirement that this Nation shall cancel or give notice of the end of its treaties relating to foreign ships at our shores. The one thing that concerns me more than all the rest today is the desire to keep the United States at peace with the world. [Applause.] Very likely these treaties ought to be canceled. I do not deny that. I do not know; but I fear that nations abroad, who will look askance upon the growth of business in this country at the expense of foreign countries in dealing in the foreign trade, will think this bill is passed now with this provision in it because we think they are not now able to protect themselves, and that they will have a very strong feeling against us for that reason.

If we keep our heads, if we keep cool, if we do not become hysterical, if we keep nonpartisan in the war that is now occurring, the prosperity of the world will largely fall into our laps. The civilization of the world depends on the attitude which the United States of America takes in the present contest, and we must preserve our temper and preserve the civilization which is coming down to us. [Applause.]

Mr. Buchanan, of Illinois: Mr. Speaker, we should keep in mind that the purposes of this legislation are to secure the freedom of seamen, to secure safety at sea for the traveling public, and to promote the American merchant marine by equalizing the cost of operation of American and foreign ships trading from and to American ports. The question has been fairly well presented, and it will be impossible for me to say all that I could say as to the importance of this legislation. In passing I want to say, however, that within the next hour I hope, if some one does not make the point of order of no quorum, that this bill will have passed the House, and when it has, then organized labor's grievances, presented to Congress and the President in 1907, will be wiped off the slate, and I desire to thank the House of Congress for their favorable consideration of remedial legislation directly affecting labor.

"Chinese" Humphrey Answered.

It has been said here by some that the abrogation or amendment of treaties due to the passage of this bill may complicate us with foreign nations. It has been said by the gentleman from Washington [Mr. Humphrey] that Japan is going to become aggrieved,* and we will probably come into conflict with her. It seems to me that neither Japan nor any other nation would be justified in complaining when we pass legislation that equalizes conditions under which ships from all nations operate trading to and from American ports.

In regard to complications with other nations it is well known that organized labor sincerely desires the passage of this legislation. Organized labor has always and everywhere exercised its influence for peace and to prevent war. Organized labor does not desire legislation that will complicate this country in war with any other nation, and we believe there is no opportunity for it at this time, because legislation of this sort is going to uplift the condition of foreign workmen as well as the American seamen.

It is to be hoped that the conferees of the Senate and the House together will succeed in agreeing to a report which will finally make a practical, workable, efficient law.

The differences between the Senate bill and the committee substitute are of such nature that there is ample opportunity for an agreement such as will accomplish the purposes intended and results desired. I have confidence that the conferees will come to such understanding and agreement.

The two bills are alike in this, that they repeal statutes and provide a means of abrogating or amending treaties under which American seamen are arrested, detained, and surrendered back to their vessels under treaties with foreign nations, and under which the United States arrests, detains, and delivers to their vessels any foreign seaman who may desert; that is, violate their contract to labor within the jurisdiction of the United States. They are further alike in this, that the seamen on foreign vessels in American ports and American seamen in foreign ports have a right to demand and receive one-half of the wages earned, excepting in this, that the Senate bill provides that the money shall be paid within two days after demand therefor in any port where a vessel loads and discharges cargo, while the substitute has no such provision, but provides that such demand may not be made oftener than every sixth day. Thus the substitute may be so construed that half pay may be withheld until the vessel is about to leave, thus leaving no time to have the right enforced.

The Senate bill provides for the absolute prohibition against payment of advance or allotment to original creditor and makes it applicable to all vessels within the jurisdiction of the United States. The substitute adds the following proviso:

"Provided, That treaties in force between the United States and foreign nations do not conflict therewith."

It is to be hoped that the conferees will strike this proviso out, because it will permit some merchant vessels to pay advance in ports of the United States while it will be prohibited to American vessels and to some foreign vessels, and the vessels who have this right will always be able to obtain cheaper crews than those who have not. It is a special privilege conferred upon some nations' vessels that will work to the disadvantage of other nations' vessels, including American vessels, and it is a serious and crying evil under which the seamen have too long suffered and under which the crimping system has flourished. To strike it out means equalizing the condition to all vessels and to wipe out the crimping system in so far as American ports are concerned. . . .

California Congressman Pleads for Seamen.

Mr. Raker of California: Mr. Speaker, during the Sixty-second Congress when the Seamen's bill was before the House I then supported that measure, and have been in favor and am in favor of the Seamen's bill at this time.

I shall vote for this substitute because it agrees with the Senate bill in changing the status of the seamen from that of serfdom to freedom. Altogether too long have we maintained laws that come to us from the early Middle Ages, that are at variance with the concepts inculcated by modern education and at variance with our own fundamental law. Our own countrymen began quitting the sea more than 50 years ago, and for a long period of years we have been dependent upon European nations not only for our sailors and firemen, but also for officers to man our merchant vessels.

The same underlying cause that has discouraged seamanship here in the United States has of late years seized upon and is doing the same thing in European countries. The underlying cause is the same in all. The results flowing from it are the same, and as the white man is quitting the sea the oriental is employed already to such extent that a very large number of cargo-carrying vessels coming to our ports are manned by men from India, China, and the Malay Islands.

The breaking out of the present European war and what has taken place in our own ports indicate clearly the want of wisdom for any nation in depending upon alien races and alien nationalities in the manning of their merchant vessels. All the vessels held in our ports by the war are in one way or another seeking to get rid of such of their men as are alien in nationality and race, and this shows how unfortunate would be our own position if at any time we should be placed in a position in which we must depend upon our own people. The policy followed for nearly a hundred years has been such as to discourage both capital and labor from seeking the sea.

The ocean is free except for such combinations as are formed, and the competition will under normal conditions deliver the world's freight-carrying business into the hands of those who can do it cheapest. The indispensable condition for the participation in any over-sea commerce, therefore, is equal cost of construction, equal cost of operation. Excepting some obstructions which I expect to see removed in the conference, my opinion is that the passage of this bill will equalize the cost of operation.

* Mr. Humphrey's remarks are referred to on the editorial page of this issue.

SELF-HELP IS BEST.

"Self-help, not charity-help, is the sure foundation for sustained betterment in the condition of any person."

So says the organ of Ohio's monopolistic interests, the Journal of Commerce, in its issue of April 15.

The statement is strictly true, but would not the monopolies howl if it were actually applied? Suppose government help were withdrawn from every tariff-protected business on the ground that self-help is a surer foundation for sustained betterment than charity-help? Suppose public service corporations were told to depend on themselves and not on any government grant of franchises? The Journal of Commerce speaks for constituents who very properly want to be relieved of taxation on their personal property but very improperly want taxes reduced on their lands through taxation of the personal property of other people. They are in deadly fear lest through adoption of the Single Tax their power may be broken to get enforced charity help from the people whose industry and enterprise makes their land valuable. They object to being reduced to depending on what their own labor creates. They want to continue appropriating the labor of others. The Journal of Commerce does not intend to apply to them that self-help is the sure foundation of sustained betterment. On the contrary it throws a fit at any suggestion of any approach to application of the Single Tax. For its monopolistic constituency it construes "self-help" to be power to help itself to the earnings of others.

It is only to workingmen that the Journal of Commerce wishes its doctrine of self-help to apply. That workers should be relieved of the necessity of giving enforced help to holders of privileges is farthest from its thoughts.

About 250 German and Austrian ships are reported captured at sea or detained in port by the French, British, Russian and Belgian authorities. In Antwerp alone no less than thirty-six vessels flying the German flag were seized. These vessels vary in tonnage from 500 to 8,000, the aggregate tonnage of thirty-four steamers amounting to nearly 111,000, there being also two sailing ships in the haul. Of the steamers the Hamburg-American Line, North German Lloyd, Kosmos, and Hamburg Sud Amerika Line each contribute one, the Rickmers, Oldenburg and Roland Lines each contribute two, the Deutsche Levant and the Deutsche Australische three each, the Hansa Line four, and the Neptune Line no less than seven. Besides these six other German owners each lose one vessel. At a moderate estimate the value of these vessels, apart from their cargoes, must total at least $7,500,000.

More than 300 kinds of fish are known to produce sounds.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

By Senator Hughes.

(Continued from Page 3.)

ing class legislators. You have two classes —employers and employes. You give the employers the right to loot and plunder, and you say we do so because we know they will pass it down. As the present Secretary of State one time said, you have appointed the employers trustees, you have made them executors or administrators, but you have not asked them to give bond.

By Senator Cummins.

(Continued from Page 3.)

fusion in thought and in terms. Labor is not a commodity; it is not an article of commerce; and when the Constitution of the United States gave to Congress the authority to regulate commerce among the States, it did not give it the right to regulate labor, the disposition of the energy of the human being.

If we would begin as we ought to begin, with the understanding that the power of a human being to work, to produce something, is not a commodity or a subject of commerce, we would reach a saner and better conclusion than we have heretofore announced.

German Workers Not Shot.

Officers of the American Federation of Labor have received the following wireless from Carl Legien, secretary of the International Federation of Trades Unions, at Berlin:

"Berlin, via Sayville, N. Y., Aug. 26.

"American press apparently states German unions and Social-Democratic party are suppressed, leaders imprisoned, funds seized, Liebknecht, Frau Luxemberg and hundreds of workers summarily shot for anti-militarist demonstrations. All such news without foundation. Party and unions continue activity unhindered. All our papers appear regularly. No repressive measures have been taken against us. Equally false is news about ill-treatment of foreigners here. May this bloody conflagration end soon.

"LEGIEN."

President's Cheery Word.

In the Labor Day issue of the American Federationist, just from the press, President Wilson writes as follows to President Gompers:

"To the Editor of the American Federationist:

"I feel that I can in good conscience and with a heart full of deep confidence send a word of cheer, as you suggest, to the workers of America on this Labor Day of the interesting year 1914. No one can look about him with frank eyes, either in our beloved country or in any of the great nations of our time which have civilization in their hands, without feeling that there is a steady movement both of purpose and of action toward justice, and a fuller comprehension and realization of the essential rights and liberties of men. The movement may be slow, may at times seem distressingly and discouragingly slow, but it is unmistakable; and all that we have to do to set it forward with ever-increasing momentum is to think justly, purpose the things that are right, and be afraid of nothing except to be unfair and selfish and hasty when interests as great as the country itself are involved."

Ex-Presidents Roosevelt and Taft also contribute to this issue, which is entitled: "Labor's Triumphant March, Told in Messages of Hope and a Symposium of Achievements."

Officials of 52 national and international trade unions record advances made by their respective organizations, together with the increasing solidarity of workers and their faith in the trade union movement.

Sundry Civil Bill Signed.

With the approval by the President of the sundry civil appropriation bill, labor advances another step in its fight against classification with commodities. The sundry civil bill, it will be remembered, contains this provision in the section relating to prosecutions of trusts by the Department of Justice:

"Provided, however, That no part of this money shall be spent in the prosecution of any organization or individual for entering into any combination or agreement having in view the increasing of wages, shortening of hours or bettering the conditions of labor, or for any act done in furtherance thereof not in itself unlawful."

The section in question was originally known as the Hughes amendment, introduced in 1910 by Representative Hughes (now Senator), of New Jersey, a member of the labor group. It was adopted by the House but rejected by the Senate. When both branches refused to recede from their position, the President used his influence to "persuade" the Representatives to retract. After several conferences at the White House, he succeeded in defeating the amendment.

The A. F. of L. made the yea and nay vote on the principle of human freedom contained in that amendment the basis for its congressional campaign in 1910. The party responsible for defeating the amendment lost control of the House of Representatives. The same amendment was offered to the sundry civil appropriation bill in the next Congress, and was adopted by both houses. President Taft vetoed the bill because he opposed labor's amendment. The House refused to concur in the veto. At the next session the bill was again passed by Congress, although vigorously opposed, and was signed by President Wilson.

This year the House committee on appropriations incorporated the principle in its sundry civil bill. Representative J. Hampton Moore, of Pennsylvania, moved to strike out this provision, but was defeated by a vote of 103 to 6. Senator Sterling made the same motion in the Senate, but Senator Martin's motion to table the suggestion was carried by a vote of 41 to 17. Senator Sutherland moved to amend the provision by the insertion of words that would authorize "legalistic" delimitations of the declaration, but he, too, was defeated, 38 to 22.

Certain employing interests were most emphatic in their opposition to this section. In a letter of protest to President Wilson, Acting President Mulliken of the Chamber of Commerce of the United States of America stated that a referendum vote by their affiliated organizations disapproved the measure by a vote of 669 to 9.

LABOR'S ECONOMIC PLATFORM.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman Suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualifications in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.
20. We favor a system of United States Government Postal Savings Banks.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

(Continued from Page 5.)

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Headquarters:
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Agencies:
SEATTLE, Wash., 84 Seneca St., P. O. Box 42.
ASTORIA, Ore., P. O. Box 138.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia
29 ERSKINE STREET, SYDNEY, N. S. W.

Labor News.

The Duluth (Minn.) city council has offered the Edison Electric Light Company $1,000,000 for its plant and equipment, same to be accepted or rejected within twenty days. Should the company refuse the offer, the city will either accept recommendations of its engineers and build a plant to compete with the Edison concern, or go into court and have the private property condemned.

The Massachusetts State convention of Journeymen Barbers has voted to continue the fight for a universal Saturday closing hour for barber shops in Massachusetts. In Boston the closing time is 10 o'clock. Delegates reported that in many cities midnight is the rule. It also was decided to present to the next legislature a bill providing for the licensing of barbers.

"Nearly a 100 per cent. organization" is the report of Secretary Ironside to the Vermont State Federation of Labor in discussing affiliation of locals. The official urged greater organization activity, and declared: "The organized labor movement in Vermont knows better than ever before that it is neither to be bribed or bullied, deceived or delayed; that it knows what it wants and why it wants it. We stand erect in government, as in industry, asking not for sympathy, but demanding only justice."

The court-martial which tried twenty-two officers and men of the Colorado State militia on charges growing out of the battle at Ludlow, April 20, has made public its findings. All defendants were acquitted of the charges of murder, manslaughter and larceny. Lieut. Linderfelt, charged with killing Louis Tikas, leader of the Greek strikers, by striking him on the head with a rifle, was absolved from his action on the ground that the assault was "justified." The verdicts were approved by Adjutant General Chase and Governor Ammons.

Whether making a man work on the public roads is imposing "involuntary servitude" on him in violation of the Federal Constitution is the issue raised in a case just docketed in the United States Supreme Court from Florida, where a man was arrested for failure to comply with the laws of that State, which require able-bodied citizens to work on the public roads six days or pay $3 into the road funds. Although many States have similar statutes, this is the first time the constitutionality of one of them has been brought to the United States Supreme Court on the point in question.

Floyd Kenyon, commissioner of public health and safety, at Stockton, Cal., is being denounced by the Manufacturers' Association, which charges that the police department is not being used in the interests of law and order. The police official counters most effectively in a public statement showing that he has refused to give special privileges to the employers who have locked out all union workmen. He shows that the employers asked him to appoint as special officers five strikebreakers who were arrested on the charge of carrying concealed weapons. Another group of thugs, favored by the employers, were found armed with revolvers and blackjacks by the local police department.

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Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Anderson, P. F.	Maas, R.
Andersen, Ragnvald	Mathisen, Nils
Andersen, A. -1777	Marx, Rhorvald
Aylward, J.	Mickelsen, M. D.
Altredsen, Andrew	McDonald, Wm.
Albers, Geo.	Manson, Sven
Anderson, Gust W.	Merkle, G.
Anderson, Julius L.	Nuss, John
Bekker, Geo.	Nelsen, Bernt
Benter, Henry	Nielsen, N. C. -544
Bruin, B. de	Nilson, Andrew
Bruce, Robert	Naro, H.
Bode, Fred	Nase, A. Knudsen
Bye, Sigurd	Nielsen, H. J.
Backman, A.	Olsen, B. -597
Campbell, Frank D. M.	Olsen, E. -966
Davis, F. A.	Olson, C.
Doddy, C. W.	Olsen, A. M.
Engstrom, Carl	Olsen, Martin
Eriksen, C. -872	Olsen, O. P. -1141
Erikson, Erik	Paulsen, G. L.
Eriksen, John	Petersen, S. A.
Eriksen, E.	Preuss, F. -234
Engriksen, Harold	Paaso, A.
Gjelseth, I.	Peitzon, Jacob
Geiger, Joe	Petterson, Harry
Gundersen, Peter	Rasmussen, P. A.
Grane, P. C.	Roche, John
Hansen, John	Rasmussen, Arthur
Hardeasle, W.	Riech, F.
Hellisen, H.	Riech, J.
Hernes, K.	Rose, W. H.
Herman, Gus.	Samuelsen, Hugo
Herman, Axel	Shepard, Peter
Hood, W.	Sunde, Peter
Hagen, P. B.	Schaukat, Hans
Hansen, H. O. -315	Simminghiem, G.
Hagger, F. W.	Saar, I. A.
Jahnke, Otto	Saunders, R.
Jensen, Hans 2062	Sheppard, Stewart
Johnson, Julius	Skubber, H.
Jonson, Alfred	Stover, Harry
Johansen, Arvid	Stuhr, H.
Johansen, Geo. W.	Sundberg, K. K.
Johnson, Hilmer	Sund, K. A.
Kallio, F.	Svensen, Tel
Kennidy, Tom	Svery, Carl
Krouss, Ernest	Tiedeman, Joachim
Kristiansen, Trygve	Totz, R.
Kristiansen, K. F.	Tahlinen, M.
Knutsen, Knut	Thorsen, Knut
Kruger, J.	Tahti, Hialmar
Larsen, Hans -1595	Tomis, Frank
Lalompde, J. P.	Toosen, Thos.
Larsen, L. A.	Van Loo, E.
Ljungstrom, Steen	Wehde, F.
Lundberg, Jerry	Wison, P. L.
Lynn, C.	Wenikke, A.
Luwold, Nils	Wold, Statius
	Wettland, Johan

INFORMATION WANTED.

Anyone knowing the whereabouts of Wilhelm Brannemann, born at Dockenhuden, Germany, in 1882, please communicate with Hans Martens, No. 1892, Sailors' Union of the Pacific, San Francisco.

If Axel Olson and John Swanson, who in the autumn of 1902 were members of the crew of the steamschooner "Fulton," will send their present addresses to John Gabrielson, Bellflower, Calif., they will receive news that will be of interest to them.

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Tacoma Letter List.

Anderson, John	Line, Wiktor
Almkvist, Emil	Melgail, M.
Corty, Casar	Murphy, Daniel
Dobbin, Harry	Nilsson, Teodor
Doering, E. W.	Nielsen, C. V.
Englund, Gust E.	Olsen, Martin E.
Hansen, Johannes	Paterson, John
Iversen, Iver	Pettersson, C. H.
Johansson, Charles	Voss, H.
Johannsen, Christian	Whermann, William
Karthauser, Otto	Wilbrandt, Harry
Linea, W.	

INFORMATION WANTED.

John S. Bickel, a sailor supposed to be sailing on the Pacific Coast, is inquired for by his sister, who has important news for him. Address Laura Bickel, 8817 Birchdale Ave., Cleveland, Ohio.—5-13-14.

Carl Kristianson, who shipped on the bark "Nuana" in September, 1912, from Honolulu to San Pedro, was on the bark "Allen" and schooner "Kepeat" previously. Anybody knowing his whereabouts please notify his mother, Mrs. Anna Kristianson, Majornas, Route 6, M. 27, Littra B. Nystrama St., Goteborg, Sweden.—5-13-14.

Carl Julius Carlson, born in Sweden in 1877, is inquired for by his mother. There is about $2000 due him from his father's estate. Last heard of in September, 1902, on the Atlantic Coast. Previously sailed on the "Clifford" between St. Johns and New York. Address Fru Sophia Carlson, Klubbegard, Hallands Lan, Heberg, Sweden.

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Eureka, Cal., Letter List

Ereksen, Anton	Haldorsen, Adolf
Ellison, Sam	Ingebrethsen, Alfred
Englund, Gust	Lawrence, Harry
Hansen, Harald	Lomas, Richard
Hansen, Harry -1827 (Photo)	Thorssen, Fred'k. N.

INFORMATION WANTED.

Andrew Wilne, native of Dundee, Scotland; about 28 years of age, dark complexion, last heard of about nine years ago, sailing as steward, also as fireman, is inquired for by his relatives. Address A. S. Milne, 1122 Rose street, Grandview, Vancouver, B. C.

The members of the crew of the barkentine "Mary Winkelman" who made the voyage in her to Mollendo, Peru, and arrived at San Francisco on her return trip on April 5, 1914, are wanted by the Charles Nelson & Co. at San Francisco, Cal.—6-24-14.

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Portland, Or., Letter List.

Anderson, A. -1645	Karlson, August
Anderson, Gust. -1808	Kluge, Frank
	Kelly, Patric
Andresen, Anton -1635	Laine, Frank
	Larsen, John
Andersen, Mike	Lewik, Karl
Bergman, Karl W.	Lutzen, Wald.
Berglund, Ed.	Mathson, Nils
Bjorkman, Chas.	Mathiassen, Sigurd
Brun, Mathias	Maass, R.
Bults, Ernest	Meckerman, Ernest
Bakkersen, Peter J.	Marx, Thorwald
Carlsen, J.	Mikalsen, Andreas
Christensen, H. P.	Moberg, Karl
Carlson, C. Erland	Nelssen, C. J.
Campbell, Frank	Nilsson, Axel
Dahl, Henry	Nielsen, Kristian
Deswert, William	Narberg, John
Day, Aca	Olsen, Arthur
Danielsen, Nils J.	Olsen, Ansgar
Edstrom, John	Olson, J. W.
Erman, A.	Olsen, John Andreas
Ekham, Frans	Phillip, Max
England, E.	Petterson, Einar
Freitag, Franz	Peterson, Hans
Fristrom, S.	Petersson, M.
Geiger, Josef	Pettersson, W. H.
Gordia, Piet	Pelz, Gottfried
Gynther, John	Pohland, Max
Gravier, Eugene	Petersen, John
Grell, Ben	Rautio, Jacob
Hansen, Max O.	Reincke, Herman
Henriksson, William	Rhodes, F.
Hellman, Albin	Schmidt, Hans
Henricks, Woldemar	Swanson, Carl O.
Hedlund, Albert	Simens, O. L.
Holm, Aage	Scott, James
Huneig, Hans	Schulz, Alfred
Hansen, H. F. C. C.	Wieprecht, Ernest
Johansen, Chris	Welsen, J.
Jansson, L. -2166	Walter, John
Johansson, Arvo	Woldhouse, John
Jacobson, A.	

Aberdeen, Wash., Letter List.

Andersen, -1118	McLean, H.
Arnell, John	Martin, James
Andersen, F. C.	Mackenzie, Hector
Andersson, Geo.	G.
Behn, Alfred	Malm, Gus
Bowen, J. J.	Nordgren, Chas.
Burkland, John	Oksanen, Juko
Breien, Hans	Olsen, Oswald, -1059
Butler, J. E.	Peterson, Axel
Christensen, Albert	Pettersen, Karl
Christensen, F. R.	Petersen, J.
Christensen, Hans P.	Pettersen, Olaf
	Peter, V.
Christiansen, -1093	Peterson, Nels
Ernandes, Frisco	Rundblad, Oscar
Eriksson, -333	Sim, Gunder
Elenius, Axel	Schmidt, Heinrich
Evanger, Nils	Simensen, Isak
Fuller, J. H.	Sorensen, -1607
Forde, S. C.	Scheftner, Bernhard
Graf, Otto	Sundberg, John
Heinig, Johann	Schacht, Hein.
Hansen, Ove Max	Sormato, Matti
Hansen, C. F.	Schlachtl, Alf.
Junge, Heinrich	Toves, H. C.
Jacobson, Arthur	Thorne, John
Johansen, Hans	Udby, Harold
Knudsen, R. E.	Walder, Olsen N.
Kinnunen, A.	Packages.
Kyrkslatt, L.	Glazer, Y.
Kristiansen, Nils	Gorgensen, Olaf
Loining, Hermand	Hansen, John
Lengtssen, Gottfried	MacGuire, O. F.
Laine, Herman	Solberg, Peter
Lorsin, G. L.	Stanners, W. S.
Larsen, Lars	

INFORMATION WANTED.

Alfred Petersen, a native of Bergen, Norway, age about 44, is enquired for by his brother, Randolf Petersen. Any one knowing his whereabouts please notify Sam Anderson, address 100 Steuart St., San Francisco, Cal. 7-22-14

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INFORMATION WANTED.

Frank Melson, who went as fireman on the S. S. "Maye" from Philadelphia to New Orleans, in May, 1913, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. G. W. Paruin, 4309 Westminster avenue, W. Philadelphia, Pa.

Charles Harold Allen, who has served as an apprentice in a British ship, age about 21 years, medium height, brown hair, last heard of in San Francisco November 9, 1911, is anxiously inquired for by his father. Please notify British Consul-General at San Francisco.

George Alfred Hall, last heard of on the Sch. "Sehome" in June, 1913, will please communiacte with his brother, Walter Hall. Address 790 18th street, Oakland, Cal.

Nils Edmund Johansen, a native of Tansberg, Norway, aged about 50, last heard of at Melbourne, Australia, is inquired for by his brother. Address, Martin Johansen, 839 Centennial avenue, Alameda, Cal.

Home News.

The German wireless station at Tuckerton, N. J., was ordered closed by Acting Secretary of Commerce Sweet, on August 24. The station is said to have operated illegally.

William Randolph Hearst was endorsed for United States Senator from New York on August 22 by the Democratic committee of Bronx County. Governor Glynn was endorsed at the same time for re-election.

Henry Ford, automobile manufacturer, will show in the Palace of Education and Social Economy of the Panama-Pacific International Exposition the detailed workings of the social service innovations made in his factories. The details of his division of 3,000 acres into fifteen-acre tracts for workers also will be shown.

Officials of the Panama-Pacific International Exposition have received notification from the government at Washington that all United States government exhibits will be shown in the $500,000 Government building. The available space in other exhibit palaces has been greatly oversubscribed and this will relieve the congestion of the Exposition palaces.

The exhibit palaces at the Panama-Pacific International Exposition at San Francisco in 1915 will be open by day, closing at sundown, but the concessions district, the great "Zone," will remain open until eleven o'clock at night. Admission to the Exposition grounds for adults will be 50c, while for children under twelve it will be 25c.

Statistics obtained in the office of the Chief of Engineers at Washington, D. C., show there will be furloughed by October 1st almost 30,000 Government and contractors' employes engaged on river and harbor work, this action being made imperative because of the failure of Congress to pass the rivers and harbors bill. Hundreds of employes will be laid off in California.

According to figures furnished by the Citrus Protective League of California, it is estimated that the total shipments of citrus fruits from the State up to November 1 will be approximately 48,182 cars of oranges and lemons, about 3000 of which will be lemons. It is estimated that the net returns to the State will amount to over $32,000,000. This will be the highest shipment on record and compares with the season of 1910-11, when a total of 46,399 cars were shipped.

David Lubin of California, American delegate to the International Institute of Agriculture at Rome, Italy, conferred wtih President Wilson concerning his plan for the establishment of an international commission to regulate ocean freight rates. Representative Alexander of Missouri has a resolution before the House Committee on Foreign Affairs instructing Lubin to invite all governments interested in the international institute to participate in a conference which would consider the advisability of formulating a convention for the establishment of a permanent international commission on merchant marine and ocean freight rates, the conference to be held in Rome in 1915. The idea back of the proposed commission is that such an organization would steady the price of the world's staple products.

Domestic and Naval.

Vessels using the wharves at Singapore in 1913, not including those at anchor, numbered 2,708, while 2,801,283 tons of cargo were dealt with by the dock authorities.

The representatives of France, Germany, Norway and Great Britain have renewed their protests to the Cuban Government against the preferential nature of the tonnage dues under the Ports Company law.

Sir Thomas Lipton's "Shamrock IV." arrived in New York on August 17 and is now tied up alongside of a wharf in James Shewan & Son's yard at the foot of Twenty-seventh street, South Brooklyn. She was towed part of the way from Bermuda by the steam yacht "Erin."

The statistical report of Lake commerce through the canals at Sault Ste. Marie, Michigan, and Ontario for the month of July shows a total movement of 8,830,256 net tons, against 12,278,124 tons a year ago, a falling off of 28 per cent. The decrease was due principally to grain, flour and wheat, and pig iron and soft coal.

A libel against the steamer "C. Russell Hubbard," owned by W. C. Richardson & Company, of Cleveland, and the tugs "Welcome" and "Simpson" of Milwaukee, was filed in United States District Court on behalf of Martin Marine, owner of the schooner "Wanda," which was sunk on the night of July 21 at Milwaukee.

The recently established steamship service between Norway and the United States having proved so successful, it has been decided to increase the capital of the company and to build another new steamer. It is intended that this steamer shall be larger than the "Bergenfjord" and "Kristianiafjord" already engaged in the service.

The two Chilean destroyer leaders, built at East Cowes, which have been taken over by the British Government, will be named the "Faulkner" and "Broke." They were originally named the "Almirante Lynch" and "Almirante Condell" and measure 320 feet by 32.5 feet by 11 feet, with 1850 tons displacement, 27,000 horsepower and 31 knots' speed. Four sister ships are in course of construction.

The Ligure Brasiliana, in which the Hamburg-American line has a large financial interest, has under construction in Italy two 10,000 tons cargo and passenger steamers which are just approaching their completion. The Ligure Brasiliana, which, as announced a few days ago, is to change its name into the Transatlantica Italiana, and to make a considerable addition to its capital, will shortly conclude contracts for the building in Italy of two large steamers for the North Atlantic trade.

Some idea of the carrying capacity of the greatest of the lake freighters recently constructed is given by an inspection of the cargo carried by the Canadian Steamship Line's steamer "W. Grant Morden," since its first trip from Port Arthur May 9 for Port Colborne. On that trip it carried 419,000 bushels of wheat, and on the return trip it carried 12,168 tons of coal. On May 29 it left Port Arthur with 538,558.20 bushels of grain made up of 258,558.20 bushels of wheat and the remainder of oats. In all the succeeding voyages it has been carrying from 12,000 to 12,500 tons of coal or ore.

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Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Abrahamsen, Anton
Ahl, Theo.
Abolin, Chris.
Adolfsson, Fritz
Albertson, Chris
Albons, Arney
Alhanasele, Michel
Andersen, A.
Andersen, Andrew
Andersen, Arnfeldt
Anderson, Edvard
Andersen, Heney

Baars, Hans
Backman, Axel
Barton, Wm. F.
Bauer, Andrew
Bauman, A. Oscar
Baumly, Jos.
Bay, Geo.
Beausang, Eugene
Behrens, Herman
Behr, H.
Beimeir, Peter
Bendecksen, Nick
Bensen, Dick
Berg, John
Berglalm, Edward
Bergstrom, A.

Caen, P.
Callon, Josh.
Campbell, D. C.
Campbell, Geo.
Carlson, Axel
Carlson, C. Erland
Carlson, John
Carlsson, Carl V.

Dalen, Wm. K.
Dallman, H.
Daubbs, Paul
Davis, Frank A.
Davis, Gala
Dehler, Alfred
De Landtsheen, John

Eaton, William H.
Edolf, C.
Eggers, John
Ehlert, Ernest
Einardt, T.
Ekstrom, George
Ellsworth, James
Elofsen, John
Elone, Emanual

Filler, Edward
Finn, Chas.
Fitzpatrick, P.
Fjellman, George
Forshu, Alex
Foss, John
Foss, L.

Gaby, J.
Gasch, William
Geary, A.
Gierahn, R. C.
Glass, W.
Greenbeck, J.

Haave, Norvald
Haggar, Fred
Hakonsson, Ingvar
Hallenberg, Gustaf
Hallowes, Louis N.
Halvarsen, H. -2229
Halvorsen, Isack
Hammargren, Oscar
Hank, A. E.
Hannus, M.
Hansen, C. F.
Hansen, Christ
Hansen, C. T.
Hansen, H. C.
Hansen, Hilmar
Hansen, H. P.
Hansen, Jerry
Hansen, J. -2156
Hansen, Jeremias
Hansen, -965
Hauser, Max
Hansen, Nick
Hansen, Olaf

Jacklin, Carl
Jacobsen, John
Jamisch, Ed W.
Jansson, Fredrik
Jensen, C.
Jensen, Fredrick
Jensen, Hans -2260

Andersen, Nela
Andersen, Peder
Anderson, Knut
Andersen, K. P.
Anderson, Martin
Andreassen, Morgan
Aner, William
Antonsen, Herman
Arnecke, Carl
Attel, Alf
Austin, Tom

Birkenberg, H.
Bjerk, Gustaf -2007
Bjorseth, Knut
Blanco, D.
Blucker, John
Boers, M.
Borgen, John
Bowman, William G.
Brander, William
Brun, Mathias
Bryan, John
Brynjulfson, Halvar
Bryning, Walter
Buaas, Thomas
Bye, Sigurd
Bynum, Joe

Carry, Peter A.
Christiansen, Peder
Clausen, Joergen
Cockell, Frank
Costa, Casimiro
Cord, P.
Crosman, Geo.

De Rose, Jack
Deswert, William
Digman, Carl A.
Dixon, John
Dohmann, Ferdinand
Doose, Wm.
Dreyer, Carl

Engel, M.
Enstrom, Carl
Eriksen, Bernhard
Eriksen, Kar A.
Eskildsen, A. P.
Essen, Carl Axel
Evans, Stanley C.
Evensen, Louis

Fredholm, C. J. F.
Frediksen, B. D.
Freiberg, P.
Fricke, W.
French, Jack
Fritsch, L.

Gronnevick, Isack
Gulbransen, Bjorn
Gundersen, Chas.
Gustansen, Olaf
Gustafson, Gus
Gutman, Charles

Hansen, Oscar
Hansen, Thomas -1769
Hanson, N.
Hansson, Harold
Haws, Arthur
Heckel, Max
Heldal, Trygve
Helpap, August
Henry, H. A.
Hetebruegge, W. -1093
Higgins, H.
Hiks, Gustav
Hilke, Karl
Hogelund, Andrew
Hollman, Martin
Holm, S.
Holst, R.
Hoseth, Kristian
Hubner, C. F. W.
Hubertz, Emil
Husby, Lars

Jensen, Halvar
Jensen, Hans
Jensen, Harry
Jensen, H. G.
Jensen, Just
Jensen, William
Jespersen, Martin

Johannesen, Einar
Johansen, A.
Johansen, -2021
Johansen, Alf.
Johansen, Eduard
Janssen, H.
Johansen, Louis
Johansen, S. W.
Johansson, Aug. -280
Johansson, Johan
Johnsen, W. C.
Johnson, A. R.
Johnson, Bernhard

Kaare, P. Juhl
Kallio, Frans
Kallos, Alex.
Kalnin, E.
Kargen, Fred
Karlsen, Martin
Karsberg, V.
Karsten, Hugo B.
Kasen, Frudu
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Klatt, Herman

Laas, John
Lacy, Thos. E.
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Larsen, T.
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Larson, H. P.
Lauger, Robert
Laydon, D.
Lee, Ernest

Maatson, Olaf -2046
Madsen, C. H.
Makelor, Gustave
Maksnes, Kristian
Malmstrom, C. A.
Maitti, J.
Manss, Fred
Markman, Harry
Markmann, Heinrich
Martenz, Paul -2262
Masters, C.
Mathisen, Charley
Mathisen, Christian
Mathsen, Olaf
Matson, Henning
Mathson, Louis
Mavar, James
Mayes, J. B.
McCann
McConnell, David

Nauman, A. E.
Neil, John
Nelsen, Ernest C.
Nelson, Victor
Nerby, Kristian
Nerlin, Thos.
Neubert, H.
Nicolaisen, Karl
Nielsen, Ingolf
Nielsen, L.

O'Connor, W. F.
Olafsson, Melchoir
Olmann, P.
Olsen, Alfred
Olsen, Arne
Olsen, Ferdinand
Olsen, Geo.
Olson, Geo. W.
Olsen, M. E.
Olsen, N., -502
Olsen, Ole -1047
Olsen, Olaf
Olsen, O. -1283

Palm, A.
Palmer, P.
Parrell, William
Paulsen, Alex.
Paulsen, James
Paulson, G.
Paultin, Martin
Pearson, John L.
Pearson, Victor
Pedersen, Hans
Pedersen, Halftan
Pedersen, Paul
Pederson, Sofus R.
Perkins, Paul
Petersen, -1564

Raalsen, Fred
Ramberg, B. A.
Rasmussen, Emil
Rasmussen, Ernie
Raymond, Frank L.
Regan, John
Remmert, J.
Renvall, Anselmi
Repson, Ed.
Richardson, E. O.

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Sager, Ed.
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Salger, Julius

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Jokstad, Sigurd O.
Jones, Berthon
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Jorgensen, H. P.

Klaus, Leander
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Klinker, C. J.
Knoff, L.
Knudsen, David
Knudsen, Lauritz
Knudsen, P.
Kohne, Ernst
Konopacki, Martin
Koski, David
Kristiansen, Hans
Kristiansen, L. P.
Kristjan, A. W.
Kroeger, Henry

Lengmenius, Wm. L.
Lepsoe, Oscar
Lewis, Roy B.
Lill, Chas.
Line, W.
Linhquist, G.
Lohne, E.
Long, H. W. M.
Lorense, W.
Love, S. C.
Lundblad, Ernst
Lund, Christ

McGoldrich, J.
McKeating, R.
McKenna, F.
McMahon, J. T.
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Morris, Reuben
Moure, Peter
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Mudda, A.
Murray, C. P.

Nilsen, Fred
Nilson, Ragnard
Nilsson, -1141
Nordin, Gus
Nordstrom, Victor
Novomiroff, M.
Nurhanan, I.
Nurmi, Victor R.
Nyman, Oskar

Olsen, Otto
Olsen, Oswald
Olsen, Peter
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Olson, Marius
Olson, S.
Olson, Sam
Olsson, G. B.
Olsson, James
O'Neil, James
Ossis, Andrew
Ovarnstrom, H.

Petersen, John A.
Petersen, Oscar E.
Petersen, Robert
Petersen, Victor
Peterson, L. -1389
Peterson, Mauritz
Peterson, Soren
Petz, Fritz
Pillson, Eduard
Poppe, F. G.
Porath, Ben
Prannels, W.
Prinz, Carl
Punis, Antony

Richter, Niels
Rimmer, Chas.
Rinta, Karl
Rivera, Ben
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Rosenquist, A.
Rudberg, Charles
Ruise, —

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Samuelsen, Ingvold
Sancherd, Vincent

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Sandseter, Paul
Sandseth, O.
Sanlos, Ben
Scheffler, Samuel
Schmidt, Berhard
Schmidt, Louis
Schroder, Friedrick
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Schroder, H.
Schulze, Paul
Seidel, Willi
Sellers, William
Shallgreen, John
Shankat, Hans
Shem, A.
Sherry, J. H.
Shields, J. J.
Simens, O. L.
Simonsen, Sigvard
Simonson, Thomas
Sjoblom, Karl A.
Skidsmo, A.
Skoglund, Harry
Slenning, Joseph

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Tammola, Vaino
Thal, R.
Therain, John E.
Thomas, Edward
Thompson, E.
Thompson, Thomas

Uhlman, Axel

Vallentisen, George
Vanderberg, Geo.
Van Katwijk, J. W.

Wagner, W.
Wahi, J.
Wallgren, I. M.
Walsh, B.
Wanderlid, J.
Wartnen, W.
Wash, H.
Wedeking, William
Welsen, Julius
Welson, R.

Zankert, Karl
Zimmerling, Fred

Smith, Donald
Smith, Percy S.
Solmberg, Otto
Sonnenberg, J. C.
Sorby, Olaf
Sorensen, Christian
Sorensen, C. J. T. G.
Sorensen, Peter
Sorensen, Soren
Staff, Andreas
Stenberg, Alfred
Sterling, H.
Stitman, F.
Strasdin, Hans
Strom, Kahl
Swansen, O.
Swanson, Jack
Swanson, John
Swansson, Oskar
Swartley, Norman
Sweeting, J.
Swenke, Carl
Sundi, Oscar
Sundberg, K. K.
Sundharm, Fred

Thoren, Wicktor
Thorsen, Otto
Tobey, John
Torrguist, M.
Torjusen, Gunvald
Torkilsen, Marius

Ulmar, John

Velson, Frank
Verfard, Frank

Werner, Paul
Westman, A.
Wiback, Walter
Wickstrom, Antone
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Hendriksen, Hagbart
Johansen, Emil
Johnson, R. W.
Jorgensen, Oluv
Klette, E. F.

Laas, J.
Laydon, D.
Lundberg, Oskar
Mehrtens, H. K.
Miles, I. P.
Olsen, Carl -1101
Olsen, W. S. -1229
Raasch, O.
Rarly, Frans.
Rasmussen, Emil
Rathke, Reinhold
Relursen, A. L.
Roslin, Robert
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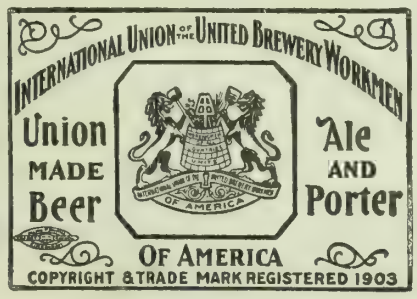
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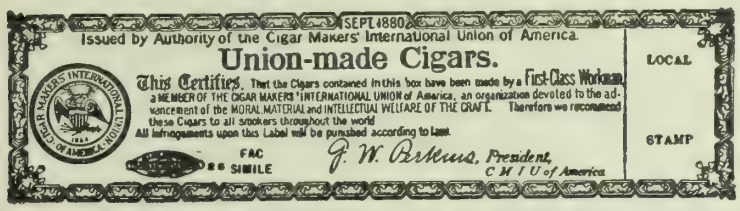
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INFORMATION WANTED.

Samuel Dickson, a seaman, aged about 40 years, son of Moffett Dickson, deceased, of Belfast, Ireland, or any person knowing his whereabouts, is requested to communicate at once with the undersigned in connection with a legacy. A. R. Smith, U. S. Shipping Commissioner, Philadelphia, Pa.

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Elmi, A.	Lundqvist, Frito
Finley, Joe	Nieman, August
Georgeault, Joseph	Osterlund, Albert
Grano, Gustaf	Olsen, John
Grabrovae, Anton	Petersen, Carl
Hallen, Victor	Petersen, H.
Happmer, H.	Paitanen, Alex
Iacona, Carmelo	Wallin, E.
Johnson, Martin	

Seattle, Wash.

Abolin, Adam	Osterlund, Albert
Borgen, K. Sigurdsen	Olsson, Sigfrid
	Peterson, Andrew K.
Dahl, Ben.	Phister, Albert
Fister, Johannes	Polhome, Mr.
Finnigan, I. H.	Ridderstaff, Ernest
Hagen, Gunder	Rye, F. M. J.
Jensen, Gustav	Selback, Chris.
Johansen, Ingvald	Slinning, Rasmus O.
Johnson, Axel	Spellman, Tom
Nelson, Nels Wilhelm	Starks, John
	Stein, George G.
Larsen, Fred	Stixrud, Jack
Magnuson, P. A.	Stromsness, Oscar

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News from Abroad.

A peaceful settlement of internal troubles in San Domingo was reported on August 22. Through the efforts of the American commission the warring factions are said to have agreed that a provisional president be named to succeed President Jose Bordas.

Thirteen survivors of a Danish trawler, which was sunk by a floating mine in the North Sea, have been landed at Shields. Four of the crew of the trawler lost their lives. The vessel was on her way to Iceland, when those on board felt a terrible explosion. Flames shot up around the bow of the vessel and she began to sink rapidly. A small boat was launched, but the vessel foundered before four men in the forecastle could be reached.

That General Venustiano Carranza is provisional president of Mexico and administering the duties of his office, was Secretary of State Bryan's announcement. He said he made it with great pleasure. He said also he wished to reiterate that the American-Mexican policy—"watchful waiting"—had won, that "the peaceful transfer of authority has taken place and we are hoping for an occasion of peace and prosperity and progress in Mexico."

The United States has informed the powers of Europe of its intention to send the armored cruiser "North Carolina" to Turkey to carry gold for the relief of Americans, according to an announcement of the State Department. While the "North Carolina" goes on a mission of financial relief, her presence in Turkish waters is intended to have a salutary effect with respect to the treatment of Christians and foreigners generally resident in the Ottoman Empire.

Great Britain, France and Russia have advised the United States informally that they would look with disfavor on the purchase by this Government of German merchant steamers to relieve conditions growing out of the European war and to build up an American merchant marine. While not conveyed in any diplomatic correspondence, their position, nevertheless, has been vigorously set forth to President Wilson and Secretary Bryan. France took the initiative, Ambassador Jusserand carrying his objections to President Wilson in his recent interview at the White House.

The Governor of New Zealand has received a message stating that the German Government of Samoa has surrendered and that he has been sent with other German prisoners to the Fiji Islands. The landing of British troops in Samoa was carried out with great expedition. The Union Jack was hoisted over German Samoa August 29. The Samoan or Navigator Islands, in the Pacific Ocean, up to the present time, have been owned jointly by the United States and Germany, each country being in possession of two islands. Upola and Savali were the German holdings. The British force which took possession of this German territory was sent from New Zealand. The announcement of British occupation was first made through London, August 30. The Fiji Islands are a British colony about 650 miles southwest of Samoa.

With the Wits.

"What's the use of cussing so continuously?"

"The darned auto won't go."

"Well, you can't run it by lung power."

"I see a lot of women profess not to like the man-made laws," remarked the observer of events and things, "but I take notice they do like the man-made wages."

"Were you glad to get back to school and see your dear teacher?"

"Well," replied the very observant boy, "I guess I was just about as glad as dear teacher was to get back and see me."

"When a man dies, is an inquest always held?"

"Oh, no. If a doctor has been in attendance the coroner is not supposed to have to inquire into the cause of the death."

The women of Paris have thought out another thing to keep men from coming home early. Not content with the slashed skirt, they are now leaving off their stockings. No wonder statistics show that so many men are run down on the streets in Paris.

Professor (discussing organic and inorganic kingdoms)—Now, if I should shut my eyes—so—and drop my head—so—and remain perfectly still, you would say I was a clod. But I move, I leap. Then what do you call me?

Bright Pupil—A clodhopper, sir.

A certain farmer noted for constant complaining was met by a friend one morning.

"Fine weather, James," said the latter.

"For them as ain't got to work," was the response.

"Your farm looks in fine condition."

"To them as ain't got to dig in it."

"Well, James, I'm glad your wife's better."

"Them as don't have to live with her may be."

Children's Accounts

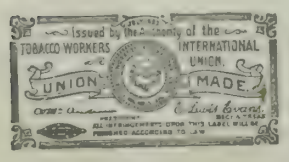
Your children should be taught to save. Open an account for each of them to-day. Show them by example that you believe in a savings account. They cannot start too soon.

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The class of teachers of Navigation in the past have been those having simply a knowledge of Navigation, and Navigation only. Conditions have changed, and the American seamen demand a man as a teacher with higher attainments than one who has only the limited ability of a seaman. The Principal of this School, keeping this always in view, studied several years the Maritime Law, and is now, in addition to being a thorough teacher of Navigation and its kindred subjects, a regularly admitted Member of the Bar.

There is no standard of education required of a pupil entering the School, for no matter how ignorant the seaman may be, even in the rudiments of common education, Captain Henry Taylor will teach and raise him from the depths of ignorance to the height of the average well-informed man, and in a comparatively short interval of time.



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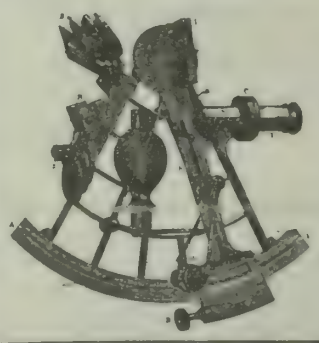
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